

*Corona*

*Tomorrow*

*Cherishing our past...*



*Planning our future*

# CITY OF CORONA GENERAL PLAN

Adopted March 17, 2004  
Resolution No. 2004-034



*City of Corona*  
**General Plan**

---

*Prepared for*  
**City of Corona**  
815 West Sixth Street  
Corona, CA 92882

*Prepared by*  
**EIP Associates**  
12301 Wilshire Boulevard, Suite 430  
Los Angeles, CA 90025

**Adopted March 17, 2004**  
**Resolution No. 2004-034**

# Contents

---

|  |            |
|--|------------|
| <b>Acknowledgments .....</b>                             | <b>vii</b> |
| <b>CHAPTER 1—INTRODUCTION</b>                            |            |
| Introducing the Corona General Plan .....                | 1          |
| Context for the General Plan.....                        | 2          |
| How to Use the General Plan .....                        | 3          |
| The General Plan Update Process.....                     | 4          |
| Organization of the Plan .....                           | 11         |
| Implementing and Amending The Plan .....                 | 13         |
| <b>CHAPTER 2—VISION.....</b>                             | <b>15</b>  |
| Our Vision.....  | 16         |
| <b>CHAPTER 3—COMMUNITY DEVELOPMENT</b>                   |            |
| <b>Land Use .....</b>                                    | <b>19</b>  |
| Land Uses to Be Accommodated in the City of Corona ..... | 19         |
| Distribution and Physical Form of Land Uses .....        | 21         |
| Growth and Development .....                             | 29         |
| Community Quality and Sense of Place .....               | 35         |
| Corona’s Residential Neighborhoods.....                  | 39         |
| Corona’s Commercial and Office Districts.....            | 46         |
| Corona’s Industrial Districts.....                       | 52         |
| Corona’s Mixed-Use Districts.....                        | 54         |
| Corona’s Public and Institutional Uses .....             | 57         |
| Corona’s Open Spaces.....                                | 59         |
| Corona’s Opportunity Districts and Sites.....            | 60         |
| Sphere of Influence .....                                | 87         |
| <b>Community Design.....</b>                             | <b>95</b>  |
| Street Landscape .....                                   | 96         |
| CITY ENTRIES.....  | 98         |
| Community Signage and Graphics—Wayfinding.....           | 99         |
| Trails and Greenways.....                                | 101        |
| Community Places—Districts, Nodes, and Corridors .....   | 102        |
| <b>Housing .....</b>                                     | <b>107</b> |
| <b>Historic Resources.....</b>                           | <b>111</b> |
| Historic Resources.....                                  | 111        |
| <b>Economic Development.....</b>                         | <b>119</b> |
| Economic Base .....                                      | 119        |
| Labor Force .....  | 120        |
| Revitalization of TARGETED GROWTH Areas.....             | 121        |

Fiscal Viability..... 122  
 Financing Opportunities..... 123

**CHAPTER 4—INFRASTRUCTURE AND PUBLIC SERVICES**

**Circulation ..... 125**  
 Local Thoroughfares and Transportation Routes..... 125  
 Intercity and Regional Transportation..... 136  
 Transportation System Management and Transportation Demand Management..... 138  
 Public Transportation ..... 139  
 Bicycle, Pedestrian, and Hiking Facilities ..... 140  
 Parking..... 145  
 Truck Routes/Goods Movement Systems ..... 146  
 Transportation Financing..... 149

**Infrastructure & Utilities ..... 151**  
 Water Systems..... 151  
 Sewer/Wastewater Systems ..... 155  
 Storm Drainage..... 158  
 Solid Waste..... 163  
 Energy..... 165  
 Telecommunications..... 167

**Parks, Schools, & Libraries ..... 169**  
 Parks and Recreation..... 169  
 Schools..... 180  
 Libraries ..... 183

**Police & Fire Services..... 185**  
 Police & Fire Services ..... 185

**CHAPTER 5—ENVIRONMENTAL RESOURCES**

**Environmental Resources..... 193**  
 Hydrological Resources ..... 193  
 Biological Resources ..... 199  
 Agricultural and Mineral Resources ..... 205  
 Air Quality..... 212  
 Visual Resources..... 216

**CHAPTER 6—ENVIRONMENTAL HAZARDS AND PUBLIC SAFETY**

**Public Health & Safety ..... 223**  
 Seismic, Geologic, and Erosion Hazards ..... 224  
 Flooding Hazards ..... 228  
 Hazardous Materials ..... 230  
 Noise..... 232  
 Emergency/Disaster Preparedness ..... 248

**CHAPTER 7—IMPLEMENTATION PROGRAMS**

**Implementation Programs ..... 251**  
 Development Management System .....251  
 Governance .....259  
 Public Improvement Plans .....261  
 Public Services and Programs .....268  
 Financing .....272

**FIGURES**

Figure 1 Regional Location ..... 5  
 Figure 2 City of Corona and Sphere of Influence ..... 7  
 Figure 3 Proposed General Plan Land Use Designations .....23  
 Figure 4 Growth and Development Policy Plan ..... 31  
 Figure 5 Growth and Development Policy—Land Use Map ..... 33  
 Figure 6 Downtown Opportunity District .....61  
 Figure 7 North Main Opportunity District..... 69  
 Figure 8 Mixed-Use Industrial and Commercial Opportunity District.....73  
 Figure 9 Eagle Valley Opportunity District.....77  
 Figure 10 Public Use Opportunity District ..... 81  
 Figure 11 Agricultural Opportunity District..... 85  
 Figure 12 Sphere of Influence Land Use Plan .....89  
 Figure 13 Roadway Functional Classification System..... 127  
 Figure 14a Roadway Cross Sections ..... 129  
 Figure 14b Roadway Cross Sections ..... 131  
 Figure 14c Roadway Cross Sections ..... 133  
 Figure 15 Public Transit..... 141  
 Figure 16 Existing and Proposed Bike Trails..... 143  
 Figure 17 Truck Route System ..... 147  
 Figure 18(1) General Plan Buildout Noise Levels .....235  
 Figure 18(2) General Plan Buildout Noise Levels .....237  
 Figure 18(3) General Plan Buildout Noise Levels .....239  
 Figure 18(4) General Plan Buildout Noise Levels .....241

# *City of Corona*

---

## **City Council**

|                    |                |
|--------------------|----------------|
| Jeff Miller        | Mayor          |
| Darrell Talbert    | Mayor Pro Tem  |
| Jeffrey P. Bennett | Council Member |
| Eugene Montanez    | Council Member |
| Karen S. Spiegel   | Council Member |

## **Planning Commission**

|                  |               |
|------------------|---------------|
| Bill Stein       | Chairman      |
| Jason Scott      | Vice Chairman |
| Susan P. Gavigan | Commissioner  |
| Paul Tecson      | Commissioner  |
| Sharon Tresson   | Commissioner  |

## **Participating City Departments**

The Planning Department  
 Management Services  
 Redevelopment and Economic Development  
 The Public Works Department  
 The Building and Safety Department  
 The Department of Water and Power  
 The Parks, Recreation, and Community Services Department  
 The Fire Department  
 The Police Department  
 The Finance Department  
 Corona Public Library

# *Consultant Team*

---

## **EIP Associates**

**Urban Planning and Design  
Environmental Resources  
Public Involvement**

12301 Wilshire Boulevard, Suite 430  
Los Angeles, California 90025  
310.268.8132

## **Stanley R. Hoffman Associates**

**Economic Development  
Fiscal Impact Analysis**

11661 San Vicente Boulevard, Suite 306  
Los Angeles, California 90049  
310.820.2680

## **Meyer Mohaddes Associates**

**Transportation Planning  
Traffic Analysis**

400 Oceangate, Suite 480  
Long Beach, California 90802  
562.432.8484

## **David Evans Associates**

**Infrastructure Analysis and Planning**

23382 Mill Creek Road, Suite 225  
Laguna Hills California 92653  
949.588.5050

## **Ninyo & Moore**

**Geotechnical and Seismic Studies**

5710 Ruffin Road  
San Diego, California 92923

*Chapter* **1**

---

**Introduction**

# Introduction

---

## INTRODUCING THE CORONA GENERAL PLAN

The General Plan for the City of Corona presents a vision for the City's future and a strategy to make that vision a reality. The Plan is the result of thousands of hours of research and technical studies, the collective efforts of the diversity of elected decision-makers, individuals, and agencies who cumulatively guide and shape land use development and natural resource conservation, and the engagement of numerous individuals throughout the community who have articulated their hopes and expectations for the City's future.

The Plan comes at a unique time in Corona's history. In a little over a century, the City has evolved from a small town of 1,434 persons with deep agricultural roots to a dynamic, diverse community of in excess of 135,000 persons and 50,000 jobs. Over the decade spanning from 1990 to 2000, Corona grew at a pace that was among the highest in the United States, with its population increasing by 64.2 percent. Its vast agricultural areas at the base of the Santa Ana Mountains, Sierra Hills, and Chino Hills that centered on a single place of business and civic identity, has evolved to a suburban community of multiple neighborhoods and centers of commerce and employment.

Today, the City is entering a new era where the pace of development is about to change. The land available to accommodate new housing and businesses has almost been exhausted and further growth will occur through the reinvestment in homes, businesses, and infrastructure to keep pace with economic marketplaces and meet the needs of the residents. New patterns of development can sustain Corona's economic vitality and livability. At the same time, the quality of life

for the City's residents can be greatly enriched through expanded cultural and performing arts opportunities. A more balanced community would enable Corona's residents to work, shop, and play here without traveling to other communities.

Corona's strategic regional location on major highway and rail transportation corridors within one of the world's great metropolitan areas presents both opportunities and challenges. The City is blessed with beautiful scenery and mild weather, a variety of housing choices, and a strong local and regional economy. The City has a rich sense of local history, true cultural diversity, and a populace that is committed to keeping Corona a great place to live. It is a city that works.

But, the City also finds itself confronting the same issues faced by cities throughout southern California. Traffic is getting worse, housing prices are increasing, there are not enough local jobs that are matched to the skills of the residents, some older neighborhoods and commercial and industrial areas are declining, land suitable for new development is becoming scarce, community service needs are growing, and the natural environmental resources remain fragile. The City cannot capitalize on opportunities for greater prosperity without addressing these challenges.

The General Plan addresses the issues that must be resolved as Corona faces its future. It is comprehensive—providing a framework for the City's physical, economic, social, and environmental development and addressing all geographic areas in the City, as well as those areas that surround the City that may be served by the City in the future. It is long range—looking ahead to 2025, while at the same time presenting policies to guide day-to-day

decisions. It is sufficiently general to respond to new trends and unexpected changes, but specific enough to inform residents, businesses, staff, and city leaders on how individual properties should be used and managed.

Above all, the Plan is realistic. It recognizes that Corona is approaching its build out, with a limited amount of vacant land. Change will be incremental rather than monumental and will require collaborative efforts on the part of local government, property owners, and residents. The Plan recognizes that local government

revenues are limited, making it imperative to clarify priorities and invest strategically. Future development must occur in a way that makes the most of transportation and infrastructure facilities, minimizes impacts to established neighborhoods, restores and revitalizes older business districts, protect the natural environment and open spaces, and enables the provision of greater educational, recreational, and cultural opportunities to all Corona residents.

## CONTEXT FOR THE GENERAL PLAN

This General Plan has been prepared to comply with the requirements of California Government Codes Section 65300 *et seq.* The Government Code mandates that each California city and county have a comprehensive, long-range, internally consistent plan for its future development. The plan must address seven topics, usually referred to as elements. The required elements are land use, circulation, housing, open space, conservation, safety, and noise.<sup>1</sup>

Local governments are given a great range of flexibility in the organization of these elements and may address other topics of local importance. The Corona General Plan addresses four of these topics: economic development, community design, historic preservation, and parks and recreation. Under state statute, these elements carry the same weight of law as those that are legally mandated.

---

<sup>1</sup> The General Plan's Housing Element was prepared and adopted on a separate timetable from the comprehensive update presented in this document, corresponding to deadlines set by the State Department of Housing and Community Development. Its goals and policies are incorporated in the main body of the Plan's text, but the background analyses and five-year program required under State statute are presented only in the full text document, which is incorporated as an Appendix of this document.

The City last comprehensively updated its General Plan in 1978, with the Noise and Conservation Elements updated in 1990, Historic Resources Element in 2001, and Housing Element in 2002. Much of the future anticipated by that plan is already history. Agricultural lands to the south and north of the City's core have been developed as master planned residential subdivisions. Efforts have been initiated to revitalize Downtown and North Main Street as viable centers of community identity and activity. Industrial uses have expanded and diversified.

The State General Plan Guidelines recommend that general plans be updated every five to ten years to ensure that they remain relevant. This is important not only to reflect local physical and demographic changes, but also broader changes in culture and technology. Accordingly, this update was initiated in recognition of the considerable passage of time since the last comprehensive update. Once adopted, this Plan will supersede all aspects of the earlier Plan and provide a new blueprint for the City's future.

California law also requires that other local government programs be consistent with the general plan. The City's zoning and subdivision regulations, its capital improvement programs, its specific plans, its development agreements, its housing programs, its redevelopment

programs, and even its economic development activities, should further the achievement of general plan goals. Thus, this Plan provides guidance on how other City programs and activities should be changed or strengthened to best implement its policies.

The General Plan differs from the previous Plan in several important ways. It defines a hierarchy of goals, policies, and implementation programs consistently for all elements, unlike the existing Plan. It includes a traditional Land Use Diagram showing the types of uses envisioned in each part of the City and complements this with a diagram that clearly articulates those areas of the City that shall be preserved for their current use and density and those areas in which change and growth will be targeted. It presents policy for the types of uses, their density and intensity, and, uniquely, their design and development character for all areas of use and change. The Plan also responds to the specific issues that have been derived from the technical analyses of the City's existing conditions and projections of future trends, as well as the input from Corona's residents and

business people. These issues have changed since the late 1970s, when the last Plan was prepared.

Finally, the Government Code states that the general plan must cover the entire area within the city limits and any land outside its boundaries that "bears relation to its planning." This provides cities with an opportunity to indicate their concerns for nearby unincorporated areas, particularly areas that may someday be annexed. In Corona, the General Plan covers all 37.6 square miles within the City limits and provides guidance to Riverside County for the 35.2 square miles within the Corona "Sphere of Influence" (SOI). Among areas included in the SOI are the Coronita, Home Gardens, El Cerrito, and Temescal Valley communities, as well as the Prado basin.

Corona's location within the region is depicted on Figure 1, and its corporate boundaries and Sphere of Influence (SOI) are shown on Figure 2.

## HOW TO USE THE GENERAL PLAN

**T**he City of Corona General Plan is intended for use by all members of the community.

*If you are a Corona resident*, the Plan indicates the general types of uses that are permitted around your home, the long-range plans and changes that may affect your neighborhood, and the policies the City will use to evaluate development applications that might affect you and your neighbors.

The Plan indicates how the City will attract business that provides goods and services to meet your daily needs. It defines how the City will attract new jobs that are closely matched to your educational skills lessening the need to commute to Orange County and other areas.

The Plan also informs you regarding how it plans to improve transportation infrastructure, continue to provide adequate parks, schools, police, fire, and other public services, protect valued open spaces and environmental resources, and protect residents from the risks of earthquakes, fires, and other natural hazards.

Cumulatively, the Plan identifies the actions the City will take to ensure that the City and your neighborhood remain a great place to live.

*If you are a Corona business*, the Plan outlines the measures the City will take to protect your investment and encourage your future success. Expectations of the City's business districts are spelled out, while policies ensure that business operations will be compatible with other businesses and nearby residential areas.

Strategies to reverse the decline and attract new investment for the City’s downtown, North Main Street, and marginal commercial corridors are defined.

*If you are interested in developing land within the City* or moving your home or business to the City, the Plan will introduce you to the community. Its Technical Background Report (TBR) contains extensive information about Corona, including long-range population and economic forecasts. The Land Use Plan and Growth and Development Policy Plan (Figures 3 and 4) are useful starting points. However, it is important to review maps and policies throughout this document and the Corona Municipal Code to get a complete perspective on how and where development may take place.

The General Plan is also a tool to help City staff, City Commissions, and the City Council make land use and public investment decisions. It provides the framework for the City’s Zoning Ordinance. It identifies the economic development, transportation improvements, community service and facility improvements, and environmental programs needed to sustain and improve the quality of life in the City. Future development decisions must be consistent with the Plan. Finally, the Plan is intended to help other public agencies, from Caltrans to our local school districts, as they contemplate future actions in Corona.

While the Plan’s narrative text and maps frame the key proposals, the essence of the Plan lies in its goals, policies, and implementation actions. These are declarative statements that set forth the City’s approach to various issues. Goals, policies, and implementation actions are described as follows:

- **Goals** describe ideal future conditions for a particular topic, such as the Downtown, traffic congestion, or affordable housing. Goals tend to be very general and broad.
- **Policies** provide guidance to assist the City as it makes decisions relating to each goal. Some policies include guidelines or standards against which decisions can be evaluated.
- **Implementation Actions** identify the specific steps to be taken by the City to implement the policies. They may include revisions of current codes and ordinances, plans and capital improvements, programs, financing, and other measures that should be assigned to different City departments after the General Plan is adopted.

The Plan is a legal document and much of its content is dictated by statutory requirements relating to background data, analysis, maps, and exhibits. The legal adequacy of the General Plan is critical, since many City actions and programs are subject to legal challenge if the Plan is found to be deficient.

## THE GENERAL PLAN UPDATE PROCESS

### HOW THE UPDATED GENERAL PLAN WAS PREPARED

The update of the Corona General Plan involved ten basic steps.

**1** A **Vision** for the City’s future was defined as the overarching framework for the formulation of updated Plan policies. This addresses the intended functional role, character, and quality

of the built City and its natural environment. The vision was crafted to reflect the collective input of Corona’s residents that chose to participate in the visioning process.

**2** **Guiding Principles** that define a framework of expected outcomes of the General Plan’s updated policies were formulated. These articulate specific measures for the attainment of the Corona Vision.

---

**Figure I      Regional Location**

---

**Figure 2**      **City of Corona and Sphere of Influence**

**3** **Background data** regarding the existing conditions, trends, and projected future conditions for the City’s and SOI’s physical, economic, social, and environmental resources were compiled and analyzed. This data serves three purposes:

- As the basis for the articulation of planning issues to be addressed by Plan policy, incorporating all studies required by state law;
- As measures to test the impacts of alternative growth and development scenarios; and
- As the statutory “Existing Setting” section of the General Plan Environmental Impact Report (EIR).

As the data base contains extensive written narrative, tables, and in excess of 70 maps, it is physically incorporated into a separate volume that legally is a component of the General Plan and EIR. An overview of pertinent baseline and projected conditions is contained in the relevant sections of the General Plan.

**4** **Alternative growth and land use development scenarios** were identified for the City and SOI. As the City is approaching its build out, the alternatives focused on development opportunities for the remaining vacant sites that are not currently committed for preservation as open space and for re-use and improvement of economically obsolete and physically declining commercial and industrial districts and, to a very limited extent, residential neighborhoods.

The alternatives were evaluated for their comparative traffic and fiscal impacts. The latter estimated the costs of public services to support the candidate use and expected revenues. Cumulative effects on the fiscal balance of the City were assessed.

**5** A **preferred growth and land use plan** was selected in consideration of their comparative impacts, as well as consistency with the Vision, Guiding Principles, and objectives defined by Corona’s residents.

**6** **Plan policies and implementation actions** were updated based on the review of existing policies for their consistency with the Vision, Guiding Principles, and selected growth and land use plan, reflection of current issues and community needs, understandability, effectiveness in previous applications, practicality and feasibility, embodiment of state-of-the-art planning practices, consistency with current legislation and court decisions, and reflection of community values and City Council policy decisions.

**7** The **Draft Updated General Plan** was published incorporating an overview of background data and projections, the Vision, Guiding Principles, and goals, policies, and implementing actions. The Draft General Plan is made available for public review and comment in writing or oral testimony at Planning Commission and City Council hearings.

**8** A **Draft EIR** was prepared in accordance with the substantive and procedural requirements of the California Environmental Quality Act (CEQA). From the date of publication, the DEIR is circulated for a 45-day period for public review and comment. Responses to all comments are prepared and incorporated into the Final EIR, which is reviewed and certified by the City Council.

**9** The Planning Commission and City Council will conduct **public hearings** on the Draft General Plan and EIR. In consideration of the public input, the Commission will make recommendations to the City Council regarding the Plan’s content and certification of the Final EIR. The City Council will consider the Commission’s input and conduct additional public hearings. Based on these, the Council makes its final recommendations and adopts the General Plan with changes, if necessary, and certifies the Final EIR.

**10** The **adopted Corona General Plan** is published and implemented.

## HOW CORONA'S RESIDENTS WERE INVOLVED

In practice, the preparation of a general plan is a technical process involving professional planners and staff from all city departments that have a role in its implementation. However, a plan's success is dependent upon its ownership by a community's residents, businesspersons, and property owners. They must concur with its issues, visions, and policies and actions that are defined to address these. Without community support, decision-makers are often inclined to disregard a plan's policies as not being reflective of their needs, values, and aspirations.

To this end, a vigorous program was conducted to engage Corona's residents and businesspersons in the General Plan update process. Components of the program involved:

- **Interviews** with residents, developers, business representatives, community service providers, City department representatives, the Planning Commission, and City Council to identify their perception of key planning issues and challenges and their strategies to address these.
- Distribution of a **survey** to over 20,000 households and businesses, again asking questions regarding key community issues and visions for the future. In excess of 1,650 responses were received.
- Publication and distribution of a brochure ("Corona Snapshot") that presents salient information about existing community conditions and trends and forecasts for the future.
- Conduct of five **community workshops** where participants were requested to confirm the issues defined through the earlier processes and identify their plans for how Corona should evolve in the future. The latter was facilitated through a mapping exercise, where participants applied color markers and "game pieces" simulating land use options to indicate areas of the City in

which new development should be focused and those areas that should be preserved.

- An **environmental issues scoping** meeting that provided the opportunity for the public to identify key issues that should be addressed in the environmental review of the updated General Plan.



## ORGANIZATION OF THE PLAN

### ORGANIZING THE GENERAL PLAN BY TOPIC

The General Plan is organized into seven chapters. The first two chapters provide context for the rest of the document. The next four chapters constitute the Plan’s “elements.” Each element presents an overview of its scope, summary of conditions and planning issues, goals, and policies. The final chapter describes the actions that implement the Plan’s policies.

As permitted by the State, the Plan’s elements are organized by common topic to avoid redundancy and any inconsistencies that are inherent in the statutory definitions of the content of the mandated elements.

An overview of the Plan’s chapters is provided below.

**1 Introduction** describes the General Plan process and introduces the reader to the document.

**2 Vision** presents the statement of community values about the future functional role and character of Corona.

**3 Community Development** presents goals and policies pertaining to how existing development is going to be maintained and enhanced and new development occur. Its components address:

- Land Use—defines where lands are to be conserved and where growth will be targeted and specifies the types, densities, and design characteristics of uses to be permitted and a map depicting their distribution.
- Community Design—specifies strategies for the visual and environmental enhancement of the City’s streetscapes and entries.

- Housing—specifies strategies for the provision of adequate housing for all City residents.
- Economic Development—specifies strategies for business retention and attraction.
- Historical Preservation—defines processes for the preservation of the City’s historic buildings, sites, and landscapes.

**4 Infrastructure and Public Services** presents goals and policies for the provision of infrastructure and services that support residents and businesses.

- Circulation—addresses the movement of people and goods including autos, transit, bicycles, and other modes. It addresses key issues such as trip reduction, parking, traffic safety, and neighborhood traffic calming.
- Infrastructure and Utilities—addresses the provision of public infrastructure including water, sewer, storm drainage, solid waste, electricity, natural gas, and telecommunications.
- Public Services—addresses the provision of services to meet resident needs including policies, fire, library, schools, and health.
- Parks and Recreation—addresses the provision of parklands and recreation programs for the City’s residents.

**5 Environmental Resources** addresses the management of open space and conservation of natural resources such as water, soils, plants and animal, viewsapes, air, and energy.

**6 Public Safety** presents goals and policies to protect residents from the impacts of natural hazards.

- Natural Hazards—strategies to minimize the loss of life and property due to the risks of geologic and seismic hazards, flooding, wildfire, erosion, and hazardous materials,

including the identification of emergency preparedness programs.

- Noise—describes projected future noise conditions due to mobile and stationary sources and policies to mitigate noise conflicts in the community.

**7 Implementation Programs** describe the actions to be taken by the City to carry out the goals and policies defined by the General Plan. These encompass:

- Development Management System—defines the codes, regulations, and processes for land use development.
- Governance—addresses the City’s administrative procedures pertaining to land use regulation, coordination with other local, regional, state, and federal agencies, and annexation of new lands to the City.
- Public Improvement Plans—defines strategies for the implementation of improvements to assure the timely provision of infrastructure and public services to support development.
- Public Services Programs—addresses community services provided to meet resident and business needs.
- Financing—identifies funding sources for capital improvements and community services.

**POLICY REFERENCE SYSTEM**

A simple numbering system is used to facilitate use of the General Plan. This enables the reader to distinguish each topic, or “element,” goals, policies, and implementation programs. Each Plan topic is assigned a number. For example, Land Use is “1,” Community Design is “2,” and so on. Goals are assigned a second order number, i.e., the first goal for land use is numbered as “1.1” and the second is “1.2.” Policies are assigned a third order number, with the first policy relating to the first Land Use goal being

numbered as “1.1.1” and the first policy relating to the second goal numbered as “1.2.1.”

All Plan policies are followed by a set of numbers in parentheses. These reference applicable implementation programs, which are assigned a number preceded by the letter “I.” For example, the second implementation program, the update and application of the Zoning Ordinance, is assigned the designation as “I2.”

**RELATED DOCUMENTS**

The Plan also includes separately bound technical appendices (The Technical Background Report) containing background data and analyses pertaining to all Plan topics. The TBR is not formally adopted by the City and may be expanded or modified without a formal General Plan amendment.

Finally, as required by the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared for the General Plan. The EIR is a separate document that describes environmental conditions in the City and SOI (as presented in the TBR), assesses the possible effects that the General Plan adoption will have on these, identifies actions that will be undertaken to reduce these impacts, and evaluates the comparative impacts of alternatives to the General Plan. Most of the EIR’s mitigation measures have been incorporated as policy into the General Plan and, consequently, the Plan is generally considered to be “self-mitigating.”

The document is considered a “program level” EIR, meaning that it examines the general nature of impacts at a citywide and SOI-wide scale. The findings of the EIR help determine the appropriate level of environmental review that should be performed when subsequent projects consistent with the Plan are proposed. Although the EIR will be certified by the City Council, it is not adopted as a policy document.

## IMPLEMENTING AND AMENDING THE PLAN

**A**fter the General Plan is adopted, it will be implemented through a variety of ordinances, programs, and activities.

These specific actions are described in Chapter 7 and referenced by applicable policies for each Element. It will be especially important to review local land use regulations and procedures to ensure that they are consistent with the General Plan. The zoning map should be consistent with the General; Plan Land Use Plan and the Zoning Code should be consistent with the land use classification system and density/intensity and design and development policies stipulated by policy.

The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. Moreover, the Plan may be amended up to four times a year. Requests for amendments may be submitted by individuals or initiated by the City itself. Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for all General Plan amendments.

*Chapter* **2**

---

**Vision**

# Vision

---

Corona, the Gateway to the Inland Empire, is a vibrant and diverse community, with small town charm. We cherish our rich cultural heritage and surrounding natural resources. Our citizenry is active and engaged, dedicated to protecting our quality of life. Looking to the future, Corona must meet the challenges of economic competition, adequate housing, sustained environmental resources, and efficient mobility.

The General Plan recognizes the complexities involved in balancing historical patterns of development in a region experiencing unparalleled rates of growth and legal mandates to accommodate a fair share of that growth. It recognizes that there are fundamental underlying values about the nature of Corona as a place for living, working, and playing and that must be maintained and are nonnegotiable. It recognizes that change is inevitable and that it must be managed to sustain livability, economic vitality, social well-being, and environmental quality.



## OUR VISION

### 1 Corona is a safe, balanced community.

Safe, well-designed, and accessible residential neighborhoods and commercial and industrial districts will provide opportunities for people to live, work, and play. Balanced neighborhoods will provide a diversity of housing choices that is integrated with supporting commercial services, schools, parks, greenbelts, and open space. Attractive, well-designed community facilities, including libraries and youth and senior centers, can support civic and cultural activities.

### 2 Corona's small town character and its neighborhoods will be maintained and enhanced.

Development will reflect the qualities and scale that distinguish the City as a special place. The planning of properties and architectural design of the buildings will contribute a high quality of amenity. Neighborhoods will be connected by a system of bike paths, open space, parks, and greenbelts. New development and revitalization efforts will complement and enhance the City's historic past as "Lemon Capital of the World."

### 3 The heart of the community will be revitalized.

Downtown will be restored as the symbolic and functional core of Corona. It will contain a mix of up-scale retail, entertainment, and mixed-use development, with its historic housing and commercial buildings as cornerstones. Cumulatively, these will create an exciting district that offers a high quality experience as a pedestrian-oriented urban village. Traditional character, appearance, and functions of the Downtown's historic resources will be maintained as part of its revitalization.

### 4 Corona will be a city where people, goods and services move safely and efficiently.

The City's transportation system will provide efficient access and mobility for all residents and visitors, be it by car, transit, bicycle, or walking. These will be integrated and scaled to support the land use pattern. Corona's local streets will connect with an improved regional transportation system, which will relieve congestion on local streets.

### 5 Improved employment opportunities will be provided for Corona's residents.

A diverse economic base with jobs for Corona residents will be promoted. Existing businesses will be encouraged to remain. Clean, high technology businesses and research and development companies will be recruited, providing job opportunities that match the skill of Corona's residents. These will be supported by adequate land and infrastructure. Through professional development programs, vocational training, and higher education, a reliable source of valued employees will be available to Corona businesses.

### 6 Corona will respect and enhance its environmental resources.

Corona is defined by its beautiful natural setting. Connections will be created between the built and natural environment to increase awareness of and opportunities for enjoyment by Corona's residents. Practices to lessen the burden on the environment will be integrated into daily life.

**7 An active citizenry will be engaged to achieve a better Corona.**

Citizens will be provided with timely and understandable information on planning issues. An efficient and responsive government will work with its citizens and regional governments to meet collective needs.

The City will achieve its vision through bold civic leadership and responsive, accountable government. It will promote communication, partnerships, public education, and access to information in all forms. It will keep pace with advances in technology and respond to the changing needs of its citizens and businesses. Corona will be a progressive City that will provide for the needs of and capitalize upon the benefits of a diverse population.

*Chapter* **3**

---

**Community Development**

# Land Use

---

This chapter of the General Plan provides guidance for the ultimate pattern of development in the City of Corona and its Sphere of Influence. It defines how lands are to be used, the density, intensity, and physical form and character of development, and a strategy that articulates where growth will occur and what lands and uses will be conserved.

*Corona is a city containing uses that promote and sustain a high quality of life for its residents. It offers places to live, work, shop, recreate, be educated, be entertained, celebrate culture and history, socialize with other residents, have personal privacy, pursue religious freedoms, and contemplate nature. It offers choices for a population that is diverse in its ethnicity, culture, age, education, and income. As the City continues to mature, these choices enable residents to have access to fully meet their needs without traveling to other communities in the region.*

*Corona balances its uses, assuring that there are retail, business, and other uses to contribute sufficient revenue to enable the City to provide essential services and amenities to its residents that enhances their quality of life*

*The City consists of a diversity of residential neighborhoods, commercial and industrial districts, and civic places that are differentiated in their functional role and physical form and character. While these primarily serve the needs of Corona's residents, at the same time they provide opportunities for business and employment for residents of the greater region. Their form varies from those that recognize the primacy of the automobile in our culture during recent decades to revitalized historic districts and new places that induce walkability and social interaction through their concentration of multiple destination uses and attractive design of streets, plazas, and other public amenities.*

*Corona's built places consider its natural setting at the base of mountains and canyons that is traversed by creeks and drainages. Throughout Corona, parklands, greenways, and open spaces are integrated with development to protect important resources, provide public safety, and as relief from patterns of urban and suburban development.*

*Corona's future land use development will recognize these assets that distinguish the city as a special place in the region, contribute to a quality life for its residents, and sustain its natural environmental resources.*

## **LAND USES TO BE ACCOMMODATED IN THE CITY OF CORONA**

### **CONTEXT**

The City of Corona contains a broad diversity of uses including housing, supporting schools, parks, libraries, religious facilities, and civic uses, retail uses that provide shopping opportunities for residents and visitors, industries and professional offices that provide employment opportunities, and open spaces. In 2002, approximately 30 percent of the City was developed with housing, four percent for commercial and office uses, 12 percent for industrial uses, 37 percent for public, parks, and open spaces, and 17 percent was undeveloped or not committed as permanent open space. Less than one percent of the lands continue to be used for agricultural purposes.

While there is a broad mix of uses, many residents have indicated that there are a number of unmet needs including a greater diversity of retail uses, particularly clothing, restaurants, entertainment, and industries and professional offices that provide job opportunities matched to their education and skills. The latter are particularly critical, as their presence would lessen the need for Corona’s residents to travel to Orange County and other communities for their jobs.

This mix and balance has evolved substantially during the last decade. In earlier years, Corona was primarily a “bedroom” community, providing housing that was more affordable than Orange County, with few industrial and commercial uses, thus necessitating residents to travel to adjoining communities for these purposes. As the balance has improved, housing costs have escalated, which has shifted the most affordable housing further outward along the I-15 corridor to the south and other rural areas of Riverside County.

At the same time, the balance of commercial, industrial, and residential uses has been integral in sustaining revenue for the City to enable it to provide essential services to its residents.

**Goal 1.1**

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

**Policies**

**1.1.1**

Accommodate uses that support the diverse needs of Corona’s residents including opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and social and spiritual activity that are in balance with natural open spaces. *(Imp 2)*



**1.1.2**

Emphasize the development of uses that sustain Corona as a cohesive, distinct, and self-sustaining community and minimize the need for Corona’s residents to travel to surrounding communities for retail goods, services, and employment. *(Imp 2, 9)*

**1.1.3**

Accommodate uses that maintain or enhance Corona’s fiscal viability and account for market demands, while maintaining and improving the quality of life for current and future residents. *(Imp 2, 9)*

**1.1.4**

Accommodate the types, densities, and mix of land uses that can be adequately supported by transportation and utility infrastructure (water, sewer, etc.) and public services (schools, parks, libraries, etc.) *(Imp 2, 9)*

**1.1.5**

Accommodate land use development in balance with the preservation and conservation of open spaces for recreation, aesthetic relief, natural resource value, and public safety (such as floodways, seismic fault zones, and other). *(Imp 2)*

## DISTRIBUTION AND PHYSICAL FORM OF LAND USES

### CONTEXT

The City of Corona is built around a historic core defined by a one-mile diameter circular street, Grand Boulevard. The area is bisected by primary arterials, Main Street and Sixth Street, and overlaid by a north/south–east/west grid street system. The core and arterials form the spine along which land uses have developed over the years. Commercial uses are concentrated in the core and along these arterial corridors, with a mix of low and higher density housing. Industrial uses are developed north of the core and perpendicular to the Main Street spine paralleling SR-91 and Temescal Creek, with mining activities located in the southeast foothills. Extending outward from these uses is a diversity of residential neighborhoods that contain a mix of housing types, schools, parks, and local-serving commercial uses. Highway and community oriented commercial centers are developed at major interchanges of the SR-91 and I-15 freeway corridors including Sixth Street, Lincoln Avenue, McKinley Street, Magnolia Avenue, and Ontario Avenue. A new commercial node is planned for the I-15/Cajalco Road interchange.

#### Goal 1.2

**A** *cohesive and integrated City comprised of distinct and vital commercial and business districts and livable residential neighborhoods, which are correlated with supporting transportation and utility infrastructure and sustain natural open spaces, hillsides, and canyons.*

#### Policies

##### 1.2.1

Locate and design development to reflect Corona's unique physical setting considering its natural topography, environmental resources, natural hazards, and opportunities for views in accordance with this Plan's policies for *Natural Resources* and *Public Safety*. (Imp 5, 9)

##### 1.2.2

Require that land uses be located and designed to reflect and incorporate the property's natural drainage courses, to the extent feasible in consideration of public safety and habitat preservation. (Imp 5, 9)

##### 1.2.3

Concentrate land uses to minimize impacts on natural environmental resources and maximize the efficiency of supporting infrastructure, transit use, and the vitality of Corona's activity and business centers. (Imp 5, 9)

##### 1.2.4

Maintain and reinforce the City's existing urban form and pattern of viable commercial and business centers and residential neighborhoods. (Imp 2)

##### 1.2.5

Prioritize and reinforce the revitalization of Downtown and North Main Street as major activity centers of Corona. Locate the highest densities of uses adjacent to these areas to maximize their customer base and access to transportation and public services. (Imp 2, 3, 9)

##### 1.2.6

Maintain a land use pattern that accommodates a diversity of commercial districts that are differentiated by their function, customer base, and physical character and avoid unnecessary competition. (Imp 2)

**1.2.7**

Promote the re-use of economically obsolete and inefficient strip commercial corridors by consolidating retail and supporting uses into distinct activity nodes and redeveloping intervening areas for mixed use projects that integrate commercial and residential uses or single use residential projects. *(Imp 2)*



**1.2.8**

Promote the consolidation of automobile sales, service, and related uses on Sixth Street between Lincoln Avenue and the SR-91 freeway. *(Imp 2, 11)*

**1.2.9**

Promote the development of new jobs generating uses along the freeway corridors to maximize access and visibility. *(Imp 2, 24a, 24b)*

**1.2.10**

Facilitate the expansion of existing jobs-generating industries within existing and planned industrial areas. *(Imp 24a–24c, 24e)*

**1.2.11**

Locate moderate and high-density housing at strategic locations that maximize access to transportation and services. *(Imp 2)*

**1.2.12**

Integrate open spaces (parks, trails, and landscape) within the urban fabric to enhance the character and quality of life. *(Imp 2, 22)*

**Goal 1.3**

**A** *development pattern that retains and complements the City’s important residential neighborhoods, commercial and industrial districts, and open spaces.*

**Policies**

**1.3.1**

Permit land use development consistent with the Land Use Plan, as depicted in Figure 3. The following indicates the primary land use categories and the densities/intensities and, where appropriate, heights to be permitted. Public uses may be permitted in any land use designation, consistent with Policy 1.15.2. *(Imp 2, 3)*

A maximum development density or intensity has been identified for each of the categories shown in the Land Use Plan. Residential densities are expressed in terms of the number of units allowed per adjusted gross acre, which excludes lands used for arterial road rights-of-way, schools, parks, and existing permanent land uses.

Floor area ratio (FAR) is a measurement of the amount of floor space that can be developed on a particular parcel of land. If a 10,000-square-foot parcel has an FAR limit of 0.5, then the floor area on the parcel may not exceed 5,000 square feet. As defined herein, floor area excludes unfinished basements, carports, structured parking, mechanical rooms, and other nonhabitable spaces.

---

**Figure 3      Proposed General Plan Land  
Use Designations**

The descriptions of land use categories below indicate the density and FAR associated with each land use category. Development that exceeds these levels may only be allowed where certain conditions (specified in the Corona Municipal Code) exist. For example, the City is required by State law to offer a “density bonus” for seniors housing units. Other bonuses may be defined by the City as an incentive for specific objectives, such as projects that incorporate an extraordinary level of public amenity including public plazas, parks, and meeting facilities.

### **Agriculture**

This designation is intended to accommodate agricultural activities, such as citrus crops, and allow for the construction of housing and ancillary facilities.

### **Residential**

#### **Rural Residential I**

The designation accommodates large lot residential development to maintain the area’s low density, rural, and natural character.

*Density: 0.2–0.5 dul/adjusted gross acre*

#### **Rural Residential II**

This designation accommodates large lot residential development to reflect estate and/or rural qualities.

*Density: 0.5–1 dul/adjusted gross acre*

#### **Estate Residential**

This designation accommodates moderate to large size lots for single family detached housing units.

*Density: 1–3 dul/adjusted gross acre*

#### **Low Density Residential**

This designation accommodates detached single-family homes and is characterized by lots up of 7,200 to 10,000 square feet.

*Density: 3–6 dul/adjusted gross acre*

#### **Low Medium Density Residential**

This designation accommodates detached single-family houses on small lots up to 7,200 square feet or in condominium ownership. Although, more dense than the “Residential Low” category, these areas retain the basic amenities and qualities of a single-family neighborhood including front and rear yards, driveways, and garages.

*Density: 6–8 dul/adjusted gross acre*

#### **Medium Density Residential**

This designation accommodates attached housing types, such as townhomes and duplexes and single-family detached housing in a condominium form of development, with a smaller average lot area per dwelling to facilitate the clustering of units in planned developments to provide expanded recreational amenities and preserve open spaces and topography.

*Density: 6–15 dul/adjusted gross acre*

#### **High Density Residential**

This category accommodates multi-family residential development, such as garden apartments and condominiums. On larger parcels within this designation, common open space areas, landscaping, and other site amenities are typically provided.

*Density: 15–36 dul/adjusted gross acre, up to 75 dul/adjusted gross acre for seniors units*

**Commercial**

**General Commercial**

This designation accommodates a broad range of commercial uses that serve local neighborhoods, the community, and visitors. Typical uses include supermarkets, department stores, apparel stores, theaters, and nonretail uses such as offices and banks. These areas also contain primarily auto-oriented uses such as hotels and motels, car dealerships, auto service and repair businesses, and construction suppliers.

*Density: floor area ratio (FAR) 0.5*  
*Height: three stories*

**Office Professional**

This designation accommodates general business offices, banks, finance, insurance, and real estate offices, medical offices, professional offices such as architects and engineers, and compatible uses.

*Density: FAR 2.0*  
*Height: two to five stories, additional height may be permitted for distinctive architecture or uses deemed of significant economic importance to the City*

**Industrial**

**General Industrial**

This designation accommodates a wide range of manufacturing, construction, transportation, wholesale trade, warehousing, vehicle storage, and related service activities. Mineral resource mining activities are also included in this category.

*Density: FAR 0.5*  
*Height: one to two stories*

**Light Industrial**

This designation accommodates various low-intensity, nonpolluting types of manufacturing operations, research and development, e-commerce, wholesale activities, and distribution facilities. The designation also includes campus-style industrial and business parks. These are intended to provide an employment base for Corona’s residents and be generally perceived as “clean” industries that do not generate nuisance or unsafe levels of noise, vibration, air emissions, or liquid and solid waste.

*Density: FAR 0.5*  
*Height: one to two stories*

**Mixed Use**

**Mixed Use I—Commercial and Residential**

This designation accommodates the development of properties exclusively for retail commercial and office uses or an integrated mix of commercial and residential uses along arterial streets or at primary community activity centers and transit stations. A range of commercial and office uses is permitted, primarily serving neighborhood and community needs. Residential uses may be integrated into the upper floors of structures developed for retail or office uses on the lower floors or horizontally on the same site. Approval of a Specific Plan is required for the entitlement of a mixed use project.

*Density: FAR 2.0*  
*Height: three to five stories*

**Downtown Commercial/Mixed Use**

This designation accommodates the development of properties exclusively for retail commercial uses or an integrated mix of commercial and residential uses. A range of commercial uses is permitted along the street frontages that cumulatively create a

pedestrian-oriented and active street environment, including retail shops, services, offices, cultural facilities, entertainment, public and civic buildings, and similar and compatible uses. Residential uses may be integrated into the upper floors of structures developed for retail or office uses on the lower floors or horizontally on the same site. Approval of a Specific Plan is required for the entitlement of a mixed use project.

*Density: FAR 3.0*

*Height: two to six stories*

### **Mixed Use II—Industrial and Commercial**

This designation accommodates a site exclusively for light industrial uses or a mix of industrial and commercial uses. Generally, these should be “clean” types of industries, typified by light manufacturing, research and development, and e-commerce. Approval of a Specific Plan is required for entitlement of a mixed use project.

*Density: FAR 2.0*

*Height: three stories additional height may be permitted for distinctive architecture or uses deemed of significant economic importance to the City*

### **Open Space**

#### **Open Space General**

The designation applies to lands permanently committed or protected for open space purposes due to their value as habitat, topography, scenic quality, public safety (e.g., flood control channels), or comparable purpose.

#### **Open Space Recreation**

This designation applies to lands committed as open space for public or private recreational purposes, such as golf courses.

### **Public and Institutional**

Public and institutional uses may be accommodated within areas specifically designated on the Land Use Plan (e.g., “Park,” “School,” and so on), or within any other land use designation in accordance with Policy 1.15.2. These General categories of public and institutional uses include

- › Park
- › School
- › Civic (government, corporate yards, police station, post office, and other)
- › Fire Station and Facilities
- › Utility
- › Institutional

Table I indicates the amount of acreage within each use category designation and compares this with the amount of existing use in 2002.

#### **1.3.2**

Require that development occur within the range of maximum and minimum densities. (*Imp 2, 3*)

#### **1.3.3**

Allow for flexibility in the defined land use types, densities, and intensities to account for changes in housing needs and characteristics, industrial and employment markets, and retail commercial enterprises that will occur during the implementation of this Plan. Such deviations shall be considered only when they are found to be consistent with the Plan’s vision, goals, and overall policy intentions for community places, character, economy, environmental sustainability, and public safety. (*Imp 2, 3, 9, 24d*)

**Table I Citywide Existing Land Uses and General Plan Designations**

| Land Use   | 2002 Existing Land Use |             | General Plan Land Use Designations |             |
|--|------------------------|-------------|------------------------------------|-------------|
|  | Acreage                | % of City   | Acreage                            | % of City   |
| <b>RESIDENTIAL</b>   |                        |             |                                    |             |
| Rural Residential  | N/A                    | N/A         | 204                                | 0.8         |
| Estate Residential   | 1,664                  | 6.9         | 2,067                              | 8.4         |
| Low Density (Single-Family Residential, 3–6 units per acre)        | 2,845                  | 11.8        | 4,830                              | 19.6        |
| Low-Medium Density (Single-Family Residential, 6–8 units per acre) | 1,889                  | 7.8         | 1,049                              | 4.3         |
| Medium Density   | N/A                    | N/A         | 1,230                              | 5.0         |
| High Density (Multiple-Family Residential, 8 units per acre plus)  | 780                    | 3.2         | 556                                | 2.3         |
| Mobile Home  | 93                     | 0.4         | 0                                  | 0           |
| <i>Subtotal Residential</i>  | <i>7,271</i>           | <i>30.2</i> | <i>9,936</i>                       | <i>40.3</i> |
| <b>COMMERCIAL</b>  |                        |             |                                    |             |
| Commercial-Office  | 122                    | 0.5         | 41                                 | 0.2         |
| General/Community Commercial                                       | 768                    | 3.2         | 1,063                              | 4.3         |
| <i>Subtotal Commercial</i>   | <i>890</i>             | <i>3.7</i>  | <i>1,104</i>                       | <i>4.5</i>  |
| <b>INDUSTRIAL</b>  |                        |             |                                    |             |
| Light Industrial   | 840                    | 3.5         | 1,221                              | 5.0         |
| General Industrial   | 2,127                  | 8.8         | 2,051                              | 8.3         |
| <i>Subtotal Industrial</i>   | <i>2,967</i>           | <i>12.3</i> | <i>3,272</i>                       | <i>13.3</i> |
| <b>MIXED USE</b>   |                        |             |                                    |             |
| Commercial & Residential   | N/A                    | N/A         | 149                                | 0.6         |
| Industrial and Commercial  | N/A                    | N/A         | 1,708                              | 6.9         |
| Downtown Commercial/Mixed Use                                      | N/A                    | N/A         | 38                                 | 0.2         |
| <i>Subtotal Mixed Use</i>  | <i>0</i>               | <i>0</i>    | <i>1,895</i>                       | <i>7.7</i>  |
| <b>OTHER</b>   |                        |             |                                    |             |
| Public Facility/Quasi-Public (includes schools and fire stations)  | 552                    | 2.3         | 468                                | 1.9         |
| Institutional  | 266                    | 1.1         | 0                                  | 0           |
| Park/Open Space  | 264                    | 1.1         | 484                                | 2.0         |
| Park/Flood Control   | 39                     | 0.2         | 0                                  | 0           |
| Agricultural (potential future urban use)                          | 601                    | 2.5         | 507                                | 2.1         |
| Flood Control  | 1,432                  | 5.9         | 0                                  | 0           |
| Passive Open Space   | 1,894                  | 7.9         | 2,880                              | 11.7        |
| Right-of-Way/Roads   | 3,934                  | 16.3        | 4,120                              | 16.7        |
| Other/Vacant   | 3,977                  | 16.5        | 0                                  | 0           |
| <i>Subtotal Other</i>  | <i>12,959</i>          | <i>53.8</i> | <i>8,459</i>                       | <i>34.3</i> |
| <b>Total</b>   | <b>24,087</b>          | <b>100</b>  | <b>24,666*</b>                     | <b>100</b>  |

\* The existing land use acreages were calculated for the baseline year of 2002. Since then, the City has annexed additional land from the West Sphere of the SOI. As such, the acreages under the proposed General Plan are higher than under the existing land uses.

Source: Corona GIS, 2002; GIS Maps, EIP Associates, 2003

## GROWTH AND DEVELOPMENT

### CONTEXT

The City of Corona's recent history has been as one of the fastest growing cities in the United States during the 1980s and 1990s. Now, the City is at a major crossroads as most of its lands most suitable for development have been exhausted. As of 2002, only 16 percent of the City's lands, or 3,977 acres, remained vacant and may be considered for development. Another 601 acres were being used for agricultural purposes. The pace of future growth is likely to slow and occur on the limited vacant lands on the periphery of the City's existing urban development and the smaller remaining parcels within this pattern. Without annexation of surrounding properties in the City's Sphere of Influence (SOI), any additional growth would occur as re-use of existing underutilized parcels and obsolete developments. The trend in this direction has been initiated through the City's efforts to foster revitalization of its Downtown and North Main Street. In addition, increasing use of Metrolink for regional transportation may spur opportunities for higher densities of development in proximity to its stations.

#### Goal 1.4

*Strategic growth that preserves existing viable residential neighborhoods and commercial and industrial districts and targets new development to remaining vacant parcels that are environmentally suitable and can be supported by infrastructure and services and re-uses appropriate properties to enhance their economic vitality and community livability.*



#### Policies

##### 1.4.1

Accommodate future growth and development in accordance with Figures 4 and 5. These depicts vacant lands on the City's periphery and within the exiting urbanized area for which development may be considered and opportunities for re-use and intensified development in the Downtown, North Main Street, the Sixth Street corridor, and older industrial areas along the Magnolia Avenue corridor. *(Imp 2, 3)*

##### 1.4.2

Distribute and phase the timing of growth to protect the viability, character, and quality of existing residential neighborhoods, commercial districts, and industrial/business areas. *(Imp 9)*

**I.4.3**

Allow for the development of vacant lands within the City on the periphery of existing development that complements the scale and pattern of existing uses, protects significant plant, animal, and other natural environmental resources, protects development and population from natural hazards, and where it is logical and feasible to extend infrastructure improvements. *(Imp 2, 5, 9)*

**I.4.4**

Pro-actively promote the adaptive re-use and infill of economically underutilized, obsolete, and dilapidated commercial and industrial sites within existing urbanized areas, in consideration of the uses, scale, and character of adjoining uses. *(Imp 9, 24b, 25)*

**I.4.5**

Allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use. *(Imp 2)*

**I.4.6**

Promote the reclamation of mineral resource extraction areas and heavy industrial uses as they become depleted and/or are no longer economically viable. *(Imp 24b, 25)*

**I.4.7**

Manage the timing and design of development to assure the quality and character that distinguish Corona’s neighborhoods and business districts. *(Imp 5, 9)*

**I.4.8**

Require that development occur only when the public infrastructure and services needed to support that development are available, will be provided concurrently, or are committed to be provided within a reasonable time frame where this would not incur adverse impacts on current infrastructure and services, to the extent permitted by State law. *(Imp 9)*

Figure 4 classifies future growth areas in four categories:

- Vacant lands on which new development will be permitted. These encompass large undeveloped properties on the periphery of existing urban and suburban uses and small undeveloped parcels within existing developed neighborhoods and districts.
- Existing developed lands that are suitable for development re-use or infill, in accordance with adopted Specific Plans.
- Existing commercial developed lands that are underutilized for which mixed-use projects that integrate housing with commercial or exclusive residential use may be developed.
- Existing industrial developed lands that are underutilized or obsolete for which mixed use projects that integrate industrial and commercial uses may be developed.

Figure 5 specifies the specific uses that would be accommodated on each of these parcels in accordance with the Land Use Plan.

It should be noted that new development may occur on lands that are not designated by Figures 4 and 5, as existing structures may be demolished and replaced by comparable uses, in accordance with the Land Use Plan.

---

**Figure 4      Growth and Development  
Policy Plan**

---

**Figure 5      Growth and Development  
Policy—Land Use Map**

## COMMUNITY QUALITY AND SENSE OF PLACE

### CONTEXT

The character and quality of Corona's residential neighborhoods, commercial centers, and business and industrial districts are largely reflective of the era of their construction. Downtown Corona's development pattern and character are uniquely defined by the Grand Boulevard circle that is overlaid by a regular street grid, within which commercial, office, and civic structures are principally located directly along the street frontages and housing is set back from the street with landscaped front yards and parkways.

Much of the architecture is representative of design styles visible in early developments throughout southern California, with simple storefront styles for commercial structures and a range of residential idioms including Craftsman, Spanish Colonial, Gothic Revival, Victorian, Spanish/Mission Revival, and Queen Anne. Fragments of these historic styles and buildings remain in the Downtown area and, coupled with mature trees along the street frontages, convey the City's history and contribute to the area's distinct identity. However, some of this building and landscape fabric has been modified over time, with the addition of nondescript single- and multi-family houses and commercial structures diminishing the area's character and distinctiveness.

Post World War II, the Downtown's grid development pattern was extended outward. Housing was constructed in comparable development forms but used simpler, somewhat anonymous, functional design styles. Commercial buildings were grouped in multi-tenant centers or independent structures that were set back from the street, surrounded by minimally landscaped parking lots, and facilitated automobile rather than pedestrian access. The growing primacy of the automobile also resulted in a reduction in the intensity of public street trees

More recent development, occurring from the mid 1970s to the present, embraced development typologies typical of suburban master planned communities throughout California. These established neighborhoods characterized by homogeneous residential types, primarily single-family detached units, built within a street pattern that limited neighborhood entries, emphasized discontinuity with cul-de-sacs, and became more curvilinear. Schools and parks were incorporated within or on the edges of the neighborhoods. Grocery stores and commercial centers were pulled outside and to the edges of the neighborhoods rather than as their focus, primarily to major street intersections. Higher density, multi-family neighborhoods tended to be concentrated along the primary travel corridors and adjacent to the commercial centers.

The Land Use Element provides for the evolution of existing and development of new neighborhoods and commercial districts to development forms and patterns that re-introduce the principles of livability and walkability, in lieu of the automobile, that characterized the early development of the City of Corona. While it is recognized that the automobile will continue to be the primary form-giver of the City, there are opportunities to achieve greater pedestrian activity through the re-use of the Downtown's street frontages, selective infill and re-design of existing commercial centers as existing retail uses are naturally replaced by new, emerging businesses over time, and the greater intermixing of housing types in new residential neighborhoods.

Additionally, there are opportunities to improve the design of buildings and properties to lessen their impacts on the consumption of nonrenewable environmental resources. Mixed use development

projects that integrate housing with retail commercial and office uses and in proximity to public transit can promote greater walking and reduce automobile trips, thereby reducing air pollution, noise, and energy consumption. Master planned residential subdivisions and business and industrial parks can be designed to capture and re-use rainwater on-site, reducing the consumption of the region’s groundwater and imported water. Similarly, the use of efficient building construction techniques and materials can reduce heat gain and loss, reducing energy consumptions and the costs to residents and businesses.

**Goal 1.5**

*D*istinct neighborhoods and districts that contribute to the identity, character, and image of Corona as a vital, livable, diverse, innovative, and environmentally sustainable community.

**Policies**

**Community Form and Character**

**1.5.1**

Promote the development of residential neighborhoods, commercial and industrial districts, and public places that are distinguished by their physical design, image, effectiveness in nurturing community socialization and economic activity, and perception as valued places by residents, business persons, and visitors to the City. *(Imp 5, 9, 10)*

**1.5.2**

Promote the development of development patterns and structures that recognize and maintain the historic character of recognized heritage properties. *(Imp 5, 9, 10)*

**1.5.3**

Distinguish the City’s neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development. *(Imp 5, 9, 10)*

**1.5.4**

Enhance Corona’s existing system of parks, greenways, and open spaces by linking these and surrounding natural areas, including along the Temescal Creek, with pedestrian trails and greenways where feasible. This network should serve as a determinant and amenity for the City’s future development. *(Imp 3, 12, 20, 21)*

**1.5.5**

Require adherence to the design and development guidelines as subsequently stipulated by this Plan’s policies for each land use district, as well as implementing ordinances and Specific Plans. *(Imp 2, 5, 9, 10)*

**1.5.6**

Require the preparation of Specific Plans that foster cohesive and well-designed residential neighborhoods and commercial and industrial districts. This requirement should be applied to large vacant lands planned for residential, commercial, industrial, or mixed-use purposes, as well as for the re-use of existing properties where it is the intent to establish a cohesive district where there are multiple property owners (such as the industrial lands along the Magnolia Avenue corridor). *(Imp 3)*

**1.5.7**

Require that development in Downtown Corona and other community activity centers be designed to accommodate public gatherings and pedestrian activity. *(Imp 3, 9)*

**1.5.8**

Require that all new structures be designed to promote their physical longevity, in accordance with the City's building and other applicable codes and ordinances. *(Imp 6, 9)*

**1.5.9**

Monitor the conditions of all buildings and facilities in the City and enforce applicable zoning, building, and other codes to ensure their maintenance, quality, and safety. *(Imp 14, 28)*

**1.5.10**

Promote programs and work with local organizations to educate residential, commercial, industrial, and institutional property owners and tenants regarding property maintenance methods. *(Imp 34)*

**Landscape****1.5.11**

Require the submittal and approval of landscape plans for all development projects. *(Imp 5, 9)*

**1.5.12**

Require property owners and tenants to maintain landscaping, remove weeds, and replace unhealthy or dead landscape. *(Imp 28)*

**1.5.13**

Encourage developers to incorporate mature and specimen trees and other significant landscape, as defined by the City, which may exist on a site into the design of a development project for that site. *(Imp 5, 9)*

**1.5.14**

Require that developers demonstrate water conservation in the landscape design of their proposed projects, such as the use of drought-tolerant species. *(Imp 5, 9)*

**1.5.15**

Require that development incorporate adequate drought-conscious irrigation systems that maintain the health of the landscape. *(Imp 5, 9)*

**1.5.16**

Promote the use of recycled water for landscape irrigation, where feasible. *(Imp 5, 9, 18a)*

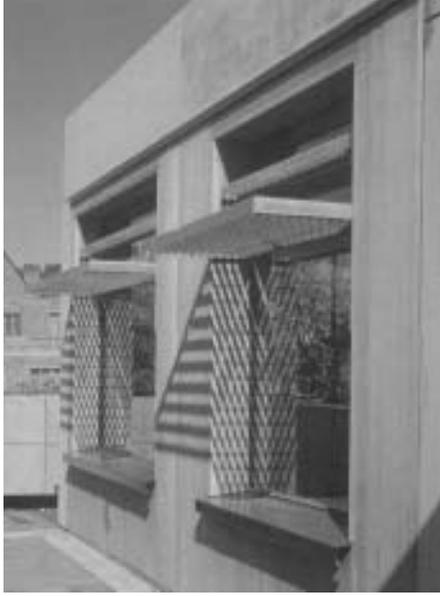
**Sustainability****1.5.17**

Require that new residential, commercial, office, and industrial development be designed to minimize consumption of and sustain scarce environmental resources through such methods as the following, as applicable to the type and scale of development:

- **Site design**—concentration and intermixing of development to minimize vehicular trips and promote walking, building orientation in consideration of solar access and heat gain and loss, and other
- **Landscaping**—drought-tolerant species, use of recycled water for irrigation, and other purposes
- **Capture of rainwater** and re-use on site
- **Building design and construction materials**—energy- and water efficient fixtures, recycled building materials, insulation and wall thickness, permeable paving surfaces, and comparable techniques

*(Imp 4–6, 9)*





## Goal 1.6

**A** community of buildings and properties that are well maintained, sustaining Corona's physical and economic quality and character.

### Policies

#### 1.6.1

Support the ongoing conservation, maintenance, and upgrading of the City's housing inventory, commercial buildings, and historic structures through programs of education, technical assistance, and partnerships with homeowners associations, nonprofits, private developers, and other entities.

*(Imp 24a, 27, 34)*

#### 1.6.2

Maintain aggressive code enforcement and nuisance abatement programs to ensure that Corona's neighborhoods and business districts remain attractive and free of public nuisances.

*(Imp 28)*

#### 1.6.3

Promote and support community based efforts for the renovation of structures and facilities.

*(Imp 27, 34)*

#### 1.6.4

Provide economic assistance for the improvement of poorly maintained and deteriorated structures through grants, low interest loans, and other techniques (e.g., CDBG, partnerships with financial institutions, fee waivers, tax abatement, and so on).

*(Imp 24a, 27)*

## CORONA'S RESIDENTIAL NEIGHBORHOODS

### CONTEXT

The City of Corona is characterized by its diversity of residential neighborhoods. These range from the historic neighborhoods flanking the Downtown and Grand Avenue circle that contain a mix of single and small scale multi-family dwellings to the master planned residential neighborhoods that extend outward from the Downtown into the foothill slopes that contain a greater homogeneity of housing types often oriented around schools and parks.

The older neighborhoods are characterized by their diverse architectural design and quality. Some are distinctive in their architectural design and representative of important styles that are evocative of Southern California's agricultural-based community development. Others reflect a "ranch style" character typical of rural communities. Many others, particularly those built in later years, are simple, nondescript in their design, often characterized as "stucco boxes." Typically the houses are built on lots of 7,200 to 10,000 square feet in a grid street pattern, oriented to the street with well-defined entries and porches, and set back from the street by large landscaped front yards. Garages are small and located to the side or rear of the property. As these neighborhoods have aged, they are increasingly in need of property maintenance and enhancement.

The newer neighborhoods generally are characterized by their higher intensity of green space and amenity. In turn, this has been accommodated by their smaller lot sizes for single-family detached units and greater sense of building bulk and mass. Houses are located closer to the street and their frontages are often visually dominated by the width of three car garages, with house entries substantially reduced in size. In many respects, the houses have "turned inward" away from the street, with the social "life" of the unit internalized or focused in back yards. The neighborhood street pattern has been internalized as well, with the extensive use of cul-de-sacs and curvilinear alignments that are connected to the arterial network in limited locations and disconnected from adjoining residential areas.



## ■ General Residential

### Goal 1.7

**R**esidential neighborhoods that contain a diversity of housing and supporting uses to meet the needs of Corona’s residents that are designed to enhance livability and a high quality of life.

### Policies

### Uses

#### 1.7.1

Accommodate the development of a diversity of residential housing types that meets the needs of and is affordable for Corona’s population in accordance with the Land Use Plan’s designations, applicable density standards and design and development policies, and the adopted Housing Element. *(Imp 2)*

#### 1.7.2

Promote the development of innovative forms of housing that increase the diversity and affordability of units to meet the needs of the population such as mixed-use structures that integrate housing with commercial and other uses, live/work structures, loft housing, congregate care facilities, and cooperative housing. *(Imp 2, 6, 9, 26)*

#### 1.7.3

Allow for the development of second units in appropriate residential zones, provided that parking, design, and other neighborhood impacts are fully addressed, in accordance with State statutory requirements. *(Imp 2, 9)*

#### 1.7.4

Allow for the integration of uses within residential neighborhoods that support and are complementary to their primary function as living environments such as schools, parks, community meeting facilities, and comparable uses. *(Imp 2, 9)*

#### 1.7.5

Allow for home occupations in Corona’s residential neighborhoods provided that they have no perceptible impacts on traffic, parking, noise, and other qualities that distinguish the neighborhood. *(Imp 2, 8, 9)*

#### 1.7.6

Allow for the development of large family Day Care facilities (as defined by the State of California) and childcare centers provided that impacts on residential neighborhoods are minimized. *(Imp 2, 8, 9)*

### **Design and Development**

#### 1.7.7

Require that single-family detached and attached housing be well designed to assure a high level of neighborhood quality in consideration of the following principles:

- Avoidance of “box-like” structures through the articulation and modulation of building elevations and masses
- Variation of rooflines
- Architectural design treatment of all elevations that are visible from public places
- Use of entries and windows on street-facing elevations to visually “open” the house to the neighborhood
- Minimize the use of paving for driveways and parking areas in front yard setbacks

*(Imp 5, 9, 10)*



### 1.7.8

Require that new multi-family residential projects be designed to convey a high level of visual and physical quality and distinctive neighborhood character in consideration of the following principles:

- Architectural treatment of building elevations and modulation of mass to convey the character of separate units, avoiding the sense of a singular building mass and volume



- Design of parking areas integral with the architecture of the residential portions of the structure including its style, materials, colors, and forms
- Incorporation of usable and functional private open space for each unit
- Incorporation of common open space that creates a pleasant living environment while providing attractive locations for recreation

*(Imp 5, 9, 10)*



### 1.7.9

Encourage the attractive treatment of front yards and other areas in residential neighborhoods that are visible from the street, including limits on the area that may be paved for parking or other purposes. *(Imp 5, 9)*

**1.7.10**

Require that fencing in residential neighborhoods meet high aesthetic and safety standards in consideration of the following principles:

- Fencing should not obstruct vehicle sight lines
- Fencing should be compatible with the architectural design of nearby structures
- Fencing should make a positive contribution to the character of the neighborhood

*(Imp 5, 9)*

**■ Existing Neighborhoods**

**Goal 1.8**

*A*ssure the integrity, quality, and livability of Corona’s existing residential neighborhoods preserving those elements that give them character, cohesion, and quality of life.

**Policies**

**Uses**

**1.8.1**

Promote the conservation of existing residential neighborhoods permitting the infill of housing that is compatible in density and scale with existing uses, except where densities may be increased as depicted on the Land Use Plan.

*(Imp 2)*



**1.8.2**

Provide opportunities for the development of new housing adjacent to Downtown and the Sixth Street corridor, which may include a variety of housing types including mixed use projects that integrate housing with commercial and office uses. *(Imp 2, 3)*

**1.8.3**

Provide opportunities for the development of new housing adjacent to the North Main Street corridor, which may include a variety of housing types including mixed use projects that integrate housing with commercial and office uses. Higher density housing and mixed use should be concentrated adjacent to the Metro Link station. *(Imp 2, 3)*

**1.8.4**

Provide opportunities for “live-work” development to accommodate artists, craft persons, and professionals working from home as a buffer between residential and nonresidential uses in Downtown Corona, North Main Street, and adjoining commercial and industrial corridors and districts. *(Imp 2, 3)*

**1.8.5**

Promote the development of new and enhancement of existing places that serve as the focal point of identity and activity within neighborhoods through the integration and, where feasible, consolidation of public parks, schools, community facilities, religious facilities, and similar local serving uses. *(Imp 2, 9)*

**1.8.6**

Encourage the relocation of historic homes that may be slated for demolition to other appropriate sites in the City. *(Imp 9)*

## **Design and Development**

### **1.8.7**

Require that new single-family residential units constructed in existing neighborhoods be designed to complement existing structures in their property setbacks, scale, building materials, and color palette, and exhibit a high quality of architectural design. *(Imp 5, 9, 10)*

### **1.8.8**

Require that multi-family units that are constructed in existing single family or mixed density residential neighborhoods be designed to convey a single-family character incorporating well-defined entrances, modulated building masses and facades, and extensive site landscape. *(Imp 5, 9, 10)*

### **1.8.9**

Discourage the replacement of existing dwellings with substantially larger and massive structures where the existing home is in good physical condition and the new construction would deviate significantly in scale and character with their surroundings. *(Imp 9, 10)*

### **1.8.10**

Establish standards for building and site alterations and additions to ensure that they are compatible in scale and design with existing homes and neighborhood character, respect the privacy of nearby homes, and preserve solar access and views. *(Imp 2, 6)*

### **1.8.11**

Discourage the gating of existing neighborhoods unless there are overriding public safety concerns. *(Imp 5, 9)*

### **1.8.12**

Require that nonresidential uses be located and designed to maintain the quality and character of the neighborhood and prevent traffic, noise, odor, lighting, and other adverse impacts on adjoining housing units. *(Imp 5, 9)*

## **Property and Building Maintenance**

### **1.8.13**

Promote the maintenance and upgrade of existing residential neighborhoods through aggressive code enforcement and incentive and technical assistance programs, consistent with Policies 1.6.1–1.6.4. *(Imp 28)*

### **1.8.14**

Encourage and support homeowners associations and local groups in the conduct of neighborhood “clean up” days where assistance is provided for removal of debris, painting, and other property improvements. *(Imp 34)*

## ■ New Neighborhoods

### Goal 1.9

*D* evelopment of new residential neighborhoods that complement existing neighborhoods and assure a high level of livability for their residents.

### Policies

### Uses

#### 1.9.1

Accommodate the development of new residential neighborhoods in areas depicted by the Land Use Plan and Growth and Development Policy Plan that contain a diversity of housing and supporting schools, parks, and other amenities. *(Imp 2, 4)*

### Design and Development

#### 1.9.2

Promote the development of master planned communities that integrate a diversity of housing, parks, schools, trails, open spaces, and other elements into a distinct place. Establish a development pattern that ties together individual parcels into a cohesive whole addressing the location and massing of buildings, architecture, landscape, connective pedestrian trails, use of key landmarks, and similar elements. *(Imp 3, 5, 9)*





### 1.9.3

Encourage the integration of a mix of housing types into new residential neighborhoods, which may include single-family homes, townhomes, row houses, live-work units, and multi-family units. *(Imp 3, 5, 9)*

### 1.9.4

Design the distribution of land uses to avoid the over-concentration of multi-family units by limiting their number in any single location and providing for their dispersal throughout the neighborhoods. *(Imp 3, 5, 9)*

### 1.9.5

Establish and locate a focal point of identity and activity within walking distance of all housing in new neighborhoods that may consist of a school, community meeting facilities, parks, and similar uses. *(Imp 3, 5, 9)*

### 1.9.6

Support the development of public uses that offer the opportunity for the sharing of facilities such as the integration of school play fields and athletic fields with public parks, public and school libraries, and multi-purpose facilities. *(Imp 3, 5, 9)*

### 1.9.7

Site and design development to enhance neighborhood quality by

- Establishing a network of streets and pedestrian paths that promote neighborhood activity, internal access, and connectivity to surrounding areas
- Enhancing the visual quality and character of street frontages through extensive landscape and reduction of the visual dominance of garages
- Promoting architectural diversity
- Varying housing heights and rooflines along the street frontages

*(Imp 3, 5, 9)*

### 1.9.8

Require that multi-family development abutting single-family housing units incorporate setbacks, step down in height and mass as they approach the lower density areas, and incorporate other design elements to assure an appropriate transition between the uses. *(Imp 3, 5, 9)*

### 1.9.9

Require that residential neighborhoods be designed to ensure visual and physical compatibility among their uses, as well as adjoining neighborhoods, commercial and industrial districts, and open spaces. *(Imp 3, 5, 9)*

**Financing**

**I.9.10**

Require that new residential development pay its fair share of the cost of capital improvements needed to serve that development. *(Imp 9, 12, 36)*

**■ Rural/Estate Neighborhoods**

**Goal I.10**

***D** evelopment of low-density residential neighborhoods in areas on the City’s southern periphery that preserve the rural and open space character of their setting.*

**Policies**

**Uses**

**I.10.1**

Accommodate the development of low-density single-family housing that reflects and maintains the rural character of Corona’s foothills and canyons, in accordance with the Land Use Plan’s designations and applicable density standards and design and development policies. *(Imp 2, 4)*

**Design and Development**

**I.10.2**

Require that development projects be located and designed to maintain predominant topographic forms, contours, and elevations, in the City’s foothills and canyons, in accordance with Policies 10.21.2 and 10.21.3. *(Imp 5, 9)*

**I.10.3**

Minimize the removal of native landscape and integrate with new residential development, to the extent feasible and practical for fire control. *(Imp 5, 9)*

**I.10.4**

Site and design development to maintain natural drainages and habitats, except as necessary to assure flood control. *(Imp 5, 8, 9)*

**I.10.5**

Establish community design standards that reflect the rural character such as the use of wood or stone fences, limited sidewalks, extensive street landscape, low levels of street lighting, and similar techniques. *(Imp 2, 3)*

**I.10.6**

Establish a trail system that connects the rural and estate neighborhoods adjoining open spaces and parklands. These may be developed for pedestrians, bicycles, and/or for horseback riding. *(Imp 3, 5, 20)*

**CORONA’S COMMERCIAL AND OFFICE DISTRICTS**

**CONTEXT**

The City of Corona contains a diversity of commercial and office uses that support local resident needs and serves surrounding communities. Generally, these fall into five functional categories:

- a. A Downtown that serves as the symbolic and historic center of the City containing a mix of retail, personal service, and office uses located in one- and two-story buildings on small lots

- b. A local and region-serving corridor along North Main Street containing a mix of “large format” retailers, offices, and highway-oriented uses located in one- and three-story structures developed on large parcels
- c. Multi-tenant centers containing a mix of region- and some local-serving uses (grocery, drug stores, and restaurants) located at freeway interchanges (e.g., McKinley Street and Magnolia Avenue)
- d. Community and neighborhood-serving multi-tenant centers containing grocery stores and supporting uses developed as nodes within residential areas (e.g., Ontario Avenue and Magnolia Avenue)
- e. Arterial corridors containing a mix of multi-tenant centers and strip buildings and freestanding highway and community serving uses

In addition, a major retail center that incorporates office and housing uses is planned for the I-15 intersection with Cajalco Road.

As indicated previously, many residents have expressed their opinion that, while most retail needs can be met within the City, there is an absence of high quality soft-goods retailers that would typically be found in a major department store, quality restaurants, entertainment such as movie theaters, and specialty food stores such as Trader Joes.

Both the Downtown and North Main Street are under-performing in the economic marketplace: the former largely due to the numerous small parcels that are not suitable for larger contemporary retail uses and the latter due to competition from adjoining communities. The City has adopted revitalization and Specific Plans for these areas to foster their revitalization (these areas are discussed in greater depth in subsequent sections of the Land Use Element).



**Goal 1.11**

**A** *diversity of viable commercial districts and corridors that contain uses supporting resident, business, and visitor needs and contribute revenue to the City to fund essential services.*

**Policies**

**Uses**

**1.11.1**

Encourage a comprehensive range of retail, service, and other commercial uses in the City that provide goods and services to meet the diverse needs of Corona’s residents and businesses, in accordance with the Land Use Plan’s designations and applicable density standards and design and development policies. Representative uses include, but are not limited to, food stores, apparel and accessory stores, furniture and home furnishings stores, food service and drinking places, building materials and garden supplies, automobile dealers and service, entertainment, personal services, business services, hotels and motels, and financial and insurance establishments. *(Imp 2)*

**1.11.2**

Maintain a range of retail commercial and office uses and districts in the City that are differentiated by their functional role, customer base, and physical form and character. Such districts include

- Mixed-use Downtown that serves as the center of Corona’s identity and activity and designed and developed to emphasize pedestrian activity
- Mixed professional office, entertainment, and business center along North Main Street.
- Community retail districts that contain larger-format uses, national retailers, restaurants, and overnight accommodations, that serve the region as well as the local

community, generally located adjacent to freeway off-ramps

- Neighborhood shopping districts providing basic goods and services, such as grocery stores and personal services, within easy access of neighborhood residents

*(Imp 2)*

**1.11.3**

Promote and pro-actively recruit new businesses that *(a)* fill gaps in the range of goods and services currently available and are needed by the City’s residents and *(b)* act as catalysts for attracting other retailers to the City.

*(Imp 24b, 24e)*

**1.11.4**

Periodically monitor the market for retail commercial and office development, assessing the adequacy of existing sites to accommodate and capability of existing buildings to be adaptively re-used for community-desired commercial uses and adjust applicable codes and ordinances, as necessary. *(Imp 24d)*

**1.11.5**

Promote reinvestment in declining shopping centers and districts, with an emphasis on new retail uses that serve adjacent neighborhoods and contribute to the overall vitality of the centers. *(Imp 24a–24c, 25, 38)*

**1.11.6**

Maintain areas in the City that are appropriate for heavy commercial uses, such as automobile sales, lumberyards, construction suppliers, and automotive repair shops. While development standards in these areas should respect the operational characteristics of these uses, they should still promote aesthetic improvements, traffic safety, and a positive visual image.

*(Imp 2, 9)*

**1.11.7**

Regulate the extent and location of drive-thru and “big box” commercial uses to ensure their compatibility with the functional role and character of adjoining uses. *(Imp 2, 9)*

**1.11.8**

Establish incentives for the inclusion of day-care, public meeting rooms, and community-oriented facilities in neighborhood and highway-oriented commercial centers, such as density bonuses, expedited entitlements, or comparable techniques. *(Imp 2)*

**1.11.9**

Require that transit supporting facilities, such as bus turnouts, passenger drop-offs, and shelters, be incorporated in new commercial centers or when subject to major renovation and improvement, where appropriate to support local, citywide, and regional transportation systems. The location and type of facility should be coordinated with local transit agencies. *(Imp 2, 5, 9)*

**1.11.10**

Continue to control the location and number of alcohol sales, adult business, game arcade, and other “community-sensitive” uses, based on proximity to other such uses, residences, schools, parks, and religious facilities consistent with State statutory requirements. *(Imp 2, 9)*

**Design and Development****1.11.11**

Require that new development within commercial and business districts be designed to convey a high quality of architectural and site quality in consideration of the following principles:

- Architectural treatment of all building elevations, including ancillary facilities such as storage

- Incorporate extensive windows to promote visual transparency of building elevations facing sidewalks and public spaces
- Modulation and articulation of building elevations to provide visual interest and character
- Clear identification of building entries through design elements
- Integration of signage with the architectural character of the building
- Screening and visual integration of rooftop mechanical equipment
- Extensive use of landscape that provides a three-dimensional character
- Clearly delineated pedestrian connections between the commercial and business use and parking areas (e.g., paving treatment, landscape separation, etc.)

*(Imp 5, 9, 10)*

**1.11.12**

Require that new development of multi-tenant commercial and office projects be designed to convey a unified and high-quality character in consideration of the following principles:

- Avoidance of sense of single building volume and mass through modulation, articulation, setbacks, and other techniques
- Consistent architectural design vocabulary, building articulation, materials, and colors
- Linkage of individual storefronts and structures through common pedestrian walkways, plazas, and other open spaces that provide amenities for customers
- Variation of building heights and rooflines to avoid uninterrupted planes and promote visual interest
- Architectural treatment of parking structures consistent and integrated with commercial and business buildings
- Provision of pedestrian connections to off-site pedestrian areas, where appropriate

*(Imp 5, 9, 10)*



### 1.11.13

Require that large footprint single commercial uses (e.g., “big box”) be designed to exhibit a high level of architectural quality and avoid the sense of undifferentiated and continuous building elevations through the use of modulated building volumes, façade articulation and fenestration, well-defined entries, pedestrian porticoes and plazas, and similar techniques. (*Imp 5, 9, 10*)

### 1.11.14

Promote the renovation of existing commercial and office centers in accordance with the design and development principles defined by Policies 1.11.11–1.11.13, emphasizing the inclusion of plazas, sidewalks, streetscape, and other improvements to enhance their character as pedestrian-gathering places, when property owners invest in major redevelopment of their properties. (*Imp 5, 9, 10*)



### 1.11.15

Require that commercial projects abutting residential neighborhoods be designed and buildings located to prevent conflicts and assure an appropriate interface with adjoining housing in consideration of the following principles:

- Reduction of building heights and modulation of mass and volume in proximity to the housing
- Inclusion of landscape and attractively designed walls as buffers to mitigate noise impacts, provide privacy, and serve as a visual amenity between the commercial and residential uses
- Design of building elevations facing residential properties to assure privacy of adjoining housing
- Control of the location of commercial truck access, loading, parking, and comparable functions in proximity to adjoining housing

- Design of on-site and building lighting to prevent spillover and adverse illumination of adjoining residential properties
- Requirements for ongoing property maintenance and trash pick-up

*(Imp 2, 5, 9)*

### 1.11.16

Require that entertainment, drinking establishments, and similar uses incorporate physical and operational measures to prevent adverse impacts and assure safety for adjoining residential properties, such as the use of landscape buffers, walls, and self-policing of patrons. *(Imp 2, 5, 9)*

### 1.11.17

Require that a commercial site's vehicular access and parking be located and designed to prevent adverse impacts on adjoining residential uses. *(Imp 2, 5, 9)*

## CORONA'S INDUSTRIAL DISTRICTS

### CONTEXT

The City of Corona is characterized by four general typologies of industrial development that reflect the evolution of the industrial market within the region. The first consists of the mineral extraction and heavy mining activities located in the eastern and southeastern portions of the City and SOI. These were developed to exploit the resources that have been identified as “significant” by the State of California. These have little relationship to other City uses, though their trucks, noise, and unattractive visual character impact the City.

Large warehousing and distribution facilities account for the second type of industrial use. Initially, these developed in support of the City’s and region’s citrus crop and other agricultural activities optimizing their location on the major regional and interstate transportation corridors (SR-91 and I-15) and the railroad. In recent years, these have evolved for the storage and distribution of home furnishings, retail goods, and locally manufactured goods.

Areas along the SR-91 corridor support the third typology, a diversity of general (or “heavy”) manufacturing uses. Many of these were developed before the population explosion and housing development of the 1980s and 1990s, utilize extensive land areas, and are visually unattractive. They, generally, provide jobs that are unrelated to the education and skills of many of Corona’s residents.

In recent years, there has been the increased development of “cleaner” industries, the fourth typology, that feature light manufacturing, research and development, and high technology uses that take advantage of the education and skills of the City’s emergent population. These are developed in business parks and on sites with more attractive architecture and landscape.

As indicated earlier, many residents still commute to jobs in Orange County and other areas, as the types of industries developed in the City have not kept pace with the residents’ skills. Many residents have expressed the desire to accommodate a greater diversity of jobs to lessen their need to commute to other cities for their employment.



## Goal 1.12

**D** *velopment and maintenance of industries that provide job opportunities for Corona's residents and sustain the City's economy.*

### Policies

### Uses

#### 1.12.1

Provide for the continuation of existing and development of new manufacturing, research and development, professional office, and similar uses in accordance with the Land Use Plan's designations and applicable density standards and design and development policies. *(Imp 2)*

#### 1.12.2

Allow for the development and integration of businesses and services that support and are ancillary to the primary industrial function and employee needs (e.g., production support, financial institutions, business services, restaurant, fitness, daycare facilities, and so on). *(Imp 2)*

#### 1.12.3

Recruit the development of new industries and businesses that build upon Corona's existing diversifying industrial base, transportation infrastructure, and its proximity to key regional business centers. *(Imp 24b)*

#### 1.12.4

Discourage the development of industrial uses that are land extensive, generate few job opportunities, and contribute little revenue for the City. *(Imp 2, 11)*

#### 1.12.5

Target the recruitment of businesses that provide high-paying jobs for Corona's residents. *(Imp 24b)*

#### 1.12.6

Encourage the reuse of underutilized, vacant, or obsolete industrial buildings with higher value uses that are consistent with the goals and policies of the General Plan. *(Imp 24a–24c)*

#### 1.12.7

Work pro-actively with the property owners of older, declining industrial areas to facilitate upgrades and adaptive re-use for contemporary industrial and business uses. Such may include incentives for the consolidation of parcels for the development of cohesive and well-defined business parks and financial assistance, such as low interest loans and grants. *(Imp 24c, 25, 27)*

### **Design and Development**

#### 1.12.8

Require that new and renovated industrial properties and structures be designed to achieve a high level of quality, distinctive architecture, and be compatible with adjoining uses in consideration of the following principles:

- Modulation of building volumes and masses and façade articulation
- Architectural treatment of all building elevations
- Inclusion of courtyards, plazas, and other uses that serve as amenities for employees
- Extensive landscaping of open spaces
- Enclosure of storage areas with decorative screening or walls
- Consistent and well-designed signage
- Location of driveways to minimize conflicts with adjoining uses
- Mitigation of noise, odor, lighting, and other impacts

*(Imp 5, 9, 10)*

**I.12.9**

Control the development of industrial uses that use, store, produce, or transport toxic and hazardous materials, generate unacceptable levels of air or noise pollution, or result in other adverse impacts. (*Imp 2, 8, 9*)

**I.12.10**

Require that heavy industrial uses incorporate landscaped setbacks, screening walls, berms, downward focused lighting fixtures, and/or other appropriate elements that mitigate visual and operational impacts with adjoining land uses. (*Imp 5, 9*)

**I.12.11**

Require that heavy truck and vehicle access in industrial areas be managed to ensure that it is safe and efficient and minimizes noise, odor, vibration, and safety impacts on adjoining uses. (*Imp 2, 5, 8, 9*)

## **CORONA'S MIXED-USE DISTRICTS**

### **CONTEXT**

#### **■ Mixed Commercial and Residential Development**

Mixed-use development is increasingly being perceived in southern California as a viable strategy to increase the supply of housing as developable lands become constrained and housing prices escalate. It is conceived as an urban planning solution to enhance community livability by locating residents in close proximity to commercial services, jobs, and transit. In many respects, this is the re-birth of a form of building that was prominent in the early development of United States. Many town and village centers contained shops with housing on the second floor for the merchants. In the early development of Corona, there were a number of these developments within its central core. However, with cheap land and a preference to live in single-family units on large lots, mixed-use buildings became less attractive as an option and ultimately were occupied only by the lowest income residents.

This form of development has re-emerged with some intensity during the past ten years. Numerous projects have been developed throughout southern California, with “signature” examples in San Diego, Pasadena, Santa Monica, and Huntington Beach. While many considered such projects to be only viable in the most urban settings, there are several important and successful precedents in suburban settings comparable to Corona, with one of the most successful located in the City of Brea.

Communities that have successfully developed contemporary mixed use projects have focused on three primary opportunities: the (a) re-use of underutilized commercial corridors and industrial properties, (b) establishment of high activity town centers and downtowns, and (c) intensification at rail and bus transit stations. The first, commercial re-use, is based on the fact that many communities over-zoned their lands for commercial development, somewhat arbitrarily assigning commercial classifications along arterial streets without consideration of the market required to support such capacity. Many of these are characterized by their shallow property depths that are unsuitable for contemporary commercial development, such as Sixth Street. The second recognizes that successful town centers, such as Downtown Corona, depend upon some density and a resident population that lives in proximity to the commercial uses. Development of mixed-use projects that increase resident

populations in proximity to transit stations is considered as an opportunity to reduce automobile dependency for transit users.

Two potential forms of mixed residential and commercial development have been defined for the City of Corona and SOI. The first follows the traditional pattern that accommodates housing units on the second or higher floor of buildings in which the first floor is occupied by retail or office uses. The second, applicable to deeper parcels, provides for their integrated development with commercial or office uses located on the primary frontage and residential to the rear as a transition to abutting residential neighborhoods.

## ■ Mixed Industrial and Commercial Development

A second mixed use prototype that may be considered for Corona integrates industrial, office, and commercial uses on the same site or in proximity to one another. This recognizes the premise that viable industries and business districts often benefit from the easy accessibility to the network of supporting activities. For example, a number of successful research and development parks in the City of Irvine contain restaurants, hotels, financial institutions, business supply stores, computer sales stores, and health clubs. A number of recent projects in Corona, including Corona Pointe on Magnolia Avenue, demonstrate this intermixing of uses.

### Goal 1.13

*Vital and active districts that provide housing opportunities in proximity to commercial uses, services, entertainment, and public transit portals.*

#### Policies

#### Uses

##### 1.13.1

Accommodate the development of properties for mixed-use projects that integrate housing with retail, office, and other uses within the same structure or on the same site, or the development of the property exclusively for commercial and office uses (without housing) in accordance with the Land Use Plan's designations and applicable density standards and design and development policies. *(Imp 2)*

##### 1.13.2

Limit retail commercial and professional office uses in mixed-use development to those uses that are compatible with residential. *(Imp 2)*



##### 1.13.3

Promote the integration of community-serving uses, such as public meeting rooms and daycare facilities, in mixed use projects located in key activity areas. *(Imp 2, 12)*

##### 1.13.4

Require that adequate open space and, for larger projects, recreational facilities be incorporated in mixed-use development projects to meet the need of their residents. *(Imp 2, 5, 9)*

**Design and Development**

**I.13.5**

Require that a Specific Plan be approved for mixed use projects that provides for cohesive and integrated development of commercial uses and housing in accordance with the principles stipulated herein and to ensure compatibility with adjoining uses. *(Imp 3)*

**I.13.6**

Require that commercial uses be located along the street frontage where sites are developed for mixed-use projects, with housing on the upper levels or to the rear of the commercial uses. *(Imp 2)*



**I.13.7**

Require that mixed-use projects be designed to convey a high level of architectural and landscape quality and ensure compatibility among commercial and residential uses in consideration of the following principles:

- Design and incorporation of elements to avoid conflicts among functions, such as noise, lighting, and other factors
- Visual and physical integration of the commercial and residential uses
- Architectural treatment of building elevations and modulation of their massing
- Incorporation of separate and well-defined entries for commercial uses and residential units

- Design of parking areas and facilities to be architecturally consistent and integrated with commercial and residential uses
- Incorporation of extensive site landscape, where feasible

*(Imp 3, 5, 9, 10)*



**I.13.8**

Require that freestanding multi-family residential units be designed to convey a high level of architectural quality and livability consistent with the principles of Policy 1.7.8. *(Imp 3, 5, 9, 10)*

**Goal 1.14**

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

**Policies****Uses****1.14.1**

Accommodate the development of properties for mixed-use projects that integrate industrial, commercial, and/or office uses on the same site or within a unified corridor, or the development of the property exclusively for light industrial uses (without commercial) in accordance with the Land Use Plan's designations and applicable density standards and design and development policies. *(Imp 2)*

**1.14.2**

Limit the industrial uses to those that are compatible with commercial and office development, emphasizing nonpolluting light industries, such as research and development, e-commerce, high technology, and related uses. *(Imp 2)*

**Design and Development****1.14.3**

Require that a Specific Plan be approved for mixed use projects that provides for cohesive and integrated development of industrial and commercial uses in accordance with the principles stipulated herein and to ensure compatibility with adjoining uses. *(Imp 3)*

**1.14.4**

Require that mixed-use projects be designed to convey a high level of architectural and landscape quality and ensure compatibility among commercial and industrial uses in consideration of the Design and Development policies stipulated independently for these uses (Policies 1.11.11–1.11.13 and 1.12.7). *(Imp 3, 5, 9, 10)*

**CORONA'S PUBLIC AND INSTITUTIONAL USES****CONTEXT**

The City of Corona contains a diversity of public and institutional uses including schools, parks, libraries, administrative (City Hall), corporate yards, fire and police facilities, utility facilities, and comparable uses. As of 2002, approximately five percent of the City's lands were occupied by these uses. Major public uses, such as the City Hall, Police Department, and Main Library, and the City's primary health facility, Corona Regional Medical Center, are concentrated in Corona's core. Other public and institutional uses are dispersed throughout the City's commercial districts and residential neighborhoods to provide convenient access for residents and businesses.



**Goal 1.15**

**A** mix of governmental service, institutional, educational, recreational, and utility facilities that support the needs of Corona’s residents and businesses.

**Policies**

**Uses**

**1.15.1**

Accommodate existing schools, parks, government, fire and police facilities, utility, and institutional uses in accordance with the Land Use Plan’s designations and applicable design and development policies. *(Imp 2)*

**1.15.2**

Allow for the development of new schools, parks, government, fire and police facilities, utility, and institutional uses in any location of the City, regardless of the Land Use Plan’s designation, provided that the use is environmentally suitable and compatible with adjoining land uses, and adequate infrastructure can be provided. *(Imp 2, 8, 9)*

**1.15.3**

Promote collaborative and creative solutions between the public and private sectors to develop additional schools, parks, and other public facilities in the City and SOI. *(Imp 3, 12, 15b, 19a)*

**Design and Development**

**1.15.4**

Ensure that the City’s public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district and neighborhood and district in which they are located and pertinent Design and Development characteristics specified by this Plan. *(Imp 19b–19e, 20)*

**1.15.5**

Encourage non-City public agencies to design their structures and improvements to achieve a high level of visual and architectural quality and complement adjoining uses. *(Imp 15a–15d)*

**1.15.6**

Promote the consolidation of public uses in new residential communities, for example the integration of parklands, schools, libraries, and community meeting facilities to enable them to serve as a centerpiece of community identity, as well as to maximize the efficient use of land. *(Imp 3, 15b, 19a–19e)*

## CORONA'S OPEN SPACES

### CONTEXT

In addition to parklands, the City encompasses a variety of lands that are committed to be retained as open space in perpetuity. Cumulatively, these lands define the character and image of the City, affecting the distribution and form of development, as well as serving as an important amenity for its residents. They encompass steeply sloped hillsides and canyons, the major floodways and improved flood control channels that drain from these, habitats that contain significant and endangered plant and animal species, earthquake faulting and seismic risk corridors primarily along the foothills, utility easements, and National Forest lands. Additionally, many master planned residential subdivisions incorporate landscaped corridors and buffers, natural lands, and significant topography that are preserved as open space. Approximately 3,500 acres were committed as open space in 2002, excluding parks.



### Goal 1.16

*Open spaces that provide Corona's residents with opportunities to enjoy the natural environment, provide visual "relief" from urban development, protect significant plant and animal habitats, and protect development from natural environmental hazards.*

#### Policies

#### Uses

#### 1.16.1

Accommodate open spaces that can be used for recreation and conserved to protect significant plant and animal habitats and population from the risks of flood, fire, and seismic hazards in accordance with the designations of the Land Use Plan. *(Imp 2)*

#### 1.16.2

Require the dedication of additional open spaces in new residential subdivisions and other applicable development, where necessary, to preserve the natural topography, plant and animal habitats, and flooding and drainage corridors in accordance with subsequent policies of this Plan. *(Imp 3-5, 9, 12)*

#### Design and Development

#### 1.16.3

Design improvements constructed in public open spaces to reflect their natural environmental setting in form, materials, and colors and to ensure compatibility with adjoining residential, commercial, and industrial uses. *(Imp 5, 9)*

## CORONA'S OPPORTUNITY DISTRICTS AND SITES

This section of the Land Use Element provides direction for seven “opportunity districts and sites” within the City of Corona. Each area has unique issues that require additional policy than is provided in the rest of the Element. Some of the “opportunity sites” have been targeted for immediate land use changes, while others will gradually transition over an extended time period.

### Downtown Corona

#### CONTEXT

Downtown is the historic and symbolic heart of Corona. Within this area the living, business, cultural, governance, and transportation center of a booming agricultural economy was developed. It includes the City’s greatest concentration of historic structures, some of its densest housing, and its most pedestrian-oriented streets. Yet, while Downtown is Corona’s most “urban” area, its role as the city center has diminished during modern times. During the 1970s, 1980s, and 1990s new commercial centers were developed outside of the Downtown and attracted the major grocery store chains and retailers by their larger parcels and convenient parking. The Downtown evolved as an inconsistent mix of community and automobile oriented uses, including retail, automobile supply and service, restaurant, personal and business service, real estate and other offices, and similar uses developed on shallow parcels that primarily abutted single-family residential neighborhoods.

Efforts were initiated to reshape the central portion of the Downtown based on suburban principles of larger parcels with plentiful parking, in the form of the Downtown Mall. This was intended to create the capacity and land configuration to enable the Downtown to effectively compete with the new centers. However, the City was unable to attract a major retail or other destination use to the Mall, and the revitalization efforts have had marginal success.

Today, the area is characterized by its inconsistent economic vitality, physical quality, maintenance of its buildings and sites, and visual quality. While many sites are economically underutilized, they are constrained in their ability to accommodate contemporary and more intense commercial development due to their limited parcel size and depth and adjacency to single-family housing.

Recognizing the importance of Downtown, the City has adopted a Specific Plan for the area shown in Figure 6<sup>2</sup> that provides for its redevelopment as one of the City’s primary activity centers. The Plan re-conceives the Downtown as a center of small-scale shops, restaurants, entertainment, professional offices, and civic uses fronting onto well-landscaped sidewalks that support an active pedestrian environment. The built fabric of buildings located along street frontages would be maintained with parking located to their rear or in structures. New housing opportunities would be provided through mixed-use development projects.

The Downtown’s existing commercial areas are categorized into five classifications differentiated by their functional role, intensity, and mix of uses. These include: “Downtown” for the core area surrounding the Sixth Street and Main Street intersection, “Gateway Business” for the properties flanking Main Street’s intersection with SR-91, “Community Services” for the areas along South Main

<sup>2</sup> The area depicted excludes properties east of Rimpau Avenue, which are incorporated in the “East Sixth Street and Magnolia Avenue Corridors” Opportunity Area, shown on Figure 8.

---

**Figure 6      Downtown Opportunity District**

Street south of the core area (currently, largely developed for medical-related uses), “Transitional Commercial” for parcels flanking Sixth Street extending outward east and west from the core to Grand Boulevard, and “General Commercial” for those parcels along Sixth Street west from Grand Boulevard to Lincoln Avenue and east toward the I-15 freeway.

The Land Use Element amends the Specific Plan’s “Downtown” classification as “Downtown/Mixed Use” and re-designates the “Community Services” area as “Office Professional,” the “Gateway Commercial” as “General Commercial,” and the “Transitional Commercial” and “General Commercial” areas as “Mixed Use: Commercial and Residential.” Though these classifications may differ, the Specific Plan’s permitted uses and densities are considered consistent with the more broadly defined General Plan categories. However, the Land Use Element’s mixed-use development policies encourages the development of integrated commercial and residential structures in the core Downtown area and along the Sixth Street, which may also be redeveloped for multi-family housing. This is intended to enhance the area’s vitality, increase the customer market for Downtown uses, and improve the interface with adjoining residential neighborhoods.



**Goal 1.17**

*Enhancement of Downtown Corona as the centerpiece of community identity, activity, culture, and governance, whose physical development nurtures pedestrian activity.*

**Policies**

**Uses**

**1.17.1**

Accommodate the development of retail commercial, office, restaurant, entertainment, civic, cultural, housing, and similar uses in accordance with the Land Use Plan’s designations and applicable density standards and design and development policies, and as may be more precisely defined by a Specific Plan. *(Imp 2, 3)*



**1.17.2**

Allow for the development of housing to enhance the customer base and promote walking to Downtown’s uses and activities provided that they are transitional in density and scale with abutting residential and commercial uses (such as townhomes, courtyard units, live-work units, and mixed-use projects that integrate housing with commercial or office uses). The City may consider amending the adopted Specific Plan by re-designating “Transitional Commercial” and “General Commercial” areas for these purposes. *(Imp 2, 3)*

**1.17.3**

Continue and expand Redevelopment and other programs for business retention and proactive recruitment of new businesses to stimulate the revitalization of the Downtown. *(Imp 24a–24c, 25, 39)*

**1.17.4**

Promote the development of community-oriented, cultural, and theatrical/live performance uses. *(Imp 24b)*

**1.17.5**

Encourage the development of senior citizen housing units in Downtown locations that are in proximity to supporting uses such as medical offices, food service and grocery stores, transit stops, personal services, library, community centers, and parks. *(Imp 2, 3)*

**1.17.6**

Promote the development of centralized parking facilities that can be shared by multiple businesses. *(Imp 17e, 38)*

**Design and Development**

**1.17.7**

Ensure that new Downtown development is attractive and creates an image conducive to economic revitalization in accordance with the adopted Specific Plan. *(Imp 3, 5, 9, 10)*



**1.17.8**

Maintain the generally small scale, “village-like” character of Downtown’s buildings, avoiding large “box-like” structures. *(Imp 3)*

**1.17.9**

Promote the consolidation of individual lots for the development of cohesive and well-designed commercial and mixed-use projects that maintain the area’s character of low-rise and pedestrian-oriented buildings with distinctive storefronts. *(Imp 3, 24e)*

**1.17.10**

Locate and design commercial and civic structures and sites to achieve a pedestrian-oriented environment that serves as a centerpiece of community activity. *(Imp 3, 5, 9)*

**1.17.11**

Require that commercial uses be designed to exhibit a high level of architectural and site quality in accordance with the principles defined by Policies 1.11.11–1.11.13 and 1.11.15. *(Imp 5, 9, 10)*

**1.17.12**

Require that mixed-use projects that integrate commercial uses with housing be designed to exhibit a high level of quality in accordance with the principles defined by Policy 1.13.7. *(Imp 5, 9, 10)*

**1.17.13**

Design multi-family housing units to convey a high quality visual character that modulates building masses, articulates facades, establishes separate or well-defined entries for each unit, and incorporates extensive landscape and on-site amenity in accordance with the principles defined by Policy 1.7.8. *(Imp 5, 9, 10)*

**1.17.14**

Promote the development of more cohesive and uniform patterns of housing types and densities in the Downtown, avoiding the “hodge-podge” appearance that currently exists on some streets. *(Imp 5, 9, 10)*

**I.17.15**

Enhance the historic character of the Downtown by requiring new construction to be architecturally compatible with existing structures. *(Imp 5, 9, 10)*

**I.17.16**

Identify and promote Downtown's historic housing, structures, and sites through such techniques as markers, tour guides, and financial incentives. *(Imp 23, 27, 34)*

**I.17.17**

Implement a comprehensive streetscape improvement program to enhance the visual character, pedestrian activity, and establish a distinct identity for Downtown's commercial and residential areas and entries along primary transportation corridors. Elements may include trees, plantings, benches, trash receptacles, sidewalk and crosswalk paving, signage, pedestrian-scaled lighting, entry identification, public art, and comparable improvements. *(Imp 22, 35, 36, 38–42)*

**North Main Street****CONTEXT**

The North Main Street corridor is characterized by its large land parcels that are suitable for the development of major chain and other large format retailers and supporting uses. However, over a period of several years, the corridor experienced a gradual transition from neighborhood retail, food, and drug stores to more of a secondary/off-price discount retail orientation. Currently, there is a considerable mix of large and small retail, auto-oriented, fast food, and other uses, with many parcels considerably underutilized. The development of new commercial centers in Norco and other surrounding communities effectively attracted the major retailers away from Corona.

**Maintenance****I.17.18**

Support the ongoing improvement of commercial and residential properties in the Downtown through programs of education, financial assistance (e.g., CDBG grants, low-interest loans, and property tax reduction), and partnerships with local businesses, organizations, and nonprofits. *(Imp 24a, 27, 34, 39)*

**I.17.19**

Maintain aggressive code enforcement and nuisance abatement programs to sustain the quality of development and character of the Downtown. *(Imp 28)*

**I.17.20**

Repair, upgrade, and maintain the quality of public streets and sidewalks in the Downtown. *(Imp 17a)*

**Programming****I.17.21**

Promote and work with local business organizations to establish an annual calendar of events that attracts residents and visitors downtown. *(Imp 24a, 34)*

**I.17.22**

Work with law enforcement officials to maintain a visible presence to enhance the safety of Downtown. *(Imp 29)*

In 2000, the City of Corona adopted a Specific Plan for the area shown in Figure 7 intended to give focus and spur North Main Street's revitalization. It organizes the corridor into separate areas based on land use. These include

- a. The Corona Entertainment Center that serves as the area's central focus by providing for food, entertainment, and retail/recreation opportunities
- b. The Corona Retail Center targeting general merchandise and comparison retailing such as apparel, household furnishings, and similar types of uses
- c. The Corona Transit Center that emphasizes the development of transportation-related uses
- d. The Corona Business Center providing for office, multi-tenant, and business park uses
- e. Service Commercial area providing support uses for retail and industrial uses
- f. Industrial area providing for a mix of nonpolluting, "clean" industries such as research and development, light manufacturing, and high technology businesses

The Land Use Element consolidates the Specific Plan's "Entertainment," "Retail," and "Service Commercial" designations into the "General Commercial" category, consolidates the "Industrial" and "Business Center" designations into the "Light Industrial" category, and re-designates the "Transit Center" and small portions of adjoining properties as "Mixed Use: Commercial and Residential." Though these classifications may differ, the Specific Plan's permitted uses and densities are considered consistent with the more broadly defined General Plan categories. However, the Land Use Element's mixed-use development policies place more emphasis on the development of integrated commercial and residential structures in proximity of the Metrolink to enhance the area's vitality and increase the customer market for North Main Street's uses. Additionally, the Land Use Element's policy place more emphasis on the development of professional office uses, particularly in areas designated by the Specific Plan as "Entertainment Center."



**Goal I.18**

*Enhancement of the North Main Street corridor as a vital center of professional offices, entertainment, and retail activity.*

**Policies**

**Uses**

**I.18.1**

Accommodate the development of entertainment/specialty retail, commercial retail, service commercial, business park, industrial, and mixed uses in accordance with the Land Use Plan’s designations and applicable density standards and design and development policies, and as may be more precisely defined by a Specific Plan. *(Imp 2, 3)*

**I.18.2**

Prioritize the development of professional offices and supporting uses, including the possible intensification of these uses in areas designated as the “Entertainment Center.” *(Imp 2, 3)*

**I.18.3**

Provide opportunities for intensified office, commercial, and mixed-use development that integrates housing with commercial and office uses in proximity to the Metro Link station. *(Imp 2, 3)*



**I.18.4**

Continue and expand Redevelopment and other programs for business retention and pro-

active recruitment of new businesses to stimulate the revitalization of the North Main Street corridor. *(Imp 24a–24c, 25, 39)*

**Design and Development**

**I.18.5**

Promote a high quality of architectural and landscape design of new construction and renovated buildings in accordance with the principles defined by Policy 1.11.11–1.11.13 for commercial projects, 1.12.7 for industrial projects, and 1.13.7 for mixed-use commercial and residential project. *(Imp 5, 9, 10)*

**I.18.6**

Encourage the use of diverse and eclectic architectural design styles, varying building forms and geometries, combinations and juxtapositions of exterior materials and finishes, and the use of climatically sensitive building elements. *(Imp 5, 9, 10)*

**I.18.7**

Continue to implement streetscape improvements that establish a distinct identity and character for North Main Street (entries, signage, paving, lighting, landscape, public art, etc.). *(Imp 22, 36, 38–42)*

**I.18.8**

Provide pedestrian and multi-modal transportation connections and improvements that link North Main Street uses to the Metrolink station. *(Imp 17c, 22)*

**Maintenance**

**I.18.9**

Encourage the renovation or rehabilitation of existing buildings, developments, and shopping centers. *(Imp 9, 34)*

---

**Figure 7**      **North Main Opportunity  
District**

## East Sixth Street and Magnolia Avenue Corridors

### CONTEXT

Properties on Sixth Street east of Rimpau Avenue and flanking Magnolia Avenue east of I-15, as shown in Figure 8, contain a mix of light and heavy industrial uses including manufacturing and warehousing facilities, with limited commercial uses. These vary considerably in their economic vitality and physical appearance and many can be expected to change in use and density over the next twenty years.

Throughout California there has been a considerable shift in the character of industrial development, from heavy manufacturing functions to cleaner industries (research and development, high technology, and bio-medical) that prefer campus-like development projects that integrate a diversity of services and functions that support their primary use. The latter may include banks and financial institutions, business supply stores, hotels and motels, restaurants, entertainment, convenience food stores and retail, and similar uses. Re-use of the Sixth Street and Magnolia Avenue corridors can capitalize upon these trends and is supported by the Land Use Element.

### Goal 1.19

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

### Policies

#### Uses

#### 1.19.1

Promote the redevelopment of East Sixth Street and the Magnolia Avenue corridor east of I-15 for light industrial, retail commercial, and professional office uses in accordance with the Land Use Plan's "Mixed Use: Industrial and Commercial" designation and applicable density standards and design and development policies. *(Imp 2, 25)*

#### 1.19.2

Promote the development of sites for any of these uses individually or integrated as a cohesive mixed-use project that creates economic synergy and contributes job opportunities for local residents. *(Imp 2, 3, 25)*

#### 1.19.3

Promote the consolidation of small, underutilized lots into larger parcels to support viable and cohesive development projects. *(Imp 24e)*

### Design and Development

#### 1.19.4

Require that a Specific Plan be prepared for mixed-use projects that provides for cohesive and integrated development of industrial and commercial in accordance with the principles stipulated herein and to ensure compatibility with adjoining uses. *(Imp 3)*

#### 1.19.5

Require that mixed-use projects be designed to convey a high level of architectural and landscape quality and ensure compatibility among commercial and industrial uses in consideration of the Design and Development policies stipulated independently for these uses (Policies 1.11.11–1.11.13 and 1.12.7). *(Imp 5, 9, 10)*

**I.19.6**

Promote the increased landscaping of properties, where deficient. *(Imp 5, 9)*

**I.19.7**

Develop a comprehensive streetscape, lighting, and signage improvement program for the Sixth Street corridor. *(Imp 22, 36, 38–42)*

**Maintenance**

**I.19.8**

Encourage the renovation or rehabilitation of existing buildings and sites. *(Imp 27, 34)*

**I.19.9**

Support the ongoing improvement of industrial properties through programs of education, financial assistance (e.g., CDBG grants and low-interest loans), and partnerships with local businesses, organizations, and nonprofits. *(Imp 24a, 27, 34, 39)*

**I.19.10**

Maintain aggressive code enforcement and nuisance abatement programs to sustain the quality of development and character of the area. *(Imp 28)*

---

**Figure 8      Mixed-Use Industrial and Commercial Opportunity District**

## Eagle Valley

### CONTEXT

Eagle Valley is a mountainous area located at Corona’s eastern edge, generally south of Home Gardens and west of Lake Matthews, as shown in Figure 9. The site is not currently served by roadways or utility infrastructure. A Specific Plan has been adopted by the City for the development of a residential community oriented around a golf course, which preserves the most significant topography as open space. The Metropolitan Water District has acquired the site and has tentative plans to construct a water treatment facility on a portion of the site.

The Land Use Element re-considers the future of the property as an opportunity for the development of a master planned industrial and business park that integrates a diversity of uses into a cohesive and distinctly identifiable employment center for the City and surrounding region. Its natural setting can be uniquely used to shape the form and character of development, which differentiates it as a special place among business park environments.

### Goal 1.20

*Development of an industrial and business park that integrates a diversity of uses into a cohesive and distinctly identifiable environment, is designed to “fit” with the site’s topography and natural resource, and provides new job opportunities for Corona’s residents.*

#### Policies

#### Uses

##### 1.20.1

Allow for the development of high technology, biomedical, research and development, and comparable light industrial uses that provide job opportunities for Corona’s residents in accordance with the Land Use Plan’s “Mixed Use: Industrial and Commercial” designation and applicable density standards and design and development policies. *(Imp 2, 3)*

##### 1.20.2

Develop uses concurrent with the establishment of a transportation corridor that provides access from Cajalco Road. *(Imp 5, 9)*

### Design and Development

##### 1.20.3

Require that a Specific Plan be prepared for mixed-use industrial and commercial projects that provides for cohesive and integrated development of commercial uses in accordance with the principles stipulated herein and to ensure compatibility with adjoining uses. *(Imp 3)*

##### 1.20.4

Require that mixed-use projects be designed to convey a high level of architectural and landscape quality and ensure compatibility among commercial and industrial uses in consideration of the Design and Development policies stipulated independently for these uses (Policies 1.11.11–1.11.13 and 1.12.7). *(Imp 5, 9, 10)*

##### 1.20.5

Require that development be located and designed to preserve substantial open spaces on-site that account for its topography and serve as transitions to surrounding open spaces. *(Imp 3)*

##### 1.20.6

Locate and design development to complement and assure its compatibility with the potential Metropolitan Water District (MWD) water treatment facility, if developed. *(Imp 3, 5, 9)*

---

**Figure 9 Eagle Valley Opportunity District**

## Thomas Ranch

### CONTEXT

The vacant Thomas Ranch site located southwest of the intersection of Serfas Club Drive and Palisades Drive, as shown in Figure 10, is contaminated and is being “capped” as remediation by the State of California prior to any development. A number of land use proposals have been considered for the site, including residential, commercial, and light industrial uses. None of these have been approved due to community concerns regarding the compatibility of the site’s development with and impacts of traffic on adjoining low-density residential uses. The Land Use Element provides for the limited development of the site with a park-and-ride facility at the street intersection and re-use of the balance of the site for a community park.

### Goal 1.21

*Re-use of the Thomas Ranch site to benefit the surrounding community and mitigate the environmental hazards that exist on the site.*

### Policies

#### Uses

##### 1.21.1

Provide for the development of a park-and-ride facility in proximity to Serfas Club Drive and Palisades Drive and maintain the balance of the site for open space and parklands in accordance with the Land Use Plan’s designations and applicable density standards and design and development policies. *(Imp 2)*

#### Design and Development

##### 1.21.2

Require that park-and-ride and parklands be designed to ensure compatibility with adjoining residential neighborhoods using extensive landscape along property setbacks and in parking areas, attractive paving materials, and well-designed structures and signage. Lighting shall not spillover onto adjoining sites. *(Imp 5, 9)*

---

**Figure 10    Public Use Opportunity District**

## Cajalco Road-Interstate 15 / McMillan Site

### CONTEXT

Properties located primarily to the west of the Cajalco Road and I-15 interchange, as shown in Figure 11, continue to be used for agricultural purposes. Additionally, property at the southeast of the interchange adjoining the proposed Dos Lagos project remains undeveloped. The Land Use Element designates these lands consistent with their current use and provides for the future consideration of urban uses that would complement development located on adjoining properties.

#### Goal 1.22

*Maintenance of existing agricultural operations as an open space amenity of the City, while allowing for the possible of future development that would complement adjoining land uses.*

#### Policies

#### Uses

##### 1.22.1

Allow for the continued use of the McMillan property for agricultural uses, in accordance with the Land Use Plan's designation and applicable design and development policies. *(Imp 2)*

##### 1.22.2

Allow for the consideration of the development of urban uses on the property that complement adjoining residential neighborhoods, commercial and industrial districts, and open spaces, with the type and density of uses determined through the formulation and processing of a Specific Plan. *(Imp 1, 3)*

##### 1.22.3

Evaluate the appropriateness of the site's uses should a transportation corridor that extends Cajalco Road to the southwest be developed on or adjacent to this property. *(Imp 1, 3)*

#### Design and Development

##### 1.22.4

Require that any development on the site be designed to reflect its topographic setting and natural resources. *(Imp 3, 5, 9)*

##### 1.22.5

Require that development be located and designed to assure adequate transitions with surrounding open spaces and natural areas. *(Imp 3, 5, 9)*

---

**Figure 11    Agricultural Opportunity District**

## SPHERE OF INFLUENCE

### CONTEXT

Corona's Sphere of Influence contains a diversity of lands that are developed, vacant, and permanently protected as open spaces. Prado Basin occupies most of the City's northwest SOI and is committed for flood protection, habitat conservation, and limited recreational uses. A small area at the SR-91 and Green River intersection is developed for residential and highway-serving commercial uses. To the south of the Prado Basin and the SR-91 freeway, Coronita is fully developed as a residential community oriented around a golf course with highway-oriented commercial at Serfas Club Drive. South of Coronita are SOI islands that extend into the foothills.

Corona's eastern SOI encompasses the Home Gardens, the mountainous and vacant East Eagle Valley area, and El Cerrito. Home Gardens is an almost fully developed area that contains some older housing, commercial, and industrial uses that are likely to be redeveloped during the next 20 years. El Cerrito is a low density, rural residential community with commercial uses located along its primary corridors (Temescal Canyon Road and El Cerrito Road) and aggregate mining in the foothills that has the potential for future residential infill at densities comparable to existing uses.

The southern SOI encompasses the Temescal Valley area with a mix of older rural, residential, new residential subdivisions, recreational resort (Glen Ivy Hot Springs), highway and local-oriented commercial centers, and aggregate mining. This area has been subject to considerable development and growth during recent years, with a number of master planned communities entitled and development constructed (Mountain Springs, Wildrose, Sycamore Retreat, and The Retreat). Several of these are being developed as high amenity, golf course-related communities. A number of additional development proposals are anticipated for surrounding foothill areas.

While the designation of an SOI is an indication that such areas would logically be served by the adjoining City, the appropriateness of annexation must be considered in context with its fiscal impacts and willingness of its property owners to be annexed to the City. Specifically, it is critical to assess whether the costs of services in an annexation can be adequately borne by the revenues generated by its uses and not result in an undue impact on the existing City's cost and revenue balance.

### Goal 1.23

*A n expanded City that encompasses adjoining lands in unincorporated County areas whose types, patterns, and intensities of use complement existing development within the City, reflect their natural environmental setting, and contribute sufficient revenue to maintain the City's fiscal balance.*

### Policies

#### Annexation

##### 1.23.1

Coordinate with the County of Riverside, landowners, and pertinent service agencies to assure that development within the SOI complements, does not adversely compete with, and assures the fiscal viability of the City of Corona. (*Imp 15a*)

**I.23.2**

Ensure that annexations to the City of Corona are consistent with the overall goals and policies of the General Plan and do not adversely impact the City’s fiscal viability, environmental resources, infrastructure and services, and quality of life. *(Imp 2, 8, 11, 16)*

**I.23.3**

Require that existing and proposed development within proposed annexation areas generate sufficient tax or other revenue base to compensate for their fair-share of community services. *(Imp 11)*

**I.23.4**

Require that infrastructure and service improvements for proposed annexation areas do not create an undue burden on existing City infrastructure and services. *(Imp 8, 11, 18a–18g, 19a–19e, 20)*

**I.23.5**

Encourage that, if an area annexes to the City, a Community Facilities District (CFD) be established for the provision and maintenance of sewers, streets, and other public services. *(Imp 2, 11)*

**I.23.6**

Upon any annexation proposal, a change in General Plan land use designations, which may include the Open Space designation if not set aside for flood control, habitat conservation, or master planned use, would be fully analyzed for appropriate alternate land use designations, which would be required to be fully mitigated for all identified environmental and infrastructure impacts associated with the proposed land use change. *(Imp 2, 11)*

**I.23.7**

Promote the use of Specific Plans within hillside areas of the SOI to address unique

topographic and natural resource constraints and allow flexibility to develop a plan to ensure visual, infrastructure, and land use compatibility with the surrounding area. *(Imp 3)*

**General Land Uses**

**I.23.8**

Require that existing and future land uses in the proposed annexation area complement with adjoining City uses and character. *(Imp 2, 5, 9)*

**I.23.9**

Encourage the County of Riverside to promote the development of the SOI in accordance with the SOI Land Use Plan, as shown in Figure 12, and applicable density standards and design and development policies for such designations that have been previously defined by this Element. Should these lands be annexed to the City, they shall be subject to this Plan’s policies. *(Imp 2, 5, 9, 15a)*

Table 2 indicates the amount of acreage within each use category designation for the SOI and compares this with the amount of existing use in 2002.

**Northwest SOI—Prado Basin**

**I.23.10**

Promote the retention of the Prado Basin for flood control, habitat protection, and recreational purposes. *(Imp 2, 15a)*

**Coronita**

**I.23.11**

Maintain the existing mix of developed residential, commercial, golf course, and related uses in Coronita. *(Imp 2, 15a)*

---

**Figure 12 Sphere of Influence Land Use Plan**

**Table 2 Sphere of Influence Existing Land Uses and General Plan Designations**

| <i>Land Use</i>                       | <i>2002 Existing Land Use (Acres)</i> | <i>% of Land within Sphere</i> | <i>Proposed General Plan Land Use (Acres)</i> | <i>% of Land within Sphere</i> |
|---------------------------------------|---------------------------------------|--------------------------------|---|--------------------------------|
| <b>WEST SPHERE</b>                    |                                       |                                |   |                                |
| Agriculture                           | 363                                   | 5                              | 0   | 0                              |
| Single-Family Residential             | 425                                   | 6                              | 1,183   | 17.3                           |
| Multi-Family Residential              | 0                                     | 0                              | 0   | 0                              |
| General Commercial                    | 108                                   | 1                              | 15  | 0.2                            |
| General Industrial                    | 17                                    | 0                              | 0   | 0                              |
| Quasi-Public                          | 112                                   | 2                              | 0   | 0                              |
| Open Space—Parks                      | 1,206                                 | 16                             | 0   | 0                              |
| Open Space—Recreation                 | 114                                   | 2                              | 85  | 1.2                            |
| Open Space—Passive                    | N/A                                   | N/A                            | 5,477   | 80                             |
| Roadways                              | N/A                                   | N/A                            | 84  | 1.3                            |
| Vacant Lands                          | 5,038                                 | 68                             | 0   | 0                              |
| <b>Total</b>                          | <b>7,383</b>                          | <b>100</b>                     | <b>6,844</b>                                  | <b>100</b>                     |
| <b>EAST SPHERE</b>                    |                                       |                                |   |                                |
| Agriculture                           | 668                                   | 13                             | 0   | 0                              |
| Single-Family Residential             | 1,242                                 | 24                             | 3,282   | 62.1                           |
| Multi-Family Residential              | 101                                   | 2                              | 81  | 1.5                            |
| General Commercial                    | 63                                    | 1                              | 109   | 2.1                            |
| General Industrial                    | 356                                   | 7                              | 1,048   | 19.9                           |
| Industrial                            | 29                                    | 1                              | 0   | 0                              |
| Light Industrial                      | 42                                    | 1                              | 200   | 3.8                            |
| Open Space—Parks                      | 73                                    | 1                              | 0   | 0                              |
| Open Space—Recreation                 | 5                                     | 0                              | 0   | 0                              |
| Open Space—Passive                    | N/A                                   | N/A                            | 222   | 4.2                            |
| Roadways                              | N/A                                   | N/A                            | 337   | 6.4                            |
| Vacant Lands                          | 2,700                                 | 51                             | 0   | 0                              |
| <b>Total</b>                          | <b>5,279</b>                          | <b>100</b>                     | <b>5,279</b>                                  | <b>100</b>                     |
| <b>SOUTH SPHERE</b>                   |                                       |                                |   |                                |
| Agriculture                           | 1,002                                 | 10                             | 0   | 0                              |
| Single-Family Residential             | 510                                   | 5                              | 4,138   | 42                             |
| Multi-Family Residential              | 67                                    | 1                              | 108   | 1.1                            |
| General Commercial                    | 43                                    | 0                              | 124   | 1.3                            |
| Mixed Use: Commercial and Residential | N/A                                   | N/A                            | 188   | 2                              |
| Business Park                         | N/A                                   | N/A                            | 12  | 0.1                            |
| General Industrial                    | 950                                   | 10                             | 1,648   | 16.8                           |
| Light Industrial                      | 65                                    | 1                              | 1,139   | 11.6                           |
| Quasi-Public                          | 194                                   | 2                              | 0   | 0                              |
| Open Space—Parks                      | 3,458                                 | 35                             | 37  | 0.4                            |
| Open Space—Recreation                 | 35                                    | 0                              | 465   | 4.7                            |
| Open Space—Passive                    | N/A                                   | N/A                            | 1,547   | 15.7                           |
| Roadways                              | N/A                                   | N/A                            | 423   | 4.3                            |
| Vacant Lands                          | 3,505                                 | 36                             | 0   | 0                              |
| <b>Total</b>                          | <b>9,829</b>                          | <b>100</b>                     | <b>9,829</b>                                  | <b>100</b>                     |

Source: GIS Maps, City of Corona, 2003



**Coronita Foothills**

**I.23.12**

Promote, and should the area be annexed to the City require, the development of the SOI foothills south of Coronita for low-density, rural housing that is designed to maintain the area’s natural topography, drainage courses, and native landscapes in accordance with this Plan’s Natural Resource and Public Safety policies. Housing should be clustered in lot patterns that complement development on adjoining lands in the City of Corona. *(Imp 2, 5, 8, 9, 15a)*

**Home Gardens**

**I.23.13**

Promote the redevelopment of older residential neighborhoods that are characterized by marginally maintained and physically deteriorated structures and impaired land values in Home Gardens adjoining the SR-91 freeway for light industrial uses. *(Imp 2, 15a, 27)*

**I.23.14**

Promote the enhanced economic vitality of the Magnolia Avenue corridor in Home Gardens for a mix of general commercial and multi-family residential development. *(Imp 2, 15a)*

**Eagle Valley East**

**I.23.15**

Promote, and should the area be annexed to the City require, the development of the Eagle Valley East area for low-density, rural residential housing that is designed in a manner that maintains the area’s natural topography, drainage courses, and native landscapes in accordance with this Plan’s Natural Resource and Public Safety policies. *(Imp 2, 5, 8, 9, 15a)*

**El Cerrito**

**I.23.16**

Promote, and should the area be annexed to the City require, the development of the El Cerrito community for low-density, rural and estate housing, supporting local and highway serving commercial, and continued mining uses, as specified by the adopted Specific Plan. *(Imp 2, 3, 15a)*

**Temescal Valley**

**I.23.17**

Promote, and should the area be annexed to the City require, the development of the Temescal Valley for planned residential communities that integrate a variety of housing types, schools, parks, and other amenities; business and industrial parks, supporting local and highway serving commercial; recreation resorts; and continued mining uses. *(Imp 2, 3, 15a)*

**I.23.18**

Require the preparation of Specific Plans for mixed-use development projects and encourage their preparation for other larger-scale residential subdivisions and business parks. *(Imp 3)*

**I.23.19**

Promote, and should the area be annexed to the City require, the development of residential communities that are designed in a manner that maintains the area's natural topography, drainage courses, and native landscapes in accordance with this Plan's Natural Resource and Public Safety policies. Housing should be clustered in lot patterns that complement development on adjoining properties.

*(Imp 2, 5, 8, 9, 15a)*

**I.23.20**

Require full environmental analysis for any proposed development of any portion of the site consisting of the following Assessor Parcel Numbers: 283-210-001, 002; 283-240-001 through 007; 290-070-001; 290-070-007; 290-070-011 through 013; 290-070-015; 290-070-019; 290-080-001, which encompass approximately 1,010 acres of land designated as Light Industry as part of GPA03-005.

*(Imp 2, 5, 8, 9, 15a)*

# Community Design

---

This chapter of the General Plan provides guidance for the design character of the Corona's public streetscapes, entries, and activity places. It expands upon and complements the design and development guidelines defined for the City's residential neighborhoods and commercial, industrial, and mixed use districts by the Land Use Element, which largely apply to future private development and investment actions.

*Corona is an attractive and well-designed city that is uniquely identifiable in the region and whose aesthetic strengths contribute to a high quality of livability for residents and imageability for visitors. Design quality is achieved through the City's streetscapes, entry treatments, architecture, signage, and physical form and architecture of private buildings and public places.*

*The City contains street trees and landscape along its primary transportation corridors that unify its neighborhoods and districts. Within the citywide framework, these are differentiated among neighborhoods and key business and civic locations to convey a unique identity for each.*

*Entries from the freeways are clearly delineated by landscape, signage, lighting, and public art to ensure the sense of arrival into and identity for Corona. These are integrated with improvements of adjoining private property to establish a unified sense of place.*

*The public streets of Downtown will be designed to promote active pedestrian use. Street trees serve as visual landmarks to define the area and a dense tree canopy provides shade. Sidewalks are paved with distinctive materials and incorporate well-designed planters, benches, newsracks, trash receptacles, and public art. Public signage is designed in a coordinated manner. Street lighting is scaled to the pedestrian, while providing adequate illumination for automobiles on the street. Architectural and landscape design elements and markers are used to reflect Corona's history.*

*North Main Street contains well-designed signage, landscape, lighting, and other unified streetscape improvements that promote its identity as a key activity and business area of the City. This establishes a consistent visual framework that unifies the diversity of uses and building types of the district.*

*Freeway and neighborhood-serving commercial centers are consistently designed to complement adjoining residential neighborhoods. Each contains signage, landscape, and other elements that visually distinguish the center. As these centers evolve and are improved over time, they will incorporate additional amenities such as landscaped sidewalks and public plazas that will enhance neighborhood socialization and pedestrian activity.*

*Business and industrial parks are designed to convey a unique and high quality identity. Each contains unifying signage, landscape, street lighting, entry identification, and common open spaces. Architectural styles and building materials among individual businesses complement one another.*

*Residential neighborhoods are planned and designed to enhance livability and maintain high economic value. Each is uniquely identified by signage, landscape, lighting, and other distinctive elements. Landscape is used extensively to assure high aesthetic values.*

*A network of trails and greenways will interconnect Corona's parklands and open spaces. Temescal Creek and other drainages contain hiking and bicycle trail networks along their corridors that provide access into surrounding open spaces and natural areas.*

*Physical development is located and designed to maintain the City's hillsides and canyons, creeks, and other natural open spaces as a visual backdrop and amenity for its residents and visitors.*

## **STREET LANDSCAPE**

### **CONTEXT**

A lasting impression of Corona is the lushness and diversity of its landscape, particularly along the street frontages. From freeway entries to neighborhood cul-de-sacs, industrial parks to historic districts, planted parkways to old palm-lined drives, remnant palm and citrus groves to neighborhood entries, the City is distinctly characterized by the intensity and scale of its greenery. This is most evident when viewing the City from a distance, when trees collectively create an urban forest in contrast to the adjacent natural areas. The City's primary entry at Sixth Street and SR-91 is well marked with street trees. Certain streets in the City have received special landscape treatment due to their importance and proximity to destinations deemed important to the City's image. Ontario Avenue has old palm trees and street trees, as does North Main Street between Ontario and Foothill Parkway.

Remnants of the historic citrus industry era are seen throughout Corona. Double rows of palm trees, once lining driveways, dot the skyline, and contribute to the perception of the City's agricultural history. A number of these palm rows have been integrated into subsequently developed master planned communities. Additionally, some new developments within the City have incorporated new palm-lined streets as part of their design themes, such as in Eagle Glen.

While most of Corona's streets are characterized by their trees and landscapes, in some of the older areas of the City these species and scale are inconsistent and do not provide a unifying image. Grand Boulevard, for example, contains numerous species of mature and large scale trees that vary considerably along its circumference. The use of a consistent tree, such as tall palms, as an alternative, would promote a more positive identity that would distinguish the historic circle from surrounding residential neighborhoods and commercial areas. In contrast, the City's master planned residential communities and business parks developed during the last decades are characterized and distinguished by their use of common street landscapes.

Corona has established landscape assessment districts to maintain extensive streetscapes, primarily serving newer neighborhoods in the south, west, and northeast portions of the City. In addition to maintaining the principal streets, the districts also maintain street trees within the neighborhoods as well as parks and other open spaces.



**Goal 2.1**

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

**Policies**

**2.1.1**

Maintain a street landscape master plan that identifies species to be used along public streets throughout the City. A common palette of trees and other plantings that for consistent use throughout the City should be established, which would be differentiated to uniquely identify primary transportation corridors, residential neighborhoods, commercial districts, such as Downtown and North Main Street, industrial districts, and entries at key freeway interchanges. A high density of street trees should be encouraged, as an “urban forest,” to

provide shade and enhance the City’s aesthetic quality. *(Imp 21)*

**2.1.2**

Maintain a street tree maintenance and enhancement program that visually distinguishes Grand Boulevard and emphasizes its role in Corona’s history. Tall trees, such as palms, should be used to visually differentiate the circle from the Downtown’s grid street pattern. At its key intersections with Sixth Street and Main Street, trees should be differentiated and clustered to emphasize the node. *(Imp 21, 36, 38–42)*

**2.1.3**

Maintain a street tree maintenance and enhancement program for South Main Street between Grand Boulevard and Foothill Parkway that emphasizes its historic role as the primary corridor linking Downtown with the

foothills. Improvements should consider extending the corridor’s existing palm trees to the south, to provide visual identity and reflect the area’s agricultural heritage. *(Imp 21, 36, 38–42)*

**2.1.4**

Maintain a landscape maintenance and enhancement program for the Sixth Street corridor. This should build upon the existing tall trees that provide visual identity for the corridor and consider differentiating tree and landscape species for its constituent sub-areas including the core Downtown area bounded by Grand Boulevard, the commercial areas west and east of Grand Boulevard, and the mixed-use commercial and industrial area east of Rimpau Avenue. Trees that provide a canopy as shade for pedestrians should be planted in the core area along with the existing tall trees. Landscape should be differentiated at the street’s key nodal intersections, including Main Street, Grand Boulevard, Lincoln Avenue, Smith Avenue, SR-91 freeway, Joy Street, and Rimpau Avenue, and key public places, such as the City Hall and City Park. *(Imp 21, 36, 38–42)*

**2.1.5**

Maintain a street tree maintenance and enhancement program for the North Main Street corridor. This should build upon recent streetscape improvement programs and may differentiate street trees and landscape for its key nodal intersections, including River Road, and key activity areas, including the Metrolink Station. *(Imp 21, 36, 38–42)*

**2.1.6**

Require developers of residential subdivisions to submit a landscape plan that defines a program of trees and plantings that uniquely identify streets, principal entries and intersections, and activity centers such as parks and community facilities. *(Imp 5, 9)*



**CITY ENTRIES**

**CONTEXT**

The sense of arrival into the City of Corona from adjoining communities is defined principally by the visual transition from rural open spaces to urban and suburban development patterns and from mountainous topography into an open valley. With minor exceptions, there are not physical monuments or other visual elements at the SR-91 and I-15 freeway interchanges that convey the sense of entry into Corona. Signage identifying the City’s new residential subdivisions is located on the Main Street off-ramps of the SR-91 freeway. North of this intersection, signage and streetscape improvements have been implemented to “announce” the entry into the planned entertainment and office district. At other off-ramps, there is a mix of signage and landscape that are used to identify adjoining commercial centers.

The Community Design Element proposes the use of a diversity of strategies to clearly distinguish the City's primary entries from the regional transportation corridors including signage, landscape, lighting, and similar elements.

## Goal 2.2

*Entries that are well-defined by signage, landscape, lighting, and other visual landmarks that provide a clear sense of arrival into and identity for the City of Corona.*



## Policies

### 2.2.1

Develop a plan and implement improvements at key entry locations into the City of Corona from the SR-91 and I 15 transportation corridors that provide a distinct sense of arrival and identity. These may include well-designed signage, landscape, lighting, public art, monuments, fountains, structures, and other elements that serve as visual landmarks. While

it may be appropriate to differentiate these elements to reflect the uniqueness of each location, common elements (graphics, signage, etc.) should be used at each to visually distinguish the location as a primary City entry.

Potential locations include the SR-91 interchanges at McKinley Street, Main Street, Grand Boulevard, Lincoln Avenue, Sixth Street, Serfas Club Drive-Auto Center Drive, and Green River Road, and the I 15 interchanges at Magnolia Avenue, Ontario Avenue, Cajalco Road, and, as annexed, El Cerrito Road, Weirick Road, and Temescal Canyon Road. Additionally, improvements may be considered at the SR-71 northwest entry to the City. *(Imp 22, 23, 34, 40–42)*

### 2.2.2

Coordinate the design of entry improvements with adjoining commercial and industrial property owners, where appropriate. Encourage the owners to incorporate landscape, signage, and architectural design elements in their projects that contribute to and complement the sense of entry from the freeways. *(Imp 5, 9, 12, 22, 23)*

## COMMUNITY SIGNAGE AND GRAPHICS—WAYFINDING

### CONTEXT

A diversity of street signs and graphics are used throughout the City's public places. The most unique signage, today, are the system of signs that provide directions to developing residential subdivisions and those that identify the redeveloping North Main Street entertainment/office district. Otherwise, street identification, traffic control, parking, and other wayfinding signs use simple graphics and greatly vary in their fonts, colors, and design. Typical of many communities, multiple signs that differ in their size and graphic design are affixed to utility poles and street light standards.

Corona’s identity and visual quality would benefit from the establishment of a comprehensive public signage program that establishes a logo and graphic style for consistent use throughout the City, consolidates multiple signs, where feasible, and defines a plan for their distribution to facilitate wayfinding and the identification of key districts and places by residents and visitors to the City.

**Goal 2.3**

*Well designed public signage that identifies key City districts, public facilities, and facilitates wayfinding.*



**Policies**

**2.3.1**

Establish a comprehensive public signage plan for public wayfinding and places that identifies

- City entries
- Street names
- Public facilities such as the City Hall and Library
- Parks, trails, and other recreational amenities
- Key districts such as the Downtown and North Main Street
- Historic districts, buildings, sites, and landscapes
- Public transit stations and stops
- Directional (wayfinding) information (e.g., directional arrows to the Downtown at the Lincoln Avenue and Sixth Street off ramps of SR-91).

- Traffic control and parking (as regulated by State codes)

*(Imp 23, 35, 40–42)*

**2.3.2**

Establish design specifications for each type of public sign in consideration of the following components:

- Size, color, fonts, and shape
- Logo (City seal or other simplified graphic design that can be used for other public purposes such as incorporation in sidewalk paving and other streetscape improvements and City newsletters—see the City of Santa Monica as an example)
- Placement (height above ground, position on utility pole, wall, or other fixture, and so on)
- Illumination (if appropriate)
- Text and data to be communicated
- Consolidation of information onto a single sign, as permitted by State codes

*(Imp 23)*

**2.3.3**

Work with private developers and property owners to develop on-site project signage for identification, traffic direction and wayfinding, and parking that complement the City’s design program, where appropriate. *(Imp 5, 9, 12)*

**2.3.4**

Collaborate with the Corona Heritage Foundation to maintain and expand the Historic Markers program that identifies historical properties in the City. This program should be expanded to include signage for historic landscapes, such as the Main Street palms and citrus grove remnants. *(Imp 34)*

## TRAILS AND GREENWAYS

### CONTEXT

The City of Corona's community design character is influenced by its rich resource of parklands, surrounding open spaces of the Cleveland National Forest and Prado Basin, and Temescal Creek and Wash, which traverse the City. The parklands and open spaces are separated and offer opportunities for the establishment of interconnecting greenways and trails that would considerably enhance the City's urban character.

Additionally, some of Corona's recent master planned residential communities have incorporated extensive open spaces that contribute high aesthetic value and character. Sierra del Oro and Eagle Glen retain natural slopes and canyons, while the latter and other communities are built around golf courses. As most of the lands available for future development extend into the City's foothills, there are opportunities to continue to incorporate topography and natural areas into the development pattern as a community amenity.

### Goal 2.4

**A** city whose urban form and community character are defined by its interconnected parklands and open spaces.

### Policies

#### 2.4.1

Develop a plan and implement improvements that visually and physically interconnect the City's parklands and link these and residential neighborhoods with the Temescal Creek and Wash, the Cleveland National Forest, and other open spaces. This may be accomplished by the installation of a continuous corridor of trees, plantings, informational signage, trails, and/or other defining elements along existing streets that connect the parks and open spaces or new corridors, where feasible. *(Imp 20, 21, 40-42)*

#### 2.4.2

Develop a program for the visual enhancement of Temescal Creek and Wash as an amenity for the City through landscaping with native species, soil remediation, and incorporation of trails and nature observation platforms and other facilities. Development standards for private uses adjoining these areas should be modified to orient buildings to and assure landscape transitions and compatibility with these resources. Such improvements should be designed to provide adequate flood protection for adjoining properties. *(Imp 20, 40-43)*

#### 2.4.3

Require that new master-planned residential subdivisions incorporate parks, greenways, and open spaces as a character-defining amenity for their residents, emphasizing the retention of natural landforms and important plant communities. *(Imp 2, 3, 5, 9, 12, 37)*

## COMMUNITY PLACES—DISTRICTS, NODES, AND CORRIDORS

### CONTEXT

As discussed in the Land Use Element, the City of Corona contains a wide variety of residential neighborhoods, commercial districts and corridors, and industrial districts. Some of these convey a unique identity and character through their visual character, urban form, and landscape, while many others are nondescript and blend into an overall urban fabric.

Downtown Corona is distinctly identifiable by its street pattern, form of development, historic buildings, and landscape. It is defined by a grid street pattern circumscribed by the Grand Boulevard circle, within which retail, office, civic, and other buildings are developed in a traditional “Main Street” configuration directly fronting onto the streets with limited parking located in the rear. Residential areas are characterized by their orientation to the streets and landscaped front yards and parkways. Many commercial and residential structures exhibit historically important architectural design styles. The Downtown Mall reconfigured this pattern into a larger superblock in an effort to attract larger scale retailers. It is the intent of the General Plan, as reflected in the adopted Specific Plan, to reinvent the Downtown as a center of community and identity. Improvements in the streetscape and public places are essential in achieving this objective.

North Main Street is characterized by its large parcels on which are built a mix of retail, office, and industrial uses of varying building size and character and landscape quality. Recently, new signage and streetscape have been implemented to establish an identity for the district as a stimulus for its revitalization for entertainment, office, retail, and other uses.

Sixth Street east and west of the Downtown core is an automobile oriented corridor that contains a fragmented mix of commercial centers, strip malls, and independent buildings that convey little architectural or landscape merit. Its streetscape varies in the density and species of trees and plantings, with some area lushly landscaped with evergreens and others almost absent of any vegetation. The General Plan’s intention to revitalize the corridor for mixed-use development affords the opportunity to introduce new streetscapes that are complementary to the uses and enhances the area’s imageability and quality.

The City’s freeway- and neighborhood-oriented commercial centers typify those found in suburban environments, with primary structures set back from streets by large modestly landscaped parking lots. Buildings in newer centers exhibit a higher level of architectural character, primarily as a reflection of the character of surrounding residential neighborhoods.

Industrial districts in the City are uniquely identifiable due to their disparate characteristics. Older areas contain large warehouse style buildings on minimally landscaped sites, some of which are used for the storage of materials and equipment used in the manufacturing process. Newer developments exhibit a higher level of architectural design and site landscaping, some in a “campus-like” setting.

The community design character of Corona’s residential neighborhoods fall into three categories. The older Downtown neighborhoods reflect the historic grid pattern described above containing a mix of housing types on moderate to large lots. Neighborhoods adjoining the Downtown largely continue the grid, but are less distinctive in their architecture and landscaping and exhibit less “sense of place.”

Many residential communities developed since the 1970's in the southern and northeastern portions of the City have been master planned and contain housing characterized by curvilinear and cul-de-sac street networks, semi-homogeneous architecture (colors, design styles, and building form) and, in some cases, extensive landscape and open spaces.

## Goal 2.5

**A** *city of well-designed residential neighborhoods, commercial districts and corridors, industrial districts, and civic places that are uniquely identifiable in their building form, public places, and landscapes contributing to a high quality of life for residents and positive image for visitors to the City.*

### Policies

#### Downtown Corona

##### 2.5.1

Develop a comprehensive program of streetscape improvements that uniquely identify Downtown Corona, nurture a high quality of pedestrian experience, and contribute to its revitalization. In formulating an urban design plan for this area, it is important to recognize that the experience of other communities suggests that length of Sixth Street within the Grand Boulevard circle is too great to sustain a continuous pattern of pedestrian-oriented uses. Consequently, the most extensive pedestrian-oriented streetscape improvements should be focused on a two to four or more block segment in which the new economic activity can be concentrated. Outside of this core, the improvements can be diminished in their density. A streetscape program should consider the following elements:

- **Street trees**—using a common species to identify the corridor that is differentiated in the pedestrian-oriented core, key activity locations, and intersections. In the core pedestrian areas, trees that provide a dense canopy and shade for pedestrians should be used.

- **Street landscape**—parkways and planters along sidewalk frontages, with the highest intensity in core pedestrian areas
- **Sidewalk and crosswalk improvements**—distinctive paving materials or treatment, including possible sidewalk pullouts at intersections
- **Plazas**—at selected high activity locations as “cut-outs” from development for outdoor dining or sitting
- **Street furniture**—consistent use of well-designed benches, trash receptacles, newsracks, and other pedestrian amenities
- **Lighting**—pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas
- **Signage**—common graphic design with unique logo to differentiate the Downtown (see “Signage”)
- **Public art installations** (murals, ground paintings, sculptures, banners, and so on)
- **Transit stops** and “pull-outs” at key locations

*(Imp 22, 38–42)*

##### 2.5.2

Maintain and expand a program of Historic Markers that identify important historical buildings, properties, and landscape in the Downtown. *(Imp 23, 38–42)*

##### 2.5.3

Require that the renovation of existing buildings and new construction exhibit a high level of architectural character and foster pedestrian activity, by adherence to Policies 1.17.8–1.17.16. These should be flexible to allow for design creativity. *(Imp 5, 9, 10)*

## **North Main Street**

### **2.5.4**

Maintain and expand, where appropriate, streetscape improvements that uniquely identify and contribute to the character of the North Main Street Specific Plan area, complementing the trees, landscape, signage, lighting, and other elements that have been implemented.

*(Imp 22, 38–42)*

### **2.5.5**

Require that the renovation of existing buildings and new construction exhibit a high level of architectural character by adherence to Policies 1.18.5–1.18.8. *(Imp 5, 9, 10)*

## **Sixth Street Corridor**

### **2.5.6**

Develop a plan and implement streetscape improvements for the Sixth Street corridor that enhances its identity and character. This should differentiate the street into its functional sub-areas composed of commercial centers/nodes, mixed-use commercial and housing districts, and mixed-use industrial and commercial districts. Improvements that should be considered include

- Common street trees with accent trees at key nodes (commercial centers, City Hall, City Park, and other) and intersections. Areas developed with housing and mixed-use structures should incorporate trees that provide shade for pedestrians
- Signage, landscape, lighting, or other elements at the entry portals from the freeways

- Uniform and well-designed signage to identify key activity locations, wayfinding, traffic control, and parking. A logo should be incorporated to uniquely identify the corridor and/or its constituent districts.
- Uniform and well-designed street furniture, clustered at transit-stops and activity centers

*(Imp 22, 38–42)*

### **2.5.7**

Require that the renovation of existing buildings and new construction exhibit a high level of architectural character by adherence to Policies 1.19.5–1.19.10 and 1.20.4–1.20.7.

*(Imp 5, 9, 10)*

## **Freeway-Oriented and Community-Oriented Commercial Centers**

### **2.5.8**

Work with property owners and developers to establish an urban design program for commercial and office centers to enhance their aesthetic quality, image, and “fit” with adjoining land uses. Elements may encompass site and entry identification by signage, landscape, or lighting, extensive on-site landscape, public art, improvements of abutting public streetscapes, and other amenities.

*(Imp 5, 9, 12)*

### **2.5.9**

Require that the renovation of existing buildings and new construction exhibit a high level of architectural character by adherence to Policies 1.11.11–1.11.14. *(Imp 5, 9, 10)*

## **Industrial and Business Parks**

### **2.5.10**

Work with property owners and developers to establish an urban design program for industrial projects to enhance their aesthetic quality, image, and “fit” with adjoining land uses.

Elements may encompass site and entry identification by signage, landscape, or lighting, extensive on-site landscape, public art, improvements of abutting public streetscapes, and other amenities. *(Imp 5, 9, 12)*

### **2.5.11**

Require that the renovation of existing buildings and new construction exhibit a high level of architectural and site design character by adherence to Policy 1.12.7. *(Imp 5, 9, 10)*

# *Housing*

---

The Housing Element, per the requirements of State Law, is a policy document that focuses on the actions that will be undertaken by the City of Corona during a five-year time period to provide adequate housing for all segments of the population, in particular the low and very low income and those with special needs. It establishes specific targets regarding the number of housing units to be developed during this time period and specific strategies on how these will be produced. Due to its short-term nature and mandate for updating in 2006, only its goals and policies have been incorporated into the comprehensive General Plan. The complete Housing Element is a legal component of the General Plan and may be obtained separately from the City.

The full text Housing Element incorporates the following components.

1. Housing Needs Assessment
  - a. Population
  - b. Household Characteristics
  - c. Housing Stock Characteristics
2. Housing Constraints
  - a. Market Constraints
  - b. Governmental Constraints
  - c. Environmental and Infrastructure Constraints
3. Housing Opportunities
  - a. Availability of Sites for Housing
  - b. Comparison of Inventory with Regional Housing Needs Assessment (RHNA)
  - c. Financial Resources
  - d. Public and Nonprofit Housing Developers.
  - e. Opportunities for Energy Conservation
4. Housing Plan
  - a. Evaluation of Accomplishments
  - b. Goals and Policies (presented below)
  - c. Housing Programs for 2000–2005

The policies below reference the applicable five-year implementation programs contained in the full text Housing Element.

The goals and policies Corona intends to implement address the following five major issue areas:

- Conserving and improving the existing stock of affordable housing
- Providing adequate sites to achieve a variety and diversity of housing
- Assisting in the development of affordable housing
- Removing governmental constraints as necessary
- Promoting equal housing opportunity



**Goal 3.1**

*P*romote and maintain a balance of housing types and corresponding affordability levels to provide for the community's demands for housing within all economic segments of the City.

**Policies**

**3.1.1**

Improve access to affordable housing for all segments of the community, particularly for low/moderate income residents by continuing to work with the private and public sectors towards unit affordability.  
*(Imp H1, H2, H3, H4, H5, H6, H7)*

**3.1.2**

Continue to support nonprofit and for-profit organizations in their efforts to construct, acquire, and improve housing to be affordable

to lower and moderate-income households.  
*(Imp H8, H10, H15, H17, H18, H19)*

**3.1.3**

Promote specific plans that provide a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate City services and recognition of environmental constraints.  
*(Imp H5, H9, H17, H19)*

**3.1.4**

Provide sites for residential development, available in response to market demands, so that scarcity of land does not unduly increase the cost or decrease the availability of housing for all segments of the community.  
*(Imp H5, H9, H11, H17, H19, H20, H21, H22)*

**Goal 3.2**

*P*romote and preserve suitable and affordable housing for persons with special needs, including large families, single parent households, the disabled, senior citizens and shelter for the homeless.

**3.2.1**

Encourage the development of rental units with three or more bedrooms to provide affordable housing for large families. *(Imp H17, H18, H19)*

**3.2.2**

Work with private, nonprofit agencies and private sector developers to encourage development of senior housing. *(Imp H17, H19)*

**3.2.3**

Encourage the production of assisted living facilities (single story houses and apartments) to facilitate access for the disabled and the elderly. *(Imp H17, H19, H23)*

**3.2.4**

Provide emergency shelter with transitional support for city residents, including disadvantaged groups. *(Imp H11, H13, H14)*

**3.2.5**

Encourage the upgrade and conversion of older motels to single-room-occupancy housing. *(Imp H12)*

**Goal 3.3**

*M*aintain high quality residential development standards to ensure the establishment of livable neighborhoods with lasting safety and aesthetic value, and to promote the maintenance and preservation of historic neighborhoods.

**Policies****3.3.1**

Recognize the City's inventory of existing historic structures and seek programs to enhance and preserve those neighborhoods. *(Imp H1, H2, H7, H8, H10)*

**3.3.2**

Encourage the revitalization of the existing dwelling units in the Circle area through rehabilitation programs. *(Imp H1, H2, H7, H8, H10)*

**3.3.3**

Provide public services and improvements that enhance and create neighborhood stability. *(Imp H8)*

**3.3.4**

Continue to establish and enforce property maintenance regulations that promote the sound maintenance of property and enhance the livability and appearance of residential areas. *(Imp H8, H10)*

**3.3.5**

Enact design review for new residential developments to ensure the construction of livable and aesthetically pleasing neighborhoods. *(Imp H8)*

### Goal 3.4

**A**ssure that housing opportunities are available to all persons without regard to race, color, ancestry or national origin, religion, or marital status.

#### Policies

##### 3.4.1

Coordinate housing actions with social service agencies and support efforts of organizations dedicated to working toward elimination of discrimination in housing. *(Imp H23)*

##### 3.4.2

Promote and provide for nondiscrimination in all City programs. *(Imp H23)*

# *Historic Resources*

---

This section addresses the protection and sustainability of the City’s historic resources. Goals and policies are presented to recognize the community’s unique cultural, social, environmental, and economic heritage. There are several buildings within the City that exhibit significant heritage distinction, one of which is the Women’s Improvement Club, which is listed on the National Register of Historic Places. The Corona Register of Historic Resources and the Corona Heritage Inventory comprise listings of structures, sites, and features of local significance, civic identity, and character. This General Plan element is an extension of these initiatives, setting out a policy framework within the General Plan for the identification, recognition, conservation, and management of historic resources.

Planning, conserving, and managing historic structures and landscapes is not a State-mandated requirement of a General Plan. However, such provisions can be included in an optional element and will carry the same legal weight as the mandated elements.

The following are the key components of Corona’s Historic Resources element:

- Architectural character of urban and agricultural structures
- Urban landscapes, landforms such as trees, and streetscapes
- Archeological resources
- Landmarks of National and Statewide significance
- Historic districts
- Historical markers (monuments and plaques)

*Corona is a city rich in historic resources and sustaining the community’s heritage is a matter of civic pride among residents and businesses as it translates to fostering a sense of place and identity, sustaining a high degree of quality of life, and strengthening economic growth through tourism. Corona will continue to identify, maintain, rehabilitate, protect, and display its heritage and its resources as it grows.*

## **HISTORIC RESOURCES**

### **CONTEXT**

The City of Corona is noted for its rich cultural heritage as evidenced by its many historic structures, sites, and natural features. An effective historic conservation program enhances the community’s understanding and appreciation of history and contributes to increased property values, economic benefits, and the overall attractiveness of the City to residents, businesses, and visitors.

#### **■ Archeological Resources**

Artifacts left from the Luiseño Indian habitation in Corona include straw baskets, clay pots, tools, and stone grinding sticks. Prehistoric or paleontological resources, such as fossilized plants and animals, have also been discovered in some of the deeper canyons and drainages in the South Corona area. In general, very few archeological or paleontological sites have been found or recorded in Corona. The City has required that field surveys be performed in conjunction with large-scale development

activities on vacant lands to determine the presence of potential resources. During the period of 1951 to 2000, nineteen archeological sites have been officially recorded in Corona.

### ■ Architectural Character/Historic Resources

A considerable number of the original residences, churches, and to a lesser extent institutional buildings, adjacent to Grand Boulevard Circle, remain in existence today. Corona has a variety of historic residential architectural styles constructed over many decades. The majority of the historic homes in Corona are of the Craftsman bungalow, California bungalow, or Vernacular Wood Frame style, typical of many California communities. Other styles include the Spanish Revival and Spanish Colonial, Queen Anne, Gothic Revival, Colonial Revival, Victorian Cottage, and the Spanish/Mission Revival architecture of City Hall. Most of Corona’s original commercial and institutional buildings in the downtown core are no longer present, due to urban renewal efforts in the 1970s.

In addition to the historic buildings within the downtown area, other physical elements also evoke Corona’s history and can be considered as historic resources. Examples of these resources include the historic street lights, old sidewalks, stone curbs and walls, the mature trees of Grand Boulevard and other downtown streets; and the tall palm trees along Chase Drive. Accessory structures associated with Corona’s agricultural origins—such as barns, out buildings, or rock-lined irrigation channels—are also considered as historical resources.



### ■ Corona’s Historic Sites

Corona’s historic sites are commemorated with recognition in the National Register of Historic Places and through its own Historic Markers program. In addition, the City is establishing an inventory of heritage properties to be preserved due to age or historic significance.

Two locations within the City are currently included in the National Register of Historic Places (only one structure remains standing), and a third was determined eligible but not listed at its owners’ request. They are as follows:

- **Woman’s Improvement Club Clubhouse, 1101 S. Main Street**—Southern California architect Thomas Preston designed this one-story, multi-gabled, Craftsman style bungalow clubhouse that was built in 1913. The building’s architectural features include painted wood shingles on the exterior walls, a steep-gabled main roof with clipped gables over the side wings, an original oak front door with beveled glass, and wooden porch piers on a prominent brick base. It was added to the National Register on November 3, 1988, and is the only remaining structure within Corona city limits with that status.

- **Andrew Carnegie Library, 8th & Main Streets**—This neo-classical building was designed by Los Angeles architect Franklin Pierce Burnham, with construction completed on July 2, 1906. The exterior was of cream and red colored pressed brick, with stone and concrete trim. It was symmetrically designed with a central staircase flanked by sloping banisters, which held decorative iron lights. The entrance was topped by an overhanging triangular pediment with ornate plaster designs and supported by fluted Ionic columns on either side. This building served as the City’s public library until July 3, 1971, much larger public library facility was constructed several blocks away. The building remained empty for the next six years. Despite efforts to have it restored, it fell into disrepair and was damaged by fires and vandalism; the building was demolished April 18, 1978.
- **Corona Theater, northeast corner of Ramona Avenue & East Sixth Street**—The Spanish Revival-style Corona Theater, also known as the Landmark Building, was designed by Southern California architect Carl Boller and dedicated on August 29, 1929. The building was constructed of brick, with stucco on its front elevation. Some remodeling has been done to the exterior, but significant details remain. Over the years, the building has had various uses, including commercial office space, a Masonic Lodge meeting hall, and a large theater. The building is the only pre-Depression Era theater remaining in Corona. It was nominated and determined eligible for the National Register, but the owners declined formal listing.



Historic resources are also existent outside the Corona city limits, but within the SOI, all of which are in the South Sphere (Temescal Canyon). These sites are described in detail in the *Technical Background Report* associated with this General Plan.

### ■ City Initiatives

An inventory of 481 properties that warrant preservation because of their age or historic significance was adopted by the Planning Commission in April 2003. These are based upon the recommendation of the Heritage Inventory Committee, which is comprised of representatives from Planning, Code Enforcement, Heritage Room of the Library, and the Corona Historic Preservation Society.

A Historic Resources Element and implementing ordinance was adopted in June 2001. The purpose of the Historic Resources Element is to provide policies for the planning and future management of historic resources in the City of Corona. At the time the ordinance was adopted, the Corona Register of Historic Resources was established with nine landmarks, nine districts, and nine markers that identified local sites of important historical and/or cultural interest.

A Historic Property Preservation (Mills Act) Program was adopted by the City of Corona in February 2002. Under this program, tax relief is offered for properties on the Corona Register of Historic Resources, which in turn are maintained or restored in accordance with City design and historic building standards. Participation in the program by the owner is voluntary and the minimum term of a preservation agreement is ten years with automatic annual extensions. Furthermore, the City has also established a number of programs to help homeowners maintain historic homes. Ordinance 2270 (1995) allows the designation of “landmark trees” meeting certain criteria. These programs are intended to encourage the continued preservation of Corona’s historical resources.

More detailed descriptions of historic resources in Corona are presented in the *Technical Background Report*. The following section presents the goals and policies for historic resources in the City of Corona.

**Goal 4.1**

*A comprehensive historic resource management program that identifies, designates, and protects those resources that are significant to the historic development, identity, and character of Corona.*

**Policies**

**4.1.1**

Continue to implement the following historic resources management strategies:

- A local Corona Historic Register that includes significant “Landmark” properties, “Historic Districts,” and “Historical Markers”
- A Corona Heritage Inventory that includes surveyed properties meeting all the criteria to be considered a local historic resource
- Procedures and criteria for determining the eligibility for listing properties on the Historic Register and Heritage Inventory
- Standards and regulations governing the identification, protection, restoration, maintenance, alteration, relocation, or removal of historic resources

*(Imp 2, 6)*



**4.1.2**

Expand existing surveys of historic resources to include areas of potential historic importance not previously surveyed, and develop an ongoing program for updating the surveys on a regular basis.

**4.1.3**

Continue to implement criteria and guidelines for the inclusion of historic resources, in addition to historic structures, for the Historic Register and Heritage Inventory, including but not limited to: sites, parks, landscape elements, streets, streetlights, signs, monuments, murals, and public art. *(Imp 2, 6)*

**4.1.4**

Continue to implement preservation incentive programs that encourage property owners to preserve, restore, and maintain historic properties, and secure public and private funding sources to assist in said preservation. *(Imp 12)*

**Goal 4.2**

*P*romote the retention, restoration, adaptive reuse, and maintenance of historic structures and properties in a manner that will conserve the integrity of the resource in the best possible condition.

**Policies****4.2.1**

Assist and encourage property owners and tenants to maintain the character and integrity of the historic resource, and to restore and reuse historic properties in a manner compatible with their original architectural style. *(Imp 12)*

**4.2.2**

Continue to implement design guidelines for restoring historic and architecturally significant structures, including but not limited to, the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings. *(Imp 2, 6)*

**4.2.3**

Develop an inventory of information and resources regarding the proper rehabilitation techniques in order to assist owners and developers of historic buildings.

**4.2.4**

Administer the State Historic Building Code to facilitate the restoration and rehabilitation of historic structures in a manner that is more appropriated to older structures than the standard building codes. *(Imp 6)*

**4.2.5**

All modifications to historic properties shall be conducted in a manner that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and local guidelines and programs.

**Goal 4.3**

*R*ecognize the importance of archeological and paleontological resources and ensure the identification and protection of those resources within the City of Corona.

**Policies****4.3.1**

Compile and maintain an inventory of all known archeological and paleontological resources within the City and the Sphere of Influence, and identify areas of cultural and resource sensitivity for future study in conjunction with development proposals.

**4.3.2**

Incorporate specific measures to identify, protect, and preserve cultural resources in the planning, environmental review, and development process. (*Imp 9*)

**4.3.3**

Archaeological resources found prior to or during construction shall be evaluated by a qualified archaeologist, and appropriate mitigation measures applied, pursuant to Section 21083.2 of CEQA, before the resumption of development activities. Any measures applied shall include the preparation of a report meeting professional standards, which shall be submitted to the appropriate CHRIS information center.

**4.3.4**

Any project that involves earth-disturbing activities within previously undisturbed soils in an area determined to be archaeologically or culturally sensitive, shall require evaluation of the site by a qualified archaeologist retained by the project applicant. The applicant shall implement the recommendations of the archaeologist, subject to the approval of the City Planning Department.

**4.3.5**

Any project that involves earth-disturbing activities in previously undisturbed soils that have been determined to be archaeologically or culturally sensitive shall require consultation by the applicant with interested federally recognized American Indian Tribe(s) that have a traditional cultural affiliation with the project area and/or the resources affected by the project, for the purposes of determining archaeological and cultural resources impacts and creating appropriate mitigation to address such impacts. The applicant shall also arrange for monitoring of earth-disturbing activities by interested federally recognized American Indian Tribe(s) that have a traditional cultural

affiliation with the project area and/or the resources affected by the project, if requested.

**4.3.6**

Any project that involves earth-disturbing activities in soil or rock units known or reasonably suspected to be fossil-bearing shall require monitoring by a qualified paleontologist retained by the project applicant for the duration of excavation or trenching.

**4.3.7**

Paleontological resources found prior to or during construction shall be evaluated by a qualified paleontologist, and appropriate mitigation measures applied, pursuant to Section 21083.2 of CEQA, before the resumption of development activities. Any measures applied shall include the preparation of a report meeting professional standards, which shall be submitted to the Riverside County Museum of Natural History.

**4.3.8**

In the event of the discovery of a burial, human bone, or suspected human bone, all excavation or grading in the vicinity of the find shall halt immediately and the area of the find shall be protected and the project applicant immediately shall notify the Riverside County Coroner of the find and comply with the provisions of the California Health and Safety Code Section 7050.5, including P.R.C. Section 5097.98, if applicable. In the event that human remains are determined to be Native American human remains the applicant shall consult with the Most Likely Descendent (MLD) to determine the appropriate treatment for the Native American human remains.

**Goal 4.4**

*Recognize, identify, and protect natural resources within the City for their historic and cultural value, and include these features in the historic resource management program.*

**Policies****4.4.1**

Develop and inventory and map concentrations of Heritage Street Trees, which are representative of the City's character and history, for consideration and official inclusion on the Corona Historic Register or the Heritage Inventory. *(Imp 21)*

**4.4.2**

Designate "Landmark Trees" in accordance with existing City policy and ordinance in order to preserve and protect individual specimen tree, which display particular historic value to the community. *(Imp 21)*

**4.4.3**

Consider listing Victoria City Park, and the pocket parks within Grand Boulevard, as resources on the Corona Historic Register, in order to preserve their historic identity and become eligible for funding opportunities required for future restoration and maintenance. *(Imp 20, 21)*

**Goal 4.5**

*Foster increased community awareness and appreciation for Corona's unique heritage and the many cultural and historical resources found in the City.*

**Policies****4.5.1**

Encourage, participate in, and promote activities and events designed to educate the community about Corona's past and the recognition of its resources. *(Imp 34)*

**4.5.2**

Promote the archival collection and documentation of Corona's history at the Heritage Room of the Corona Public Library, and establish this facility as the official local repository for historic and cultural resource records. *(Imp 32)*

**4.5.3**

Develop educational and interpretive brochures for distribution to the public about the City's historic resources, preservation programs, financial incentives for designated properties, and restoration requirements and guidelines. *(Imp 34)*

**4.5.4**

Foster neighborhood conservation and beautification programs and consider preservation awards or recognition certificates for properties displaying exceptional care, maintenance, or restoration of their historic home or property.

**4.5.5**

Inform property owners of the benefits of being a listed historic property, and provide information on conservation methods and professional resources. *(Imp 34)*

**Goal 4.6**

*B*uild and strengthen preservation partnerships between the City and property owners, businesses, community organizations, educational institutions, and State and federal agencies.

**Policies**

**4.6.1**

Coordinate with the Chamber of Commerce, the Corona Historic Preservation Society, the State Office of Historic Preservation, and other organizations or agencies as appropriate, regarding potential programs that promote tourism, filming, and economic development in association with historic resources. *(Imp 15d)*

**4.6.2**

Encourage the involvement of the Corona-Norco Unified School District in preservation activities, local history programs, and the potential listing of identified historic school sites on the Corona Historic Register. *(Imp 15b)*

**4.6.3**

Work cooperatively with the Corona Heritage Foundation in the establishment of Heritage Park as an historic citrus ranch complex in South Corona. *(Imp 15d)*

**4.6.4**

Consider application to the State Historic Preservation Office for acceptance as a Certified Local Government, and for having a Certified Local Ordinance for historic resource management. *(Imp 43)*

**4.6.5**

Continue to consider and assist in the nomination of Corona’s historic resources to the National Register of Historic Places, the California Historic Landmarks program, and the California Points of Historical Interest program. *(Imp 15d)*

**4.6.6**

Cooperate with the Corona Historic Preservation Society, and other community organizations, in the placement of appropriate Historical Markers, monuments, or plaques to memorialize historic sites. *(Imp 15d, 22)*

**4.6.7**

Work cooperatively with the Corona Historic Preservation Society and other nonprofit organizations and individuals applying for available local, State, and Federal funding for the rehabilitation and restoration of historic properties and resources. *(Imp 15d, 43)*

# *Economic Development*

---

The Economic Development goals, policies, and implementation programs build upon ongoing City programs and provide a framework to insure that the City of Corona is able to maintain its strong economic base and take advantage of future economic opportunities. A strong economy not only provides local workers with adequate income to afford a high quality of life, but it also provides local government with adequate public revenues to maintain a high quality of public services.

*The City's position at the intersection of SR-91 and I-15, and its proximity to both the San Bernardino and Orange County borders, have made Corona a desirable location for firms migrating from other Southland areas. Additionally, the lower cost of housing relative to other areas has made the City an attractive housing market. Both of these factors have resulted in significant growth in the City's population and employment base. Corona has been in the process of transitioning from a market based primarily upon industrial development to one in which office development becomes an emerging focus. Although the City's industrial growth is expected to remain strong, recent activity levels indicate that Corona is playing a major role in the Inland Empire's expanding office space market. These trends have contributed to a strong economic base in the City of Corona.*

*In order to maintain the City's vision of a fiscally healthy and balanced economy, broad goals and policies are defined to guide future economic development efforts. The Economic Development goals and policies are long-term to provide an organizational framework and process that can guide ongoing development efforts. Recognizing that economic development is not a static process, the goals and policies should provide direction to guide development activities while at the same time maintaining flexibility to respond to changing economic trends and local market conditions.*

*The City's strategic approach to economic development has been to attract, retain, and expand businesses for the purpose of encouraging profitable enterprises, creating sustainable local jobs and generating revenue to support municipal functions. This section outlines the over-arching economic development goals and associated policies that should be considered. Under each broad goal, policies are recommended. Policies set the parameters for actual implementation steps to be taken by the City to achieve its Goals.*

## **ECONOMIC BASE**

### **CONTEXT**

The City's key location in the Inland Empire and Riverside County allows it to position itself as a regional location for retail, commercial and industrial activity. The City's location and accessibility present opportunities for encouraging the development of industries in emerging markets and new technologies, as well as in the professional office market. Research and Development firms present opportunities for development in high-technology sectors such as electronics and medical manufacturing, which also are associated with a high-skilled labor force. Job diversification and a skilled labor force are two elements that are essential to maintaining a strong economic base.

**Goal 5.1**

*P*romote a strong and diversified economic base by attracting quality businesses and encouraging existing businesses to expand their sales, facilities, and employment.

**Policies**

**5.1.1**

Develop collaborative relationships between private and public entities to achieve and maintain a comprehensive and coordinated economic development process. *(Imp 24a)*

**5.1.2**

Encourage a variety of industries to locate in Corona, including commercial/professional office uses and “clean,” high technology industries that provide high-skill/high-wage job opportunities. *(Imp 24b)*

**5.1.3**

Encourage the expansion of existing businesses if possible and extend efforts at business retention. *(Imp 24c)*

**5.1.4**

Utilize Specific Plans to define flexible growth areas that allow for the transition of Heavy Industrial to R& D to mixed-use and office uses, while allowing some heavy industrial areas to remain industrial. *(Imp 24e)*

**LABOR FORCE**

**CONTEXT**

The City is well positioned as a gateway to Orange County along State SR-91, allowing those who work in Orange County to live in Corona’s more affordable housing. However, quality of life issues become paramount as commuting and traffic increases. There is a need for local economic growth to provide a better match between the City’s labor force (Corona residents) and the City’s available employment, and to satisfy a significant portion of the employment and income needs of the City’s labor force.

**Goal 5.2**

*P*romote a growing and skilled labor force.

**Policies**

**5.2.1**

Promote development of a highly skilled labor force within high-wage emerging industries such as Research & Development, High technology Manufacturing and office-oriented occupations. *(Imp 24a, 24b)*

**5.2.2**

Promote professional development programs and vocational training to enhance the quality of the area’s labor force, and assist them in obtaining new employment opportunities. *(Imp 24a)*

## REVITALIZATION OF TARGETED GROWTH AREAS

### CONTEXT

While the City has grown quite rapidly over the 1990s in terms of jobs, retail sales and average household income, there are areas of the City that need economic attention and revitalization. Due to the older nature of the Downtown and North Main areas, revitalization is important both to create a sense of place in Corona, and to promote economic development and expansion. Mixed-use residential and commercial land uses can contribute to this success.

An important component to creating a vibrant town center is a district that is active and lively into the evening hours. Cafes, bookstores, and restaurants with evening hours draw a variety of people and offer a welcome setting. The increased focus on office development, including professional and medical, will provide opportunities for revitalization of the downtown core. Creating a pedestrian-oriented environment, community facilities, and mixed-use projects with residential, retail, and office are key to a successful downtown core. The North Main area should also provide a focal point for office and residential uses in addition to retail and entertainment.

In addition to the Downtown and North Main areas, other targeted growth areas in the City have opportunities for commercial, industrial, and residential development that can contribute to a balanced City economy. These include underutilized and transitioning areas such as the southeast corner of the SR-91 and I-15 interchanges, along the Sixth Street corridor and the City's Sphere areas. These areas are targeted for office, industrial, residential or a mix of uses that require a different economic focus than the Downtown or North Main area.



### Goal 5.3

*P*romote the revitalization of targeted growth areas including the Downtown, North Main Street, southeast corner of the SR-91 and I-15 interchanges, the Sixth Street corridor, and the City's Sphere areas.

### Policies

#### 5.3.1

Analyze economic development opportunities in targeted growth areas that could meet the City's economic needs, while following guidelines that ensure compatibility with the City's long-range economic strategy. (*Imp 24e*)

### 5.3.2

Undertake targeted economic studies to examine highest and best use of the designated land uses for these areas. *(Imp 24e, 24f)*

### 5.3.3

Encourage diversity of housing opportunities of varying densities to reinforce the Village character. *(Imp 2, 24e)*

## FISCAL VIABILITY

### CONTEXT

The rapid growth experienced by Corona has placed greater demand on the City to provide essential public services such as fire, law enforcement, parks and recreation, public works and schools. Attention to the fiscal viability of new land uses will be an ongoing priority. In order to provide a high level of services to the community and finance capital projects, Corona must maintain fiscal strength. Property taxes were once the primary source of revenue for funding municipal activities. However, sales taxes have become a primary municipal source of revenues for most communities. In addition, other financing sources are necessary to supplement the primary revenues for both capital facility costs and ongoing operations and maintenance costs.

### Goal 5.4

*E*nsure fiscal viability for the City by pursuing a diversified local business base that provides growing sales and property tax revenues to pay for municipal operations.

### Policies

#### 5.4.1

Expand retail and visitor-serving opportunities by encouraging an appropriate mix of revenue-generating land uses to maintain a competitive edge and a strong sales tax base. *(Imp 24e, 24f)*

#### 5.4.2

Promote and encourage mixed-use commercial-residential projects where appropriate, with a focus on restaurants and community-oriented retail, and other pedestrian-friendly activities. *(Imp 2, 24e)*

#### 5.4.3

Review master planned and mixed use development projects and land annexations for their fiscal impacts on the City of Corona and ensure that they are fiscally neutral or beneficial. *(Imp 11)*

## FINANCING OPPORTUNITIES

### CONTEXT

Once primarily dependent on property tax revenues to fund infrastructure and other public facilities, as well as programs, local governments have sought alternative methods to obtain funds to finance such projects. Today, Corona, like other local governments, must rely upon a mixture of various funding sources to finance capital facilities. These include a variety of techniques including redevelopment tools, development impact fees, and assessment and special tax districts.

### Goal 5.5

*P*ursue a range of financing opportunities to fund infrastructure and other public facilities.

### Policies

#### 5.5.1

Continue capital improvements planning and prioritization of infrastructure investments in order to assure that funding resources are allocated to the City's most critical economic needs. This will allow development to anticipate the location and timing of improvements. (*Imp 24f, 35, 40-43*)

#### 5.5.2

Continue to use redevelopment as a financing tool in the revitalization of downtown and other redevelopment areas of the City. (*Imp 25, 39*)

#### 5.5.3

Pursue a variety of funding approaches, including impact fees, assessments, transportation funds, and other programs to revitalize and upgrade infrastructure. (*Imp 24e, 36*)

*Chapter* **4**

---

**Infrastructure & Public Services**

# *Circulation*

---

This chapter of the General Plan describes the location and extent of planned circulation facilities and services, and identifies standards for those facilities. The circulation element outlines the long-term plan for roadways, including number of lanes, right-of-way, and general operating conditions. It also provides guidance relating to the transit system, goods movement system, and nonmotorized travel, including bicycle and pedestrian travel. To portray the continuity of the circulation system, the plan graphics include planned facilities outside the City limits but within the City's Sphere of influence (which are inside the planning area boundary used for the overall circulation analysis). Regional circulation is also of critical interest in Corona since the city is heavily influenced by the freeway system, and some of the trips on local roadways are actually regional trips that cut through Corona. To address the future local and regional circulation issues, a travel demand model was created. The model is based upon the regional model of the Southern California Association of Governments, and it includes regional growth outside the City of Corona. Inside the City, the buildout of the proposed land use plan has been modeled to determine the future increase in trip making on city streets. The model results were used to develop the goals and policies listed herein, and to determine the functional classification system for city streets that will guide the development of the circulation system.

## **LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES**

### **CONTEXT**

The street system in Corona has traditionally served residents and businesses in the city relatively efficiently. Recent growth in population and land uses both within the City and in the adjacent communities has put increasing pressures on the arterial street system. Congestion on SR-91 and I-15, as well as congestion at the interchange of the two freeways, has resulted in a significant amount of regional "by-pass" traffic using City streets to avoid freeway congestion.

Other critical transportation issues that have been noted by residents and businesses include completion of Foothill Parkway to serve east/west traffic and help alleviate congestion on other east/west routes, mitigation of north/south traffic flow in the southern portion of the City, interconnectivity with other cities including Norco and Riverside, the potential for a new freeway connection through the Santa Ana Mountains linking I-15 to SR-241 (a regional issue), improvements to interchange access at SR-91, mitigation of local street impacts such as speeding and excess traffic on local streets, efficient and safe traffic movement around schools, efficient transit services, and efficient goods movement systems.

It is critical for the circulation system to support the Land Element of the General Plan, while not promoting increasing regional through traffic. Also, the need for improving the street system via widening and intersection improvements must be balanced against other goals in the city such as the livability of adjacent properties. Other improvements besides simply widening roadways must be included in all circulation planning. This includes traffic signal system improvements to maximize the efficiency of the arterial roadway system. Figure 13 illustrates the City of Corona roadway functional classification system, and Figures 14a, 14b, and 14c depict the standard cross section for each street classification. As shown, the functional classification system includes five types of boulevard/arterial

roadway classifications (Mixed Use Boulevard, Major Arterial 4 lane, Major Arterial 6 lanes divided, Major Arterial 4 lane divided, Major Arterial 4 lane undivided), two types of secondary arterial classifications (Secondary Arterial 4 lane divided and 4 lane undivided), plus collector streets.

## Goal 6.1

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

### Policies

#### 6.1.1

Design each arterial with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use, without providing excess capacity to encourage additional nonlocal cut-through traffic on City streets. Do not add excess arterial street capacity beyond what is required to support the land use growth proposed in the Land Use Element of the General Plan. Do not implement freeway access improvements that will facilitate further nonlocal traffic intrusion into the City. *(Imp 17a)*

#### 6.1.2

Support roadway maintenance programs that inspect, repair, and rehabilitate pavement surfaces in order to preserve the high quality of City streets and thoroughfares. *(Imp 17a)*

#### 6.1.3

Provide for safe roadway conditions by adhering to nationally recognized improvement standards and uniform construction and maintenance practices. *(Imp 17a)*

#### 6.1.4

Periodically review and update street standards to current capacity and safety practices. *(Imp 17a)*

#### 6.1.5

Design and employ traffic control measures to ensure City streets and roads function with safety and efficiency. *(Imp 17a)*

#### 6.1.6

Maintain Level of Service D or better on arterial streets wherever possible. At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis. Locations that may warrant the LOS E standard include Lincoln Avenue at SR-91, Main Street at SR-91, McKinley Avenue at SR-91, Hidden Valley Parkway at I-15, Cajalco Road at I-15 and Weirick Road at I-15. A higher standard such as Level of Service C or better may be adopted for local and collector streets in residential areas. *(Imp 17a)*

#### 6.1.7

Coordinate street system improvements and signalization with regional transportation efforts, including the Regional Transportation Plan, the State Transportation Improvement Program, the Riverside County Integrated Project (RCIP), the Community and Environmental Transportation Acceptability Process (CETAP), the Congestion Management Program, and other relevant regional and subregional efforts and programs. *(Imp 17a)*

#### 6.1.8

Limit driveway and local street access on arterial streets to maintain a desired quality of traffic flow. Wherever possible, consolidate driveways and implement access controls during redevelopment of adjacent parcels. *(Imp 17a)*

---

**Figure 13     Roadway Functional  
Classification System**

---

**Figure I4a Roadway Cross Sections**

---

**Figure 14b Roadway Cross Sections**

---

**Figure 14c Roadway Cross Sections**

**6.1.9**

Restrict on-street parking on arterial streets wherever the off-street parking supply is adequate to accommodate demand. As needed to accommodate the buildout of the land use plan and peak period traffic congestion, seek opportunities to prohibit peak period on-street parking and provide alternative parking in off-street facilities. *(Imp 17a)*

**6.1.10**

Design secondary, local and collector streets to discourage their use as through traffic routes. Utilize residential neighborhood traffic control techniques to mitigate cut-through traffic impacts on residential streets. Consider adoption of a formalized neighborhood traffic control program. *(Imp 17a)*

**6.1.11**

Require that proposals for major new developments include a traffic impact analysis that identifies measures to mitigate the traffic impacts from the new development, including cumulative impacts. *(Imp 17a)*

**6.1.12**

Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles. *(Imp 17a)*

**6.1.13**

Consider the effects on transportation systems of public utility improvements, including extensions of underground pipelines and overhead transmission lines and associated utility rights-of-way. *(Imp 17a)*

**6.1.14**

Ensure that, to the extent possible, all pipelines and electrical transmission lines are placed underground. *(Imp 17a)*

**6.1.15**

*Sixth Street*—Design Sixth Street from Smith Avenue to El Sobrante Road as a Mixed-Use Boulevard, including measures that support the proposed mixed-use development patterns. To maintain the livability of the street, limit Sixth Street to four travel lanes within this segment. As mixed use development occurs in the Sixth Street corridor, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, signalized/enhanced crosswalks, wider sidewalks and other appropriate measures which enhance traffic flow, transit efficiency and pedestrian movements. Upgrade and improve key bottlenecks at intersections via additional lanes (to six through lanes), with transition back to four lanes at the mid-block. As part of this policy, the City shall also seek opportunities to enhance mobility on parallel and connecting routes in this corridor to relieve congestion on Sixth Street and allow for the development of mixed commercial and residential uses. This may include, but not be limited to, opportunities to improve traffic flow along Third Street, Tenth Street, the freeway, and also a potential new east/west corridor in the southern section of the City. Consider Bus Rapid Transit improvements in the Sixth Street corridor. *(Imp 17a)*

**6.1.16**

*Main Street*—Recognize the unique character of Main Street south of Grand Avenue (designated Special Residential Arterial). Strive to maintain one travel lane in each direction, but consider the addition of one travel lane in each direction if warranted based on traffic volumes and forecasts. Implement circulation improvements that are sensitive to the adjacent residential land uses. These may include parking cutouts, raised medians, roundabouts, bike lanes, special treatments at pedestrian crossings, peak period parking restrictions to provide four travel lanes and other measures. To the maximum extent feasible, improve capacity at intersections and eliminate bottlenecks in order to minimize the need for mid-block improvements. (*Imp 17a*)

**6.1.17**

*Fullerton Avenue*—Recognize the unique character of Fullerton Avenue between Magnolia and Grand Boulevard with a designation as “Special Residential Arterial.” Implement circulation improvements that are sensitive to the adjacent residential land uses. These may include parking cutouts, raised medians, roundabouts, bike lanes, special treatments at pedestrian crossings, peak period parking restrictions to provide four travel lanes and other measures. To the maximum extent feasible, improve capacity at intersections and eliminate bottlenecks in order to minimize the need for mid-block improvements. (*Imp 17a*)

**6.1.18**

*Cresta Road*—Due to existing cut-through traffic problems on Cresta Road from Termino to Promenade, apply neighborhood traffic control measures, as appropriate and according to City guidelines. Work with the adjacent community to determine the nature of existing problems and the type of neighborhood traffic measures that would be acceptable. Mitigate existing cut-through traffic problems and also seek to prevent further worsening of cut-through traffic on Cresta. (*Imp 17a*)

**6.1.19**

At locations where intersection level of service falls below LOS D (To LOS E or F), or is anticipated to fall below LOS D in the future based on studies, implement intersection improvements that will provide additional capacity and require developers of adjacent parcels to provide right-of-way setbacks sufficient to accommodate the “maximum feasible intersection” configuration. The maximum feasible intersection configuration on the approaches to a Major Arterial will include up to three lanes for through traffic, dual left turn lanes and an exclusive right turn lane. The maximum feasible intersection configuration at Secondary Arterial intersection approaches will include up to two lanes for through traffic, dual left-turn lanes, and an exclusive right-turn lane. In some locations, additional capacity may be needed, such as dual right turn lanes or an additional through lane. The need for those additional improvements shall be determined by project-specific traffic studies. (*Imp 17a*)

## INTERCITY AND REGIONAL TRANSPORTATION

### CONTEXT

The City of Corona is greatly influenced by the regional transportation system and by the travel demand that is generated by adjacent communities. In addition, the residents and visitors to the City rely upon an efficient intercity and regional transportation system. Increasingly, congestion on the SR-91 and I-15 freeways causes significant traffic impacts in the City. The freeway congestion results

in significant amounts of regional traffic utilizing City streets for relief from poor freeway service levels. This impacts residents and businesses by creating local congestion, affecting safety, making access to adjacent land uses and driveways difficult, and causing delays for residents and visitors accessing the freeway system.

There are several key initiatives that are proposed to improve regional traffic flow. These include the State Transportation Improvement Program (STIP), Measure “A” Freeway and Highway improvements, the Riverside County Community and Environmental Transportation Acceptability process (CETAP) plan, and the Transportation Uniform Mitigation Fee (TUMF). The regional improvements will help to alleviate local congestion. There are several potential corridors under consideration for new regional east/west routes. These must be reviewed carefully in conjunction with local transportation planning.

## Goal 6.2

**S**upport development of a network of regional roadway facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.

### Policies

#### 6.2.1

Support the addition of capacity improvements such as high occupancy vehicle lanes, general-purpose lanes, or auxiliary lanes to SR-91 and I-15. *(Imp 17b)*

#### 6.2.2

Support the development of a new regional roadway facility linking Riverside County with Orange County. *(Imp 17b)*

#### 6.2.3

Coordinate impacts of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections. *(Imp 17b)*

#### 6.2.4

Participate in programs to mitigate regional traffic congestion. *(Imp 17b)*

#### 6.2.5

Identify impacts of land use decisions on regional as well as local transportation facilities. *(Imp 17b)*

#### 6.2.6

Support regional air quality objectives through effective management of the City’s transportation system. *(Imp 17b)*

#### 6.2.7

Consider the implementation of intercity/intraregional connections to improve regional and local mobility. Corridors for future study include connections to serve the Temescal Canyon/Eagle Valley area to the east, a north/south connection through El Cerrito, and an east/west regional connection (expressway or freeway) at the southern end of the City from Corona and Riverside County to SR-241. Proposed corridors for future study are shown on the functional classification map. *(Imp 17a)*

## TRANSPORTATION SYSTEM MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT

### CONTEXT

Major physical improvements such as widening to add lanes to the regional freeway system and to the city's arterial system are often costly, require right-of-way, and may disrupt the quality of life for adjacent residents and businesses in some cases. Throughout southern California it is increasingly recognized that it may not be feasible to simply "build our way out" of traffic congestion and impacts. A multi-modal approach to solving transportation solutions is required. A key element of the approach is to reduce the number of vehicles using the freeway and roadway systems, and to reduce the vehicle miles traveled. This may be accomplished by simply eliminating some trips via transit or carpooling, consolidating other trips and making the trip length shorter.

It is recognized that not everyone can carpool, take a bus, or work close to home. However, there are many trips that can be modified using various transportation demand management (TDM) techniques. TDM techniques include incentives to use transit, incentives to form carpools rather than to drive alone, and making home, work, and shopping closer together to shorten travel distances. In addition, there are less costly improvements that can be made to the roadway system to more efficiently use the capacity that is available. Such improvements include better traffic signal operations to reduce delay by motorists at traffic signals. These "Transportation Systems Management" techniques help utilize the existing circulation system in the most efficient manner possible, and cost far less than major physical infrastructure improvement projects.

### Goal 6.3

*Maximize the efficiency of the circulation system through the use of transportation system management strategies. Reduce total vehicular miles traveled in Corona, including the development and improvement of alternative transportation modes, the reduction in the number of trips generated, and the reduction in trip distances.*

#### Policies

##### 6.3.1

Implement and maintain traffic signal coordination and advanced traffic management strategies throughout the City to the maximum extent practical and integrate signal systems with adjacent jurisdictions and Caltrans. *(Imp 17a)*

##### 6.3.2

Implement intersection capacity improvements where feasible and justified by traffic demands. *(Imp 17a)*

##### 6.3.3

Implement, maintain, and enforce the TSM and TDM requirements included in the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan and in the Riverside County Congestion Management Program. *(Imp 17a)*

##### 6.3.4

Encourage employers to reduce vehicular trips by offering transit and ridesharing incentives to employees. *(Imp 17a)*

**6.3.5**

Support the development of the HOV lanes planned in the regional highway system. *(Imp 17a)*

**6.3.6**

Promote ridesharing and the reduction of single occupant vehicle trips through publicity and provision of information to business and residents. *(Imp 17a)*

**PUBLIC TRANSPORTATION****CONTEXT**

Public transportation/transit plays a vital role in the overall circulation system. Public transportation not only serves those who cannot afford other means of travel, but it also provides alternatives to those who do not want to drive themselves. Much of the available public transportation is provided by the Riverside Transit Agency (RTA) via fixed route bus services. Also, Metrolink provides commuter rail service for the City and the region. The City also provides transit services through the Corona Cruiser, the local fixed route bus service. Enhancing the availability and efficiency of transit services for residents and visitors to the City will be vital in the future. The city also has park-and-ride lots that facilitate the use of regional transit services by allowing residents and visitors to park and use the adjacent transit service. Another element of transit is demand-responsive service, which operates on an “as-needed” and “where needed” basis rather than on fixed routes and schedules. Figure 15 illustrates the fixed route transit services that are operated within in the City.

**Goal 6.4**

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

**Policies****6.4.1**

Maintain local fixed route and demand-responsive transit service to ensure mobility within Corona. *(Imp 17c)*

**6.4.2**

Work with the Riverside Transit Agency to identify needs for additional bus services and enhancements to existing services. *(Imp 17c)*

**6.4.3**

Encourage the development of additional regional public transportation services and facilities including park-and-ride near the SR-91 and I-15 freeways. *(Imp 17c)*

**6.4.4**

Ensure accessibility of elderly and disabled persons to public transportation. *(Imp 17c)*

**6.4.5**

Encourage employers to reduce single occupant vehicular trips by providing employee incentives such as reduced rate transit passes. *(Imp 17c)*

**6.4.6**

Require new development to provide transit facilities, such as bus shelters and turnouts, where deemed necessary. *(Imp 17c)*

**6.4.7**

Preserve options for future transit use when designing improvements for roadways. *(Imp 17c)*

**6.4.8**

Encourage the expansion of regional rail transportation facilities and services. *(Imp 17c)*

**6.4.9**

Investigate the use of, and encourage the development of, bus rapid transit (BRT) systems where feasible. *(Imp 17c)*

## **BICYCLE, PEDESTRIAN, AND HIKING FACILITIES**

### **CONTEXT**

Nonmotorized transportation is important for many reasons. Nonmotorized transportation, via pedestrian activity and bicycles, can enhance the urban environment, reduce motor vehicle emissions, promote a healthy lifestyle, and reduce automobile trips. In the Sixth Street mixed-use corridor, there will be an increased emphasis on nonmotorized transportation. In other part of the City, walking and biking will continue to be important for short distance trips, recreation and school trips. Bicycle facilities include Class I Bike Paths (completely separated from auto traffic), Class II Bike Lanes (striped bike lanes on roads), and Class III Bike Routes (designated bike routes noted by signs alongside roadways but without separate striping). Pedestrian facilities include sidewalks, pedestrian trails, and multi-purpose trails. Figure 16 illustrates the existing and proposed bicycle and trails system.

**Goal 6.5**

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

**Policies****6.5.1**

Provide for safety of bicyclists, equestrians, and pedestrians by adhering to national standards and uniform practices. *(Imp 17d)*

**6.5.2**

Maintain existing pedestrian facilities and encourage new development to provide walkways between and through developments. *(Imp 17d)*

**6.5.3**

Provide for accessibility of the disabled to pedestrian facilities. *(Imp 17d)*

**6.5.4**

Develop bicycle routes in accordance with the City's adopted Bicycle Master Plan and implement other elements of the Plan. *(Imp 17d)*

**6.5.5**

Develop and maintain a bikeway system that is compatible with routes of neighboring jurisdictions. *(Imp 17d)*

**6.5.6**

Encourage new and existing development to provide accessible and secure areas for bicycle storage. *(Imp 17d)*

---

**Figure 15    Public Transit**

---

**Figure 16 Existing and Proposed Bike Trails**

**6.5.7**

Provide bicycle racks or storage facilities at public facilities and require bicycle parking, storage and other support facilities as part of new office and retail developments. *(Imp 17d)*

**6.5.8**

Use easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets wherever possible for bikeways, equestrian and hiking trails. *(Imp 17d)*

**6.5.9**

Minimize conflict points among motorized traffic, pedestrians, and bicycle traffic. *(Imp 17d)*

**6.5.10**

Periodically review and update the City's Bicycle Master Plan. *(Imp 17d)*

**PARKING****CONTEXT**

Adequate and convenient parking is important in both residential neighborhoods and also in commercial and industrial areas. In residential areas, adequate off-street parking will minimize on-street parking impacts and spillover of parking to areas that impact adjacent land uses. In commercial areas, parking must be sufficient in terms of number of spaces and convenient so that businesses can succeed. Conversely, the overbuilding of too much parking in a commercial area can be detrimental because it uses up too much land, makes development inefficient, and is not attractive. In mixed use areas, such as the Sixth Street Corridor, reductions in parking supply may be appropriate since the mixed use nature of the area will encourage the "park once" concept whereby a visitor parks one time and visits multiple land uses in a single trip without moving the car. City codes will ensure the provision of adequate parking, and allow mixed use parking solutions where they are appropriate.

**Goal 6.6**

*Provide an adequate supply of convenient parking for all developments in the City, in a manner that is consistent with the goals of managing transportation demand.*

**Policies****6.6.1**

Require new developments to provide adequate off-street parking in compliance with Corona Municipal Code Chapter 17-76. *(Imp 17e)*

**6.6.2**

Review Municipal Code Parking requirements, relative to actual parking demands and parking management needs, and revise code as necessary to ensure adequate parking supply in a manner that reinforces demand management programs. *(Imp 17e)*

**6.6.3**

Encourage employers to include strategic parking provisions in new developments, where feasible, to encourage the use of transit and other modes of travel rather than single occupant autos. *(Imp 17e)*

**6.6.4**

Accommodate joint use of parking facilities as part of an area plan or site plan, based on the peak parking demands of permitted uses in the planning area. *(Imp 17e)*

**6.6.5**

Ensure that new developments provide adequate parking via the development review process. Where feasible, work with developers to provide additional parking to mitigate area-wide parking shortages. *(Imp 17e)*

**6.6.6**

Encourage the use of shared parking arrangements in areas where parking shortfalls exist, downtown and in appropriate mixed-use projects, and along the Sixth Street Mixed Use Boulevard corridor. *(Imp 17e)*

**6.6.7**

Encourage the use of private parking facilities for regional park-and-ride uses where appropriate. *(Imp 17e)*

## TRUCK ROUTES/GOODS MOVEMENT SYSTEMS

### CONTEXT

Efficient and safe goods movement is vital for both residents and businesses in Corona. Goods Movement in the City occurs primarily via trucks. Regional truck movements occur on the freeway system, and local truck deliveries to and from land uses in Corona occur on the arterial and local roadway systems. Maintaining efficient and safe goods movement requires the development of a truck route system for through truck trips, ensuring that roadways are designed to standards to support truck travel and providing adequate off-street truck parking and loading to make the transfer of goods efficient and also to avoid unsafe loading and truck parking on city streets. The city has adopted a truck route system that designates various facilities for through truck movements. On those routes, trucks over three tons may legally travel even if they do not have a trip origin or destination along that route. On all other streets, trucks may only travel on them if the truck has an origin or destination at a land use located along the facility. The truck route system is illustrated in Figure 17.

**Goal 6.7**

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

**Policies****6.7.1**

Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas. *(Imp 17f)*

**6.7.2**

Provide appropriately designed and maintained roadways for the truck routes so that they can safely accommodate truck travel. *(Imp 17f)*

**6.7.3**

Develop appropriate treatments along truck routes to minimize noise impacts to sensitive land uses. *(Imp 17f)*

**6.7.4**

Ensure that new development provides adequate truck loading facilities. *(Imp 17f)*

---

**Figure 17    Truck Route System**

**6.7.5**

Monitor traffic conditions at rail grade crossings and support improvements when warranted. *(Imp 17f)*

**6.7.6**

Prevent through truck traffic in residential areas. *(Imp 17f)*

**6.7.7**

Work closely with other agencies on implementation of improvements along the Alameda Corridor East to facilitate east/west rail movements and help to reduce regional truck traffic, while minimizing impacts on the City's roadway system. This will include new rail grade separations, where appropriate, improvements to existing at-grade crossings and other improvements along the Corridor that will enhance both regional and local mobility. *(Imp 15d, 17f)*

**TRANSPORTATION FINANCING****Goal 6.8**

*P*ursue alternative funding for transportation improvements, including federal, state and private sources through grants, fair-share impact fees and other mechanisms

**Policies****6.8.1**

Require new development to mitigate the traffic and circulation impacts it is creating in accordance with the transportation improvement needs described in this Circulation Element. *(Imp 17g)*

**6.8.2**

Pursue available federal and state funding sources for mitigation of transportation impacts, construction of new facilities, and maintenance of existing facilities. *(Imp 17g)*

# Infrastructure & Utilities

---

The following presents the goals and policies for the various public utilities within the City of Corona, including

- Water Systems
- Sewer/Wastewater Systems
- Storm Drainage
- Solid Waste
- Energy Facilities
- Telecommunication Services

Infrastructure, as it pertains to utilities, is not a mandatory Element, however, it may be included within Corona's General Plan as an optional element. California Government Code Section 65303 states: "The General Plan may include any other elements or address and other subjects that, in the judgment of the legislative body, relate to the physical development of the county or city." Once an Optional Element is adopted, it becomes a component of the General Plan with the same legal status as one of the mandatory elements.

*Corona is a growing community that must continue to provide adequate infrastructure and utility systems to meet the future needs of businesses and residents. The City is committed to public service by ensuring infrastructure utility services are safe, adequate and are available to all users in existing and newly developing areas.*

## **WATER SYSTEMS**

### **CONTEXT**

The Corona Department of Water and Power is responsible for supplying clean water to the City of Corona. The City presently provides municipal water service to an area of approximately 50 square miles. This area includes approximately 37.6 square miles within the City's municipal area, and 35.2 square miles within the City's Sphere of Influence (SOI) in Riverside County. The City provides water service to nearly 137,000 people via approximately 36,000 metered service connections.

As of 2002, approximately 55 percent of the City's water supply was obtained from imported water (10 percent State Water Project water and 45 percent Colorado River water), and 45 percent comes from local groundwater production wells. The City's water system consists of six primary pressure zones that serve elevations varying from a minimum 430 feet (Zone 1) at Green River to a maximum of 1510 feet (Zone 6) at South Corona. Pressures to City customers vary from about 40 pounds per square inch (psi) to over 150 psi.

The City's total water use during 2002 was just over 13 billion gallons, averaging 35.8 mgd. The maximum day demand in recent years has been as high as 53 mgd.

Other components of the City water system include

- Three water treatment plants with a total capacity of 26.5 million gallons per day (mgd), one desalter with a total capacity of 10 mgd, and fifteen wells from Bedford, Coldwater, and Temescal

Basins with a total of 8.67 mgd. Local groundwater is extracted by wells from the Temescal Basin, Bedford Basin, Coldwater, and one potable well in the Santa Ana Narrows Basin.

- Eighteen domestic water booster pump stations (BPSs). These BPS units range in capacity from 50 gpm to over 7,000 gpm. The power drive includes both electrical motors and natural gas engines.
- Seventeen reservoirs ranging in size from 0.5 million gallons (MG) to 6 MG with a total capacity of 37.3 MG. The City operates three blending stations at Lester Reservoir, Reservoir R-3, and Mangular Reservoir. These stations blend high nitrate (NO<sub>4</sub>) Temescal Basin groundwater with desalter and low nitrate imported water from the Colorado River and northern California.
- A recently completed Recycled Water Master Plan that would allow for the provision of 5,220 acre-feet of recycled water per year. Recycled water would primarily be used for irrigation of nonresidential uses including parks, golf courses, freeway landscaping, and schools. The City, having secured a \$5 million dollar grant and a \$20 million low-interest loan to finance the \$25 million project, has set up a demonstration project in Butterfield Park.

The City's Water System Master Plan addressed water needs in all areas within the City (37.6 square miles), plus 35.2 square miles in Riverside County (the City's SOI). The plan is designed to serve 250,000 people within a future municipal area of 71.2 square miles by the year 2020. Based on the City's projected population increase and SOI annexation, the City will require by year 2020 an annual water supply of 38 mgd with a peak maximum day supply of 68 mgd. These water supply requirements in year 2020 are based on the City providing water for a population of over 175,000 people with other water agencies providing water for a population of 75,000 people.

In terms of newly developing areas within the Corona SOI, the City provides municipal water service to an area of approximately 35 square miles within the City's SOI in Riverside County. These areas outside the current City limits include Coronita, Green River, El Cerrito, and Temescal Canyon. The City also provides service to approximately twenty connections in the Temescal Canyon area south of the City boundary. Annexed areas of Murdock and Dos Lagos are to be served by City sewer and water.

Within the West Sphere (the Prado Basin, Coronita, and Foothills areas), domestic water is provided by the City of Corona. In the East Sphere, the City of Riverside and the Home Gardens County Water District provide water to the Home Gardens area; the Western Municipal Water District (WMWD) serves the East Eagle Valley area; the WMWD and City of Corona serve the El Cerrito area. Within the South Sphere, the Temescal Canyon area is served by the City of Corona, the WMWD, and the Lee Lake Water District. The area south of Dos Lagos is within the SOI of Lee Lake Water District. The future City's easterly SOI service area above 1,000 feet elevation will be served by the WMWD.

More detailed descriptions of Water systems in Corona, as well as historic and projected water use, are presented in the *Technical Background Report*. The following section presents the goals and policies for Water service in the City of Corona. The intent of these policies is to provide direction for the Corona Department of Water and Power, and other municipal departments in the planning, development and administration of water-related facilities. Water provision related issues brought up during the data gathering and public processes are incorporated herewith.

## Goal 7.1

*E* stablish and maintain a secure water supply, water treatment, distribution, pumping and storage systems to meet the current and projected future daily and peak water demands of Corona.

### Policies

#### 7.1.1

Review, evaluate, and update the City's Water Master Plan and related capital improvement programs on a regular basis in order to maintain plans for expansion and improvement of distribution and storage facilities. The Department of Water and Power shall determine water facilities needed to service the City, prepare capital improvements plans including prioritization and identification of funding sources, and upgrade the water supply and distribution system accordingly. *(Imp 18a)*

#### 7.1.2

Evaluate the adequacy of water infrastructure in areas where intensification of land use is anticipated to occur and develop strategies to implement the Water Master Plan appropriately. *(Imp 18a)*

#### 7.1.3

Coordinate capital improvements planning for all municipal water service infrastructure with the direction, extent, and timing of growth. *(Imp 18a)*

#### 7.1.4

Monitor water system demands and, as necessary, manage development of new and existing facilities to ensure there is an adequate water supply. *(Imp 13, 18a)*

#### 7.1.5

Construct, upgrade, maintain, and expand water supply, distribution, pumping, storage, and treatment facilities, as recommended in the November 1997 Amendment to the 1995 Water Master Plan, or as subsequently amended in the future. *(Imp 18a)*

#### 7.1.6

Designate, preserve, and acquire land, if necessary, for siting future water supply, storage, and distribution facilities in conformity with the goals and policies of the Land Use Element. *(Imp 1, Imp 18a)*

#### 7.1.7

Require adequate water supply, distribution, pumping, storage, and treatment facilities to be operational prior to the issuance of building permits. *(Imp 6)*

#### 7.1.8

Achieve Federal and State drinking water regulatory standards. *(Imp 18a)*

#### 7.1.9

Require all new development to be served from an approved domestic water supply. *(Imp 18a)*

#### 7.1.10

Through engineering design and construction practices, ensure that existing and new development does not degrade the City's surface waters and groundwater supplies. *(Imp 18a)*

**Goal 7.2**

*M*inimize water consumption through site design, the use of water conservation systems and other techniques.

**Policies**

**7.2.1**

Continue to implement the City’s water conservation and wastewater reuse efforts; review these programs regularly, and modify them as appropriate and feasible. *(Imp 18a)*

**7.2.2**

Establish guidelines and standards for water conservation and actively promote use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings. *(Imp 6, 18a)*

**7.2.3**

In compliance with State Law, and implemented through the City’s Building Permit process, continue to require the incorporation of best available technologies for water conservation features in the design of all new construction and site development including, but not limited to, water saving toilets, showerheads, faucets, and water conserving irrigation systems. *(Imp 6, 18a)*

**7.2.4**

Continue the rebate incentive program for the replacement of inefficient plumbing fixtures with water saving fixtures for all commercial, industrial, and institutional uses. *(Imp 14, 18a)*

**7.2.5**

As set out in the City’s Recycled Water Plan, expand the recycled water program to provide water for landscaping medians and other appropriate open spaces along SR-91 and I-15, in coordination with CALTRANS. *(Imp 18a)*

**7.2.6**

Encourage the use of recycled water by industrial, commercial, and institutional, users through the use of incentives such as differential pricing. *(Imp 18a)*

**7.2.7**

Require the use of recycled water for landscaped irrigation, grading, and other non-contact uses in new developments, parks, golf courses, sports fields, and comparable uses, where feasible. *(Imp 6, 18a)*

**7.2.8**

Continue to provide public education to residents and students regarding water conservation and wastewater reuse. *(Imp 18a)*

**7.2.9**

Require that grading plans be designed and implemented to reduce stormwater runoff by capturing rainwater onsite and stored on a temporary, short-term basis to facilitate groundwater recharge rather than relying solely on community drainage facilities. *(Imp 6, 9, 18a)*

**7.2.10**

Encourage the use of rainwater capture and storage facilities in residential and nonresidential developments. *(Imp 6, 9, 18a)*

**Goal 7.3**

*E*nsure the costs of improvements to the water supply, transmission, distribution, storage and treatment systems are borne by those who benefit.

**Policies****7.3.1**

Establish equitable methods for distributing costs associated with providing water service to development, including impact mitigation fees where warranted. *(Imp 36)*

**7.3.2**

Require the costs of improvements to the existing water supply; transmission, distribution, pumping, storage and treatment facilities necessitated by new development be borne by those benefiting from the improvements, either through the payment of fees, or by the actual construction of the improvements. *(Imp 36)*

**SEWER/WASTEWATER SYSTEMS****CONTEXT**

The City of Corona's sewer system currently serves a population of approximately 133,966 people with plans to serve a future population of 147,400 within the City and SOI. The current Sewer Master Plan Planning Area encompasses approximately 45 square miles of land area, including areas within the existing City's corporate limits and 7.4 square miles of the SOI. The majority of the service area is residential, and it is projected that residential land use will encompass 57 percent of the ultimate development of the City for sewer service purposes. The Corona Department of Water and Power is updating the Sewer Master Plan in order to include all portions of the City south of Cleveland, in addition to some SOI areas.

The existing collection system for the City of Corona includes approximately 332 miles of gravity and force flow sewer mains, varying in size from 6 to 42 inches in diameter and accessed via 7,056 maintenance manholes. There are currently eleven sewer lift stations operated by the City, most of which are small stations lifting only local flows. There are currently no City-maintained main lines located outside the City limits, except for those that serve the Green River area at the extreme northwestern corner of the service area.

All sewer flows generated within the City are conveyed by City facilities to one of the three sewer treatment plants. The City of Corona currently serves the Green River area, west of the City and north of SR-91, with the majority of this flow being lifted by the Ahmanson Lift Station into the SARI line just north of Golden Ridge Drive. The City is considering diverting this flow to Wastewater Treatment Plant No. 1 by constructing a new lift station at Golden Ridge Drive and a force main to Prado Road.

Based on information from the Sewer Master Plan dated October 1998, portions of the existing collection system are in need of improvement or replacement. The City's pumping system has also been reviewed and several deficiencies identified. The City operates twelve lift stations. Many of these stations are in need of upgrading and improvement, some having exceeded their life expectancies. Others are aged and in poor condition, with a majority of them needing to be upgraded to meet

current electrical and building codes. It is anticipated that the City should replace three of the smaller stations in the near future, due to the deficient nature of the plants.

The City currently operates three wastewater treatment plants (WWTP). WWTP No. 1 and WWTP No. 2 serve the majority of the City's treatment needs. WWTP No. 3 services current and proposed development areas in the southern portion of the City. WWTP No. 3 currently serves a small part of the unincorporated area of El Cerrito. In addition, WWTP No. 3 also serves the Eagle Glen and the Dos Lagos developments.

WWTP No. 1, which has two components (1A and 1B) is located near the northwestern border of the City and is designed to serve flows from the east, south, and western portion of the City. WWTP No. 1 is currently used to treat flows from a service area of 14,000 acres within the City boundary. WWTP No. 1A has a secondary treatment capacity of 5.5 mgd and WWTP No. 1B has a tertiary capacity of 6 mgd. In 2002, WWTP No. 1 handled flows of 8.633 mgd.

WWTP No. 2 is located near SR-91 and Grand Boulevard. This plant handles flows from the south and east portions of the City, a service area of approximately 8,300 acres. WWTP No. 2 handled flows of 2.067 mgd in 2002 and has a capacity of 3.0 mgd of secondary effluent.

A third treatment plant, WWTP No. 3, was recently constructed in the southeastern portion of the City. This plant handles some of the annexation areas in the southern portion of the City. The plant has a current capacity of 1.0 mgd; however, it was designed such that capacity could be expanded to 3.0 mgd. WWTP No. 3 is the only treatment plant with planned expansion at this time.

Given the combined capacity of WWTPs No. 1, 2, and 3, enough wastewater capacity exists for the entire City and SOI at buildout. In addition, the Corona Department of Water and Power has begun the process to obtain approval to rerate WWTP No. 1 and No. 2 through the State Water Resources Control Board. Rerating would allow the WWTPs to treat and release more effluent without renovating the plants.

With respect to other areas outside the City limits but within the SOI: Within the East Sphere, the Home Gardens Sanitary District serves the Home Gardens area. The El Cerrito area relies on septic systems, and the East Eagle Valley is not served by sanitary sewer systems. Within the West Sphere, the Foothills area is not served by sanitary sewer systems, nor is the majority of the Prado Basin area, although a small portion of the area is served by the City of Corona. The Coronita area is served by septic systems. Within the South Sphere, the Lee Lake Water District serves the Temescal Canyon region.

More detailed descriptions of wastewater systems in Corona are presented in the *Technical Background Report*. The following section presents the goals and policies for wastewater service in the City of Corona. The intent of these policies is to provide direction for the Corona Department of Power and Water, and other municipal departments in the planning, development and administration of sewer-related facilities. Wastewater related issues brought up during the data gathering and public processes are incorporated herewith.

## Goal 7.4

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

### Policies

#### 7.4.1

Maintain, upgrade, and expand existing wastewater collection and treatment facilities where existing systems are deficient. *(Imp 18b)*

#### 7.4.2

As a condition of approval, require that development be connected to the municipal sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and safely dispose of generated sludge. *(Imp 9, 18b)*

#### 7.4.3

Require that all new development submit a sewer analysis to the satisfaction of the City of Corona prior to the issuance of building permits. *(Imp 9)*

#### 7.4.4

Restrict and prioritize sewer connections, if necessary, to comply with available treatment capacity. *(Imp 18b)*

#### 7.4.5

Require that wastewater flows be minimized in existing and future developments through water conservation and recycling efforts. *(Imp 6, 18b)*

#### 7.4.6

Design wastewater treatment, effluent distribution and collection facilities, and route street alignments, in a manner that will eliminate the need for lift stations, wherever possible. *(Imp 18b)*

#### 7.4.7

Review the existing sewer connection fees annually to ensure that adequate amounts of fees and charges are collected to fund the construction of new facilities. *(Imp 18b, 36)*

#### 7.4.8

Monitor impacts and demands of new development, and as necessary, managing development to mitigate impacts and/or facilitate improvements. *(Imp 13)*

#### 7.4.9

Undertake regular updates to the City's Sewer Master Plan and related capital improvement programs to maintain up to date plans for treatment facility expansion. *(Imp 18b)*

#### 7.4.10

Require that new development be connected to the City's sewer system, except where it is located at 200 feet or greater from the nearest service line, or other distance as deemed appropriate by the City's Department of Public Works, where it may be served by an on-site septic system provided that it is determined that the use of such systems will not degrade groundwater resources, plant and animal habitats, or otherwise adversely impact adjacent uses. *(Imp 2, 6)*

**Goal 7.5**

*E*nsure that all wastewater collection and treatment facilities continue to be operated in a manner that maximizes public safety.

**Policies**

**7.5.1**

Continue to monitor businesses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater. *(Imp 13, 28)*

**7.5.2**

Continue to require all sewer discharges to comply with the City's Waste Discharge Pretreatment and Source Control Program outlined in the City's Ordinance. *(Imp 13, 28)*

**7.5.3**

Require all applicable industries/businesses to obtain sewer discharge permits from the City. *(Imp 13, 28)*

**7.5.4**

Continue to implement, as appropriate, the requirements of the NPDES and SCAQMD regulations, including requiring the use of Best Management Practices by businesses in the City. *(Imp 13, 28)*

**STORM DRAINAGE**

**CONTEXT**

The watershed characteristics of the City of Corona vary significantly from the alluvial fan at the north end adjacent to the Prado Dam Basin to abruptly rising terrain of the Santa Ana Mountains on the City's southwest. The general drainage pattern is in a northwesterly direction towards the Santa Ana River. Substantial flows reach the mouths of the canyons and then spread out onto the alluvial fan formed by several watercourses draining the mountains. The alluvial fan runs northerly at an average grade of 4 percent from an elevation of approximately 1,500 feet at the toe of the mountains to an elevation of approximately 600 feet along Temescal Wash. Several major watercourses provide some protection against major flood flows from runoff generated in watersheds south of the City. These watersheds are as follows:

- **Temescal Canyon Wash.** The Temescal Canyon Wash is the major watercourse and flows northwesterly through the northern half of the City. Temescal Wash joins the Santa Ana River at the site of Prado Dam, a U.S. Army Corps of Engineers flood-control reservoir. This reservoir is located at the northwestern City limits. Temescal Wash/Channel presently exists in various states of improvement from Magnolia Avenue through the northeastern part of the City, and terminates at Prado Flood Control Basin. The improvement varies from concrete sections in the northeast part of the City to a natural channel from Lincoln Avenue to the Prado Flood Control Basin. Based on the Flood Insurance Rate Map (FIRM) of November 20, 1996, there are several deficiencies along the Temescal Wash, a major one being located at the Cajalco Road crossing.
- **Oak Street Channel.** This channel traverses generally from the Oak Street Debris Basin northerly across SR-91, and terminates at the Temescal Wash. The channel is generally open rectangular concrete-lined section with various culvert crossings at the major streets.

- **Main Street Channel.** This channel traverses through the southeasterly corner of the City and consists of a concrete-lined rectangular channel at the upstream end of the channel. It joins the Temescal Wash at Sixth Street.
- **Arlington Channel.** This channel consists of vertical wall concrete-lined section that flows westerly through the Home Gardens area and joins Temescal Wash near the AT&SF Railroad, north of SR-91.
- **South Norco Storm Drain.** This drain runs from southwest of Norco through Parkridge Avenue at City limit and terminates at Temescal Wash.
- **North Norco Storm Drain.** This drain enters City limits at River Road and terminates at Temescal Wash.
- **Other Facilities** include the Main, Oak, Mabey basins, the Line 36 storm drain, the Line 7-A storm drain, and the Compton Avenue storm drain. In addition, the drainage facilities in the newly annexed Eagle Glen area also adequately meet the design requirements of the County and the City. The smaller drainage facilities that drain into these major channels are the general responsibility of the City, which oversees their implementation, operation, and maintenance.

The City of Corona uses 10-year and 100-year design storms to determine the peak runoff quantities in analyzing existing storm drain facilities and sizing the potential improvements. To determine the most deficient facilities or those of with highest priorities for improvement, the City utilizes a 2-year design storm standard.

The City's Drainage Master Plan identifies two related issues—periodic street flooding and occasional large infiltration/inflow “spikes” in the City's sewer system which may be partially rectified by enhanced maintenance, but are mostly the result of deficient storm drain links or damaged/deteriorated sewer lines. Specific projects to define and rectify these problems are identified in the Sewer Master Plan and the Infiltration/Inflow Evaluation (Boyle 1998) and the Drainage Master Plan (Boyle 1999).

Based on the hydraulic analysis conducted as a part of the City's Drainage Master Plan dated December 1999, it was determined that 30 percent of the facilities, including the combination capacities of streets and existing drainage facilities, were insufficient to convey the runoff for the 10-year or 100-year storm event events. Of the existing drainage facilities, 36 percent were determined to be inadequate for 10-year or 100-year storm events.

The 2-year hydraulic analysis found that 14 percent of the analyzed streets and existing drainage facilities were insufficient to convey runoff for the 2-year design storm and was therefore determined deficient. The significantly deficient areas include

- Sixth Street and Radio Road
- Sixth Street and Rimpau Avenue
- Magnolia Avenue and Sherborn Street
- Railroad Street and N. Sherman Avenue
- Railroad Street and Buena Vista Avenue
- Joy Street and Harrison Street
- Joy Street and W. Grand Boulevard
- Main Street and Harrison Street

In the unincorporated parts of the County, the Riverside County Flood Control and Water Conservation District (Flood Control District) maintains all storm drain inlets and pipes 36 inches or greater in diameter. The Riverside County Transportation Department maintains all inlets and pipes less than 36 inches in diameter. In the West Sphere, the Flood Control District and County Transportation Department serve the Prado Basin, Coronita, and Foothill areas. In the East Sphere, the Flood Control District and County Transportation Department serve the Home Gardens, East Eagle Valley, and El Cerrito areas. In the South Sphere, the Flood Control District and County Transportation Department serve the Temescal Canyon area.

The City’s objective is for all existing and proposed storm drain systems to meet the minimum 10-year frequency storm event. For arterial streets, the City has adopted criteria to keep one lane open for the 10-year frequency storm event. For the 100-year storm event, the maximum street flow depth shall not exceed the street right-of-way. Ponding is not allowed at major arterial intersections during 10 year flooding events. For collector streets, the depth of flow for 2- and 10-year storm runoff shall be maintained below the top of curb. The adopted criterion for collector streets is also that the 100-year storm runoff will be maintained in the street right-of-way.

More detailed descriptions of drainage systems in Corona are presented in the *Technical Background Report*. The following section presents the goals and policies for stormwater management in the City of Corona. The intent of these policies is to provide direction for municipal departments in the planning, development and administration of drainage-related facilities. Stormwater related issues brought up during the data gathering and public processes are incorporated herewith.



**Goal 7.6**

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

**Policies****7.6.1**

Maintain and upgrade public storm drains and storage control facilities and construct or expand storm drain and flood control facilities to protect the community from risks to lives and property associated with flooding and stormwater runoff. *(Imp 18c)*

**7.6.2**

Implement improvements identified in the City's Drainage Master Plan. *(Imp 18c)*

**7.6.3**

Designate, preserve, and acquire land, as necessary, for storm drainage and storage control facilities. *(Imp 1, 18c)*

**7.6.4**

Monitor demands on the stormwater system and manage development to mitigate impacts and/or facilitate improvements to the storm drainage system. *(Imp 13)*

**7.6.5**

Ensure the provision of storm water conveyance and storage control facilities to be constructed coincident with new development. *(Imp 18c)*

**7.6.6**

Require new development to prepare hydrologic studies to assess storm runoff

impacts on the local and sub regional storm drainage systems, and, if warranted, require new development to provide adequate drainage facilities and to mitigate increases in stormwater flows and/or cumulative increases in regional flows. Developers of proposed projects are to submit a final drainage plan for the City Engineer's review and approval. *(Imp 9)*

**7.6.7**

Review development proposals for projects within the City's Sphere of Influence and encourage Riverside County to not approve any project that cannot be accommodated with an adequate drainage system. *(Imp 9, 15a)*

**7.6.8**

As necessary, require the reservation of right-of-ways and easements for designated water-related infrastructure facilities as a condition of project approval. *(Imp 18c)*

**7.6.9**

Annually review the development charge, acquisition of service charge, and monthly service charges in order to ensure that adequate amounts of fees and charges are collected to fund the operation and maintenance of existing facilities and construction of new facilities. *(Imp 18c)*

**7.6.10**

Apply collected developers fees toward the construction of new facilities. *(Imp 36)*

**7.6.11**

Apply service fees and monthly service charges associated with water service toward the operation, maintenance, repair, and replacement of existing facilities. *(Imp 35)*

**7.6.12**

Take necessary enforcement action to eliminate illegal storm water discharges. *(Imp 28)*

**Goal 7.7**

*E*nsure that urban runoff from existing and new development does not degrade the quality of the City’s surface waters, groundwater system, and other sensitive environmental areas.

**Policies**

**7.7.1**

Ensure that new development does not degrade surface waters or the groundwater system. *(Imp 9, 13)*

**7.7.2**

Reduce pollutant loading through passive treatment systems such as vegetated filter strips, grass swales, and infiltration/ sedimentation areas in suitable open space areas, overland flow channels and landscaping adjacent to parking lots and streets. *(Imp 2, 6)*

**7.7.3**

In new developments, minimize impervious areas that are directly connected to piped or channelized drainage systems. *(Imp 2, 6)*

**7.7.4**

Evaluate any existing environmental degradation or potential degradation from current or planned storm drain and storage control facilities in wetlands or other sensitive environments. *(Imp 9, 13)*

**7.7.5**

Require that development projects consider the appropriateness of the channelization of storm water runoff to facilitate its possible capture and re-use for on-site irrigation and other purposes. *(Imp 9)*

**7.7.6**

Implement environmentally and economically efficient wastewater treatment systems, whenever practical (such as artificial marshland wastewater treatment). *(Imp 2, 6)*

**7.7.7**

Require developers to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB) prior to moving construction equipment onto a development site. The NPDES permit shall be retained at the construction site throughout the construction period, and a copy shall be filed with the City Engineer. *(Imp 9)*

**7.7.8**

During construction projects, ensure compliance with all the terms and conditions outlined as part of the NPDES permit, including the implementation of the latest Best Management Practices (BMPs) and a determination of need for any additional Water Quality Management Plans to reduce pollutants and urban runoff flows to the maximum extent practical. *(Imp 28)*

**7.7.9**

Require that new developments employ the most efficient drainage technology to control drainage and minimize damage to environmentally sensitive areas. *(Imp 6)*

**7.7.10**

Require that individual project owners and operators handle, store, apply, and dispose all pest control, herbicide, insecticide, and other similar substances in all applicable federal, State, and local regulations. *(Imp 13)*

## SOLID WASTE

### CONTEXT

Waste Management, Inc. (WMI) is contracted by the City of Corona and Riverside County as the sole hauler of solid waste and provider of recycling services in the City and SOI. Solid waste service within the City is coordinated through the City's Public Works Department and is coordinated by the County Environmental Health Department in the unincorporated areas of the County.

WMI provides refuse collection to residential, commercial, and industrial customers. The company is responsible for 99,930 residential pickups in the City each week; 2,962 commercial customers typically with pick up service twice a week; and 286 industrial customers with roll off containers in the City. The monthly average for all users in the City and SOI is 11,210 tons of trash, 1,768 tons of green waste, and 1,040 tons of recycled materials.

WMI transports all solid waste from the City and the SOI areas to the El Sobrante landfill. Although owned by WMI, the landfill was constructed as a partnership between Riverside County and WMI in 1986. The El Sobrante Landfill, located at 10910 Dawson Canyon in Corona, is a Class III landfill that accepts regular municipal solid waste. The site is permitted to accept 10,000 tons of solid waste per day from the Counties of Riverside, Los Angeles, Orange, San Diego, and San Bernardino. Currently, the landfill accepts approximately 7,500 tons per day on the weekdays and approximately 3,000 tons on weekends. The landfill was expanded in August 2001 and now has a lifespan of 36 years. The landfill has 495 acres of permitted area for disposal activities with more than 165 million cubic yards of remaining capacity.

The following section presents the goals and policies for solid waste management in the City of Corona.

#### Goal 7.8

*Maintain solid waste collection and disposal services in accordance with the California Integrated Waste Management Act of 1989 (AB939), and pursue funding sources to reduce the cost of the collection and disposal services in the City.*

#### Policies

##### 7.8.1

Provide an adequate and orderly system for collection and disposal of solid waste for new and existing development in the City and Sphere of Influence. *(Imp 18d)*

##### 7.8.2

Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with state law by continuing to contract for garbage and recycling collection services. *(Imp 18d)*

##### 7.8.3

Monitor the operations of garbage collection contractor to ensure that service levels are adequate. *(Imp 13, 18d)*

##### 7.8.4

Coordinate with Riverside County to ensure the City's continuing use of the El Sobrante Landfill. *(Imp 15a)*

**7.8.5**

Encourage and support regional and statewide efforts to reduce the solid waste stream. *(Imp 15a, 15d)*

**7.8.6**

Enforce a vigorous recycling program within all City offices and facilities including fire and police facilities. *(Imp 19e)*

**7.8.7**

Provide solid waste recycling programs including exploring the possibility of the development of a Materials Recovery Facility. *(Imp 18d)*

**Goal 7.9**

*Provide for the collection and disposal of solid waste while maximizing source reduction, recycling and composting.*

**Policies**

**7.9.1**

Expand recycling efforts where possible, and continue to encourage recycling by all residents. *(Imp 18d)*

**7.9.2**

Review and adopt the Draft Source Reduction and Recycling Element (SRRE) and the Household Hazardous Waste Element (HHWE) consistent with the requirements of the California Integrated Waste Management Act (CIWMA) of 1989 and the California Integrated Waste Management Board. Subsequently monitor the implementation of these programs. *(Imp 13, 18d)*

**Goal 7.10**

*Achieve maximum public participation in source reduction, recycling, and composting activities through outreach programs.*

**Policies**

**7.10.1**

Study and actively pursue methods of educating the public on solid waste recycling and reuse, including source separation, with the goal of reducing solid waste generation citywide by 25 percent in 2010 and 50 percent by the year 2020, as established by the California Integrated Waste Management Act. *(Imp 18d)*

**7.10.2**

Develop public information and education programs to complement source reduction, recycling and composting efforts, and participation. Continue to operate and expand all information and education programs. *(Imp 18d)*

## ENERGY

### CONTEXT

Southern California Gas Company (SCG) provides natural gas service in City of Corona and the SOI. Currently, SCG maintains transmission and distribution lines throughout the City. Most lines operate at a medium pressure of approximately 30 to 60 pounds per square inch (psi), except for those located in the industrial areas and require higher pressures.

Most of the major natural gas transmission pipelines in Riverside County are operated by SCG, including three major pipelines extending east to west through Riverside County. These main pipelines follow I-10 through most of the County. Dual pipelines branch off these main lines near Desert Center. Near the I-215 interchange, one pipeline veers to the south and extends west across the County following SR-91.

Near Desert Center, an additional natural gas transmission line extends northward from the main pipelines following the I-10 corridor. This pipeline follows Kaiser Road before terminating near Eagle Mountain. A separate pipeline operated by Imperial Irrigation District extends north from MWD's Eagle Mountain water pumping plant and terminates near the intersection of SR-62 and SR-177.

As development occurs, SCG will extend its service to accommodate the development and supply the necessary gas lines.

Electric service in the City and the SOI is provided by Southern California Edison Company (SCE). SCE uses the San Onofre Nuclear Generating Station, the Big Creek hydroelectric system, and the Mohave Generating Station for power generation used in Corona.

As of 2002, SCE operated three substations serving the area, and have indicated that a fourth may be needed as development increases. Within the City and the SOI, SCE operates three minor substations that distribute power and has indicated that this infrastructure is in good condition. Power is distributed to the substations from a Main Bulk Power Station. SCE plans to upgrade the substations as the demand at each substation increases. Each substation has a capacity of 120 mega volt amps, in turn one mega volt amp is sufficient to service approximately 200 residential house holds. For industrial, commercial, and institutional uses, the current capacity is sufficient.

Major electricity transmission lines in Riverside County are operated by Southern California Edison and Imperial Irrigation District. Major electricity transmission lines are those that carry a minimum of 220 kilovolts (kV) of power. SCE operates a 500 kV transmission line extending east-west through most of Riverside County. The 500 kV line follows the I-10 corridor from the Arizona border west to the San Geronio pass area, veers south of I-10 towards Perris, and then extends west from Perris into Orange County. Portions of SCE's 220 kV transmission lines pass through the northwest corner of Riverside County.

On April 4, 2001, the City of Corona's City Council passed Resolution No. 2001-25, which established a municipally owned electric utility. In August 2001, this electric utility, which is part of the Corona Department of Power and Water, entered into an agreement with SCE to provide retail services as an Electric Services Provider (ESP). The electric utility, in the role of ESP, buys and sells power on behalf of all of the City's municipal electric accounts and more than fifty businesses within the City. While the municipal electric utility is capable of providing various utility services, such as

natural gas, telephone, and telecommunications, it is primarily focused at this time on the provision of electricity.

More detailed descriptions of electricity and natural gas systems in Corona are presented in the *Technical Background Report*. The following section presents the goals and policies for energy systems in the City of Corona.

**Goal 7.11**

*P*rovide an adequate, safe, and orderly supply of natural gas energy to support existing and future land uses within the City.

**Policies**

**7.11.1**

Require that new development is approved contingent upon its ability to be served with adequate natural gas facilities and infrastructure. *(Imp 9, 18f)*

**7.11.2**

Coordinate with the Southern California Gas Company to ensure that adequate natural gas facilities are available to meet the demands of existing and future developments. *(Imp 15d, 18f)*

**7.11.3**

Coordinate with the Southern California Gas Company to ensure that their newly developed facilities are designed and sited to be compatible with adjacent land uses in the City of Corona. *(Imp 15d, 18f)*

**7.11.4**

Require the concurrent provision of natural gas services where development expands onto large tracks of previously undeveloped and unserved lands. *(Imp 18f)*

**Goal 7.12**

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

**Policies**

**7.12.1**

Require that new development is approved contingent upon the ability to be served with adequate electrical facilities and service. *(Imp 9, 18e)*

**7.12.2**

Work with the SOCAL Gas, SCE, and the City Department of Power and Water to ensure that adequate electrical facilities are available to meet the demand of existing and future developments. *(Imp 15d, 18e)*

**7.12.3**

Continue to provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints. *(Imp 15d, 18e)*

## TELECOMMUNICATIONS

### CONTEXT

Current telecommunication services in the City of Corona include

- The default local telephone service is SBC. Much of the telephonic infrastructure in Corona is owned and maintained by SBC.
- Cable television service provided by Comcast. The City Manager's Office is responsible for administering general franchise requirements for Corona's cable television service.
- Internet service provided by various providers via dial-up and broadband (DSL and Cable) services. Both SBC and Comcast offer high speed internet access services.
- Cellular phone service available through various providers. Cellular phone service companies are licensed and monitored by the State of California Public Utilities Commission (CPUC). The City is responsible for oversight and approval authority for the siting of and operation of cellular transmission antennas located within the City, but does not exercise control over the provision of cellular service.

SBC provides telephone service to the West Sphere (Prado Basin, Coronita, Foothill), the East Sphere (Home Gardens, East Eagle Valley, El Cerrito), and South Sphere (Temescal Canyon). In the east sphere, Comcast provides cable service to East Eagle Valley and El Cerrito; there is no cable service in the Home Gardens area. In the west sphere, Comcast provides cable service to Coronita and Foothill; there is no cable service in the Prado Basin area. In the south sphere, there is no cable service in Temescal Canyon.

The following section presents the goals and policies for telecommunications systems in the City of Corona.

#### Goal 7.13

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

#### Policies

##### 7.13.1

Require that new development be approved contingent upon its ability to be served by adequate telecommunication and other supporting infrastructure. *(Imp 9, 18g)*

##### 7.13.2

Provide for the continued development and expansion of telecommunications systems including cable and, as feasible, fiber optics, for access of data and information, and communication purposes. *(Imp 18g)*

##### 7.13.3

Continue to expand the City's cable television system for the presentation of information regarding community services and activities, and education regarding significant city issues. *(Imp 19e)*

##### 7.13.4

Promote the extension of the regional fiber optic network into the City. *(Imp 18g)*

### **7.13.5**

Require that all new construction intended to be used for professional offices be wired to link with cable, fiber optic systems, or other modern standards for communication cabling. *(Imp 6)*

### **7.13.6**

In advance of expected development, encourage the provision of telecommunication services to large tracts of undeveloped lands and greenfields. *(Imp 18g)*

# *Parks, Schools, & Libraries*

---

Parks, Schools, and Community Facilities are essential to an urbanizing environment. These facilities provide the building blocks of neighborhoods and communities and are key to this General Plan. A challenge to sustaining a high quality of life in Corona is being able to balance the provision of public lands and facilities in accessible locations while at the same time protecting open spaces and significant natural resources, and allowing for adverse human impacts. As the City of Corona continues to urbanize and its remaining agricultural and vacant lands experience development pressures, it is imperative to identify and dedicate lands for preserved open space, recreational uses, and community uses before they are lost to other forms of urban development.

California State law does not mandate the preparation of this Element in the General Plan. In 1989, the City of Corona amended the General Plan to include the optional Parks and Recreation element. The inclusion of a Parks, Schools, and Libraries element assures that a balance will be made between the provision of sufficient parks, schools, and library facilities appropriate to the planned-for residential and business population of the City. The inclusion of this Element also enables a municipality to mandate a requirement for providing parkland resources as a condition of development approval as set out in the Quimby Act (66477).

*P*ublic facilities in Corona are an integral component to the high quality of life available in the City. Such civic facilities are often referred to as the “building blocks” of community and offer social interactions that confirm community identity, allow for relationships to develop between neighbors, and help in creating a sense of place. The City is committed to continuing to maintain and create these facilities in a manner that is consistent with the demographic makeup of the diverse community residing in Corona. Rapid growth in Corona is a concern of existing residents, and one component of this concern is the impacts and strain that such growth will put on existing community facilities and the demand created for new ones. Corona’s future development shall occur in a manner such that community facilities are constructed at a pace to meet the needs of all Corona’s residents and to maintain a high level of service.

## **PARKS AND RECREATION**

### **CONTEXT**

The City of Corona Department of Parks and Community Services is charged with providing community services and recreational opportunities. This Department is responsible for several divisions, including the Park Maintenance and Park Development Divisions and is responsible for the planning, development, and maintenance of the City’s parks and recreation facilities. This General Plan Element will serve as a guiding document for any implementation documents prepared by the Department of Parks and Community Services.

Based on January 1, 2002 Planning Department estimates, Corona’s population at that time was 133,966 residents. The existing City of Corona General Plan established a goal of 3.5 acres of parkland per one thousand residents. This General Plan maintains that ratio as the parkland standard in Corona. The current stock of 415 acres equals a parkland ratio of 3.1 acres per one thousand residents, or approximately 54 acres less than that required to fulfill the 3.5 acres/thousand goal.

As stated above, the City of Corona Department of Parks and Community Services currently maintains approximately 317 acres of public parks and 68 acres of undeveloped parklands, which include the lands contained within the Corona Municipal Airport, for a total of 415 acres. A comprehensive listing and description of these facilities is presented in the *Corona General Plan Update Technical Background Report*.

Corona's parklands include a variety of park types and uses. Parks range in size from mini-parks such as Contreras Park (0.3 acre) to the 64-acre Butterfield Park, a major park. Corona's park types and uses are described below:

- **Mini parks**, special park facilities of less than 2 acres, often consist of vista points, greenbelts, rest areas, or picnic areas. Currently, four parks are categorized as mini parks.
- **Neighborhood parks** typically include passive or active recreational activity areas with fields, courts, and/or picnic areas. These parks vary in size from about 5 to 20 acres and can serve a population up to 5,000. The majority of Corona's parklands are neighborhood parks.
- **Community parks** are at least 20 to 50 acres, serve several neighborhoods, and can include both passive and active recreation facilities. Community Parks in Corona include Santana Regional Park, Promenade Community Park, and Citrus Community Park.
- **Major parks**, 50 to 100 acres, are also included in the City's classification of parklands. Major parks often include active recreation facilities and serve a greater proportion of the population than community parks. Butterfield Park is the City's only major park.

In addition to these park types, school recreation facilities are often open to the public during non-school hours. Typically elementary schools provide adjunct recreation opportunities to surrounding neighborhoods, while junior highs schools and high schools provide adjunct community-wide facilities. Formal agreements for general public use of school facilities have been entered into by the City of Corona and the Corona Norco Unified School District. Under these agreements, two swimming pools are made available to the public. For its summer aquatics programs, the City uses the Corona High School and Centennial High School pools.

In addition to recreational opportunities within the City, Corona's location near the convergence of Los Angeles, Riverside, and San Bernardino Counties allows residents access to regional facilities in the all three counties. Corona residents have access to the adjacent Cleveland National Forest, which forms the southern boundary of the City, and the Prado Basin, to the northeast of the City. Both the Prado Basin, with recreational areas leased by the Counties of Riverside and San Bernardino, and Cleveland National Forest provide regional recreation opportunities for Corona residents.

Federal, State, and County agencies also provide regional park and recreation facilities. The Chino Hills State Park and Featherly Park (a private facility) in Orange County and Prado Regional Park in Riverside County provide nearby regional facilities for Corona residents. The Santa Ana River Wildlife Area, located in Riverside County, also presents recreational opportunities such as hiking and equestrian trails. The Santa Ana River Trail connects Corona to Yorba Linda by bicycle trail.

Also, the City of Corona owns portions of Wardlow Wash, located directly south of the westernmost area of Corona. Other portions are under private ownership. The wash area is reserved from development through a landscape maintenance district. The wash has future potential as significant hiking/natural area and as access point to the Cleveland National Forest. Other washes and channels identified as potential connections to parks and recreation facilities and/or opportunities for a hiking/biking network include Wardlow Wash, Oak Street Channel, Main Street Channel, and

Temescal Wash. Debris basins located at Main Street, Oak Street, and the National Forest boundary present opportunities for passive recreational areas.

As of early 2003, several park facilities were under development in the City of Corona. These include

- **Buena Vista Park**—Construction plans are finalized for the first phase of Buena Vista Park in South Corona. Construction is scheduled to begin in late winter 2003.
- **Citrus Community Park**—The first of several phases of construction of Citrus Park in South Corona is complete. This 20 acre park includes turf, a soccer field and open turf, a large playground with benches, a paved parking lot, concrete walkways with lights and picnic tables.
- **Auburndale Recreation Center**—The City recently purchased approximately two acres of property on Auburndale Street. Repairs are currently taking place. The facility is scheduled to be available for use in the fall.

Other recreational resources within the City include three community centers, several multipurpose recreation centers, a senior center, several tennis courts, two skate parks, a gymnasium facility, and an auditorium within the City Hall Civic Center, originally the Corona High School campus. The City does not own or maintain any municipal golf courses. Finally, Heritage Park is a 4.5-acre special use park that contains gardens, a museum, a visitor center, and an art center showcasing Corona's agricultural history. The City acquired the park and ownership was transferred to the Corona Heritage Foundation, a nonprofit foundation, which now operates and maintains the park.

Information collected by the Department of Parks and Community Services and public comments from a community survey, interviews and public workshops conducted for the General Plan Update show a high demand for park facilities. All playing fields are used throughout the year by various youth and adult groups, for both recreational and competitive sports leagues. Park buildings are regularly used to maximum capacity during the year throughout the day and evening for cultural and recreation programs, and for community meetings.

Several park-related issues were brought up during the data gathering and public processes associated with the General Plan Update. The goals and policies presented here attempt to address these issues, which are detailed in the *Technical Background Report*. The following section presents the goals and policies for Parks and Recreation facilities in the City of Corona. The intent of these policies is to provide direction for the Department of Parks and Community Services and other municipal departments in the planning, development and administration of parkland, recreational facilities, and programs for residents and visitors of Corona.



**Goal 8.1**

*E*stablish a hierarchy of open space, including active and passive parks and an interconnected system of public trails in order to serve the diverse recreation needs of residents and visitors.

**Policies**

**8.1.1**

Establish the following classifications of parks within Corona:

- **Mini-Park**—Mini-parks are less than two acres in size and are not intended, designed, or programmed for sports field activities. They provide passive open space and buffering from adjacent urban land use activities. Park uses include sitting areas, young children’s play structures, walking trails, landscaping, rest areas, vista points, picnic areas, and other uses. The service area for a Mini-Park is generally less than a quarter of a mile radius.
- **Neighborhood Park**—Neighborhood Parks are generally between 5 and 20 acres in size and are intended to serve the recreational needs of a population of 5,000. Uses can include playing courts, playing fields, sitting areas, covered picnic areas, restrooms, walking trails, landscaping, and parking areas. To maximize the utility of these lands, efforts should be taken to locate Neighborhood Parks adjacent to school properties. The service area is generally between one-quarter and one-half-mile radius.
- **Community Park**—Community Parks are between 20 and 50 acres in size and are intended to serve the recreational needs of several neighborhoods. They can include both passive and active recreation facilities, as well as structured facilities, such as swimming pools, gymnasiums, or community centers. The service area is between one and one and a half mile radius.

- **Special Use Park**—Special Use Parks include parks and other city facilities that accommodate specialized recreational needs or reflect important community values such as a nature center or a heritage museum.
- **Major Park**—Major Parks are between 50 and 100 acres in size and are intended to satisfy the broadest range of active and passive, as well as indoor and outdoor recreational needs on a citywide or regional basis. Uses can include auditoriums, gymnasiums, recreation centers, organized competitive sports fields, and playing courts.

(Imp 20, 31)

**8.1.2**

Establish the following classifications of trails within Corona:

- **Urban Trails** are multi-purpose, hard-surface, pedestrian and cycling routes that physically connect residential areas, parks, schools, commercial nodes, and employment centers.



- **Historic Trails** are intended as scenic walkways that traverse older developed residential neighborhoods and downtown areas to promote public and visitor appreciation of the City’s heritage.
- **Rural Trails** are multi-purpose pedestrian/cycling and equestrian routes. Trail surfaces are typically unpaved. These trails link various areas of a community and sometimes provide connections with nearby communities. Typical trail alignments are along washes and railroad rights-of-ways.

- **Bicycle Trails** are located adjacent to, or on the outer edge of roadways. They are often integrated with Urban and Rural Trails. They can also serve as important cycling commuter routes to areas of employment, shopping, schools, and parks.

*(Imp 20, 31)*

## Goal 8.2

*Provide an appropriate range of active and passive parkland facilities to meet park acreage standards and to meet the recreational needs of Corona's population.*

### Policies

#### 8.2.1

Establish and maintain a standard of 4 acres of parkland per 1,000 residents in the City. Specific standards are as follows: 2.0 acres/1,000 for community parks; 2.0 acres/1,000 for (a combination of) neighborhood, major, and special use parkland. *(Imp 1, 14, 20, 31)*

#### 8.2.2

Develop, upgrade, and rehabilitate parks to in a manner whereby neighborhood recreational needs are satisfied by neighborhood parks, and that citywide recreational needs are satisfied by community and major parks. *(Imp 12, 20, 31, 36, 37, 41)*

## Goal 8.3

*Increase the amount of parkland inventory within the City of Corona through the planning and development process.*

### Policies

#### 8.3.1

Require developers of new residential developments of five or more dwelling units to provide on-site recreational or open space amenities and/or a contribute fees for the development citywide public recreation facilities meeting demands generated by the development's resident population. Where there are insufficient lands to provide on-site recreational/open space amenities, the developer will be required to provide the City of Corona with cash-in-lieu that would be used to develop or upgrade nearby recreation facilities and offset user demand. *(Imp 12, 36, 37)*



#### 8.3.2

Establish the following criteria when adopting a plan for acquiring and accepting parkland:

- City's needs for open space, recreation and sports facilities based on current and projected user demands, the location of existing open spaces, and location of existing recreation and sports facilities including school recreation and sports facilities
- Preservation of natural resources, and historic and cultural areas

- Physical capability of the proposed recreation site to accommodate active recreation, playing fields, parking, and park buildings in consideration of topography, presences of significant plant and animal habitats, and natural hazards
- Ease of accessibility  
*(Imp 2, 3, 4, 5, 9, 12, 20)*

### 8.3.3

Carry out land acquisition for parkland in a selective manner as potential properties become available. Acquisitions should be directly related to accommodation of specific recreational needs of the community and potential parkland sites presented in this General Plan. Potential for expansion should be considered in the acquisition of new, independent sites.  
*(Imp 1-20, 31, 37)*

### 8.3.4

Establish the acquisition and development of parks and recreational facilities in neighborhoods where there is a shortage of parkland as a priority for park planning and funding. *(Imp 1-20, 31, 37)*

### 8.3.5

Develop additional parks and recreation facilities by upgrading or converting existing open space areas and through the acquisition and conversion of available public or quasi-public properties in the community (e.g., schools, utility rights-of-ways, etc.).  
*(Imp 1-20, 31, 37)*

### 8.3.6

- Require a parks and recreation component in Specific Plans for new residential communities that
- Identifies park sites in accordance with approved service standards
  - Defines park types, design guidelines, landscape standards, and appropriate programming for park facilities based on

user demand assessments and community input

- Integrates parks with neighborhood centers and schools
- Physically links parkland and facilities through an integrated system of greenspaces, utility corridors, bicycle lanes, and trailways
- Defines programming needs for park sites consistent with the demographic trends in the City of Corona

*(Imp 13)*

## Goal 8.4

*Increase the amount of parkland inventory within the City of Corona through financing strategies.*

### Policies

#### 8.4.1

Continue to implement the Quimby Act and to provide credits to acquire land donations and/or community recreational facilities.  
*(Imp 37)*

#### 8.4.2

Acquire parkland, community centers, and aquatic facilities through such financial means as the Capital Budget process, scheduling of Quimby Act funds, Citywide development impact fees, and grants. *(Imp 35, 36, 37)*

#### 8.4.3

Consider the use of eminent domain to acquire additional parkland where the need for parks and recreation facilities is greatest, provided that the City's allocated supply of affordable housing stock is not adversely affected. *(Imp 31)*

#### 8.4.4

Allow for the creation of benefit assessment districts for park development and maintenance. *(Imp 40)*

**8.4.5**

Continue to implement the City's Partners for Parks and Recreation program as a means by which the City may accept gifts, dedications, bequeaths, and donations of land, buildings, and financial assets. *(Imp 31)*

**8.4.6**

Consider the sale of bonds as a means of generating funds for parks and acquiring lands and/or recreation facilities. *(Imp 41)*

**8.4.7**

Pursue the acquisition of surplus federal, State, and local lands to address present and future recreation and community service needs. *(Imp 43)*

**8.4.8**

Aggressively pursue all forms of federal, State, County, corporate, private foundation and endowment support to assist in acquisition, development, programming, operations, and maintenance of park and recreation facilities. *(Imp 43)*

**8.4.9**

Encourage community groups, organizations, clubs, and the private sector to take a greater interest and financial responsibility in the improvement and operations of parkland and recreational facilities through such means as facility and program sponsorship and donation of goods, services, and financial support. *(Imp 1-14)*

**8.4.10**

Allow for the inclusion of revenue-generating activities at public parkland facilities and design future facilities to accommodate such events provided that they are consistent with and complement the primary recreational purpose of the park. Such activities may include commercially sponsored sporting events

(baseball, soccer, and so on), private concessionary rights (food, gifts, and so on), granting of limited commercial advertising rights, and scheduling of private ceremonies. *(Imp 31)*

**8.4.11**

Update, on a periodic basis, the park cash-in-lieu fee assessed to all new development. *(Imp 36)*

**Goal 8.5**

*P*repare, adopt, and implement a 10-year Parks and Community Facilities Master Plan, to be updated quadrennially, and to include identified priorities.

**Policies****8.5.1**

Prioritize the development of at least four new community recreation centers throughout the City in a Parks and Community Facilities Master Plan, as no such facilities currently exist. *(Imp 20, 31)*

**8.5.2**

Place a high priority in a Parks and Community Facilities Master Plan on completing final design and construction phases of existing parks and facilities. *(Imp 20, 31)*

**8.5.3**

Place a high priority in a Parks and Community Facilities Master Plan on provision of additional multi-purpose athletic fields and facilities, but should not adversely impact, or be developed in place of, passive recreation areas. *(Imp 20, 31)*

**8.5.4**

Place a moderate priority in a Parks and Community Facilities Master Plan on provision of jogging trails within parks, utility rights-of-way, and other greenspaces. *(Imp 20, 31)*

**8.5.5**

Place a moderate priority on a Parks and Community Facilities Master Plan on the expansion and addition of satellite senior centers. *(Imp 20, 31)*

**Goal 8.6**

*Maximize land availability for parkland and maximize efficiencies for recreation programming through joint/multiple use arrangements.*

**Policies**

**8.6.1**

Continue to implement Joint-Use Agreements between the Corona Norco Unified School District and the City of Corona, addressing such matters as timing and nature of use of recreation facilities, liabilities, and other jurisdictional and user responsibilities. *(Imp 15b)*

**8.6.2**

Design stormwater drainage basins to accommodate both passive and active recreational uses during dry weather periods, such as soccer fields and picnic areas, as feasible to maintain flood protection purposes. *(Imp 18c)*

**8.6.3**

Develop passive recreational facilities in natural resource conservation areas, e.g., nature interpretation areas, bird watching, wildlife photography areas, and similar facilities. *(Imp 20, 31)*

**8.6.4**

Integrate community facilities such as community centers, auditoriums, day care centers, elder care centers, and other public uses into park facilities. *(Imp 20, 31)*

**8.6.5**

Continue to implement community-based parkland projects through the City’s Partners for Parks and Recreation Foundation. *(Imp 20, 31)*

**8.6.6**

Sponsor joint recreation activities with other recreation oriented public agencies including the County of Riverside, other adjoining counties, and the cities of Norco, Anaheim, and Yorba Linda, whenever joint sponsorship would be mutually beneficial. *(Imp 15b)*

**8.6.7**

Establish active partnerships with private sector agencies and groups to facilitate private investments in parks and facilities. *(Imp 15d)*

**Goal 8.7**

*Create and maintain a parkland system that is identifiable, safe, and accessible to all users.*

**Policies**

**8.7.1**

Situate Community Parks along major arterials, and site Neighborhood Parks in high visibility areas within the neighborhoods they serve. *(Imp 3, 4, 5, 9, 20, 31)*

**8.7.2**

Design new parks and facilities consistent with modern safety and accessibility design codes and practices. Conduct safety audits and redesign existing parks, where necessary, to maintain a high level of public safety. *(Imp 3, 4, 5, 9, 20, 31)*

**8.7.3**

Renovate recreational facilities to achieve accessibility standards as specified in State and Federal laws such as the American Disabilities Act (ADA). *(Imp 6, 20, 31)*

**8.7.4**

Consider redesigning and siting existing park facilities and restrooms in order to discourage the potential for illicit and illegal activities. *(Imp 6, 20, 31)*

**8.7.5**

Provide municipal staff supervision of park activities and promote enforcement of codes through police patrol as a means of restricting undesirable and illegal activities. *(Imp 20, 31)*

**8.7.6**

Coordinate park security between the Parks and Community Services Department and the City of Corona Police Department. *(Imp 15d)*

**Goal 8.8**

*E*stablish and maintain a public trail system that provides residents and visitors with safe, useable, and attractive hiking, cycling and equestrian opportunities.

**Policies****8.8.1**

Require infrastructure and other public rights-of-way to be designed and developed to accommodate trails in a manner that is safe and compatible with the intended primary use of the rights-of-way or easement, where feasible. *(Imp 17d)*

**8.8.2**

Require the development of trail facilities in greenways and conservation corridor areas, where feasible with the protection of significant plant and animal species. *(Imp 17d)*

**8.8.3**

Require that new trail facilities in Corona be linked with existing and planned regional trail facilities, including those being planned by the adjacent communities of Riverside County and the City of Norco. *(Imp 15a, 17d)*

**8.8.4**

Design trails to be safe and enjoyable for persons of all physical abilities including rest areas, views and vistas lookouts, nature interpretive stations, trailheads with public parking, and so on. *(Imp 9)*

**8.8.5**

Require that a comprehensive network of public trails, greenbelts, sidewalks, and bikeways be established in each Specific Plan linking parks, community centers, neighborhood centers, schools, business parks, and other areas of high public concentration. *(Imp 3)*

**8.8.6**

Require that trail segments in each development phase of a residential community Specific Plan be developed concurrently with the occupancy of housing of that development. *(Imp 3)*

**Goal 8.9**

*E*nsure that parklands and related recreational facilities are designed, developed, and managed to be compatible with adjacent land uses.

**Policies**

**8.9.1**

Design new parks, and redesign existing parks, where possible to ensure that site activities, buildings, outdoor facilities, nighttime lighting, parking areas, and other elements do not adversely impact adjacent land uses. *(Imp 6, 9, 10, 13)*

**8.9.2**

Restrict and control evening parkland use so that adjacent residences are not unreasonably and adversely impacted. *(Imp 6, 9, 10, 13)*

**8.9.3**

Require new development to provide mitigation measures on existing park facilities as a means of implementing Policy 1.9.2. *(Imp 6, 9, 10, 13)*

**8.9.4**

Provision of public parking facilities at recreation facilities should be considered and implemented, if deemed feasible and as necessary. *(Imp 6, 9, 10, 13)*

**Goal 8.10**

*C*reate and maintain a parkland system that takes into account and respects the features of the natural environment.

**Policies**

**8.10.1**

Maintain open space corridors containing watercourses, riparian habitats, floodplains, wetlands, grasslands and other natural resource areas as integral components of a continuous community parkland system. *(Imp 3, 4, 5, 7, 9, 20, 31)*

**8.10.2**

Provide open space buffer land in areas where development abuts important or ecologically sensitive natural resource areas in order to protect those resources and reduce potential adverse impacts from development. *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**8.10.3**

Conduct appropriate soil and geotechnical studies (including toxicity determinations) at all abandoned mining pits and wells in order to determine facility construction suitability and plant growth suitability at potential recreation sites. *(Imp 6, 9, 12)*

**8.10.4**

Develop and maintain natural areas in existing parks, rights-of-ways, and other public greenspaces (subject to maintaining objectives of public safety and site usability). *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**8.10.5**

Require that parks be sited, programmed, and developed in an environmentally sensitive manner. Park landscaping should emphasize the use of native and drought-tolerant species. Treated wastewater and water captured and detained on site from rainfall should be used as primary sources of irrigation and on-site water amenity. *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**8.10.6**

Include outdoor learning opportunities such as environmental education facilities, ecology trails, and naturalization planting areas at park sites where important natural features and functions/processes exist. *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**Goal 8.11**

*Incorporate features in parks that celebrate the community's historical, natural, and agricultural heritage.*

**Policies****8.11.1**

Consider the use of the public park system to preserve structures of historical significance that would otherwise be lost to development, acquiring such structures and developing parks around them where appropriate. *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**8.11.2**

Preserve the city's natural resources including significant hillside areas, and geologic, flooding and hazards areas through the use of voluntary dedication of such lands for passive park purposes. *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**8.11.3**

Assess the feasibility and identify potential opportunities to incorporate community art sculptures, paintings and other visual art forms, the performing arts and creative thought performances and exhibitions, and special events into the design and programming of parks. *(Imp 3, 4, 5, 6, 7, 9, 20, 31)*

**Goal 8.12**

*Ensure that recreation facilities are maintained, renovated, and upgraded regularly in order to prevent a state of disrepair.*

**Policies****8.12.1**

Evaluate all recreational facilities and equipment on an annual basis for repair needs and every five years for renovation needs. Implement a Capital improvement program to respond to facilities and equipment requiring renovation and/or replacement. *(Imp 20, 31)*

**8.12.2**

Implement an equipment "modernization" program to and maintain adequate program funding through annual operating budgets and other available means. *(Imp 20, 31)*

**Goal 8.13**

*P*romote public recreation programs and facilities consistent with the demographics of the community.

**Policies**

**8.13.1**

Provide as broad a range of recreation opportunities as possible in the City’s parkland system including fee and non-fee-based sports activities, cultural programs, crafts and arts oriented activities, and hiking, and cycling and hiking trails. *(Imp 20, 31)*

**8.13.2**

Promote family-oriented as well as individual-oriented and team-oriented recreation and sports opportunities. *(Imp 20, 31)*

**8.13.3**

Conduct ongoing needs assessments and evaluations of demands for recreational activities and public meeting facilities and modify programs where necessary to meet these demands, subject to availability of adequate funding. *(Imp 20, 31)*

**8.13.4**

Accommodate a diversity of social, cultural, and ethnic needs in the design and programming of recreational programs and facilities. *(Imp 20, 31)*

**8.13.5**

Notify residents of the City of Corona of the types of recreation programs available and encourage their participation. *(Imp 20, 31)*

**SCHOOLS**

**CONTEXT**

The City of Corona is served primarily by the Corona-Norco Unified School District, with exception of the northeastern portion of the City, which is served by the Alvard Unified School District. The Corona-Norco Unified School District encompasses Corona, Norco, and several unincorporated areas of Riverside County and is headquartered in Norco. As of 2003, eighteen elementary schools (grades K–6), four intermediate schools (grades 7–8), four high schools (grades 9–12), and two alternative high schools (grades 9–12) are located within the Corona city limits and provide educational services to Corona residents. Additionally, six elementary schools, one intermediate school, and one high school are located in the City of Norco, and also serve some Corona residents. The Corona-Norco Unified School District and Alvard Unified School District serve the unincorporated areas surrounding the City of Corona. The Alvard Unified School District serves the eastern portion of the City of Corona, and the western portion of the City of Riverside. Specifically, SOI areas that are served by the Corona-Norco Unified School District include the West Sphere (Prado Basin and Coronita), parts of the East Sphere (El Cerrito), and South Sphere areas. School service to the eastern portion of Home Gardens and the remainder of the East Sphere area is provided by the Alvard Unified School District. The Promenade Elementary School is the only school located in the City within the Alvard Unified School District. A comprehensive listing, description, and enrollment data for these facilities is presented in the *Corona General Plan Update Technical Background Report*.

Student generation rates in the Corona-Norco Unified School District are 0.4598 per dwelling unit for K–6 grades, 0.4117 per dwelling unit for 7–8 grades, and 0.4225 per dwelling unit for 9–12 grades.

As of 2002, planned improvements for the Corona-Norco Unified School District include classroom additions and facility improvements to Adams Elementary, Chavez Elementary, Jefferson Elementary, Corona High, and Santiago High Schools. Additionally, the District is planning five new schools for the City of Corona.

Planned improvements in the SOI include two new elementary schools in the South Sphere. It is anticipated that Temescal Canyon Elementary School, located at 22950 Claystone Avenue, will be open in July 2003. Another new elementary school, Sycamore Creek Elementary School, will be located on Temescal Canyon Road and is anticipated to be open in July 2006. The elementary school site located in the East Sphere at 7610 El Cerrito Road will be converted to the El Cerrito Middle School.

Several school-related issues were brought up during the data gathering and public processes associated with the General Plan Update. The goals and policies presented here attempt to address these issues, which are detailed in the *Technical Background Report*. The following section presents the goals and policies for Educational facilities in the City of Corona.



#### Goal 8.14

*Provide superior educational opportunities for children and all members of the Corona community.*

#### Policies

##### 8.14.1

Provide adequate school facilities within Corona in order to serve the needs of residents, in accordance with school district standards and student generation rates. (*Imp 15b, 19a*)

**8.14.2**

Designate sufficient land for school sites. *(Imp 1, 15b, 19a)*

**8.14.3**

Require subdividers to reserve school sites for school district acquisition. *(Imp 4, 12)*

**8.14.4**

Require that residential development pay fees to school districts for the acquisition of school sites. *(Imp 36)*

**Goal 8.15**

*M*aintain good communication with area school districts on all matters pertaining to the need for and the provision of school sites and facilities. Integrate the land and infrastructure planning efforts of the City and the school districts.

**Policies**

**8.15.1**

Cooperate with school districts to ensure that all school-age children have equal access to equitable facilities. *(Imp 15b)*

**8.15.2**

Cooperate with school districts to ensure that educational facilities with sufficient permanent capacity are constructed to meet the needs of current and projected enrollment. *(Imp 15b)*

**8.15.3**

Assist the various school districts in developing school sites and facilities to serve all neighborhoods in the City, and to respond to the educational needs of various sectors of the population. *(Imp 15b)*

**8.15.4**

Work closely with school districts to ensure that all new school facilities are within close proximity to the neighborhoods they are intended to serve. *(Imp 15b)*

**Goal 8.16**

*E*ducational facilities that function as focal points of community identity and activity.

**Policies**

**8.16.1**

Cooperate with school districts to develop school facilities that integrate uses in a manner that they will become centerpieces for local residents for education, events, and socialization. Such uses include parks, multi-purpose facilities, libraries, auditoriums, and gymnasiums. *(Imp 1, 3, 10, 15b)*

**8.16.2**

Encourage school districts to site and design facilities in a manner that promotes continuity with the adjacent community. “Walled” or other isolated school environments are discouraged. *(Imp 10, 15b)*

**8.16.3**

Establish walkways, bicycle paths, greenways, and other elements that link school sites with surrounding uses. *(Imp 10, 15b)*

## LIBRARIES

### CONTEXT

Libraries are a key component of network of facilities that support the civic and social needs of a community. One public library is located in Corona: the 62,000-square-foot Corona Public Library at 605 S. Main Street. As of 2002, the library had a collection of 144,563 items, which includes book volumes and other media.

The library has a variety of meeting rooms that can hold as many as 200 people. Other smaller meeting rooms hold 30 to 40 people. The rooms have audio-visual and computer amenities available and provide a central meeting space for local community groups and organizations.

While library services for the SOI, in theory, are provided for by Riverside County, none of its facilities is located in proximity to the SOI and residents use the City of Corona Library. As of May 2003, a new library was under construction in the unincorporated area of El Cerrito, within the East Sphere. This library will be a joint facility situated on the campus of El Cerrito middle school, and run by Riverside County. The library will serve the school during school days, and the community at large for approximately 30 hours per week during non school hours. In addition, the County has plans for an 11,000-square-foot library to be situated in Home Gardens, at the corner of Neece and Magnolia.

Several library-related issues were brought up during the data gathering and public processes associated with the General Plan Update. The goals and policies presented here attempt to address these issues, which are detailed in the *Technical Background Report*. The following section presents the goals and policies for library facilities in the City of Corona.



**Goal 8.17**

*P*rovide high-quality, accessible library services and facilities necessary to meet the needs of the Corona community.

**Policies**

**8.17.1**

Develop new freestanding, “satellite libraries” or shared library facilities with area schools in newly developing areas in order to supplement services offered at the Corona main library branch. *(Imp 19b, 32)*

**8.17.2**

Encourage libraries to be sited and consolidated with other community facilities, such as civic buildings, community centers, and educational facilities. *(Imp 3, 5, 9, 19b, 32)*

**8.17.3**

Site libraries at easily accessible locations, such as within commercial nodes or along accessible thoroughfares. *(Imp 3, 5, 9, 19b, 32)*

**Goal 8.18**

*U*tilize available financing programs in order to develop new library facilities and maintain existing facilities.

**Policies**

**8.18.1**

Offer incentives to developers who set aside land for the development of libraries. *(Imp 12)*

**8.18.2**

Continue to utilize city-collected, library-specific impact fees for the development of new and maintenance of existing library facilities. *(Imp 36)*

**8.18.3**

Attempt to secure state and federal funds for library facilities and services. *(Imp 43)*

# Police & Fire Services

---

This section presents goals, and policies pertaining to programming police and fire personnel and facilities within the City of Corona. California State Law does not mandate the preparation of an Element that specifically addresses police and fire services. The law does, however, stipulate that an Emergency Preparedness Plan be included in the mandated Safety Element. Consequently, police protection and fire prevention services represents an “optional element,” which once adopted by the City Council, becomes an integral component of the General Plan and carries the same legal weight as the mandatory Elements.

*Corona is committed to providing effective and caring public safety services to the resident, business, and visitor population that effectively addresses quality of life issues, fear of crime and crime reduction. The police and fire departments will further a genuine sense of security for residents, businesses, and visitors through our quick response to problems and their ability to resolve difficult issues. The Police and Fire departments will honor the community's diversity by serving all people fairly and equitably. The departments will effectively train personnel and suitably equip them to meet the many needs of the city as the city grows and reshapes itself.*

## **POLICE & FIRE SERVICES**

### **CONTEXT**

#### **■ Police Services**

The Corona Police Department (CPD) provides local police services within the City of Corona. Located at 849 W. 6th Street, adjacent to City Hall, the CPD provides services in crime investigation, offender apprehension, community awareness programs, and other services such as traffic control. The CPD conducts ongoing assessments to determine future funding, staffing, and equipment needs.

As of July 1, 2002, the number of sworn-in officers was 157; with City Council approved increases the total number of officers is expected to be 163 as of March 2003. As of July 1, 2002, the level of service was 1.2 officers per one thousand City residents. This figure is a broad indicator of available service and considered in concert with other indicators including

- Response time
- Volume of calls for service
- Number of officers available at any given time
- Number of violent crimes
- Number of Part 1 crimes (Part 1 crime includes robbery, assault, residential and nonresidential burglary, vehicle burglary, vehicle larceny, vehicle theft, grand theft automobile, and arson)

The CPD is divided into three Divisions: Field Services, Investigation Services, and Support Services. The Animal Control Unit is located at a separate facility at 608 Harrington, in Corona.

In addition to the main police station, three other police facilities that serve designated geographical patrol districts are located in the City of Corona. These are as follows:

- Special Enforcement Bureau (in Zone 1) at 515 South Corona Mall. Includes the Traffic Bureau, Youth Services, and a domestic violence unit. Patrol officers also use the office to follow-up with phone calls and write reports.
- Zone 2 Office at 340 N. McKinley. Provides a satellite office for field officers and a volunteer staff for children identification fingerprinting.
- Zone 3 Office at 1451 Rimpau. Not staffed; provides office space and a child friendly interview room for child and social services, trauma intervention, and serves as a satellite office for field officers.
- A Narcotics/Vice Investigation Facility is also included within City limits and is located at a confidential site.

The City of Corona is constructing the Temescal Public Safety Facility. The new facility is located at 3777 Bedford Canyon Road. The Corona Fire and Police Departments will jointly occupy the facility, which is located near Eagle Glen. The 16,200-square-foot facility will include living quarters, office facilities, and apparatus garage for the City's seventh fire station. The CPD anticipates staffing their offices at the facility with approximately 15 personnel. Occupancy is anticipated in September 2003. A comprehensive listing and description of these facilities is presented in the *Corona General Plan Update Technical Background Report*.

Maintaining the highest possible standard for response times is a key concern for the CPD. Factors such as growth, vehicle location, distance, call load, and staffing have increased response times. Additionally, population growth has occurred in areas that are located further from police services and in areas that previously did not require many police services (e.g., South Corona). The new Temescal Public Safety Facility, described above, should reduce response times in newly developed areas.

The Riverside County Sheriff's Department serves areas outside the City limits and within the SOI. In the South Sphere, the Temescal Canyon area is served by the Lake Elsinore station, located at 333 Limited Avenue in Lake Elsinore. In the West Sphere, the Jurupa Valley Station, located at 7477 Mission Boulevard in Riverside, serves the Prado Basin, Foothill, and Coronita areas. In the East Sphere, the Jurupa Valley Station serves the El Cerrito, Eagle Valley East, and Home Gardens areas.

## ■ Fire Services

The City of Corona Fire Department provides fire protection, prevention, and emergency medical services utilizing six fire stations in the City, with a seventh scheduled to open in January 2004. A comprehensive listing and description of these facilities is presented in the *Corona General Plan Update Technical Background Report*. Each station serves a specific area of the City. Response district boundaries are established by performing a network analysis of routes between existing station locations and subsequent identification of midpoints. However, this does not preclude the stations from assisting one another. The City of Corona currently employs 120 people in fire services: 93 employees throughout the area's six fire stations and 27 at its headquarters located in the Civic Center, and other strategic facilities for additional fire services support. Twelve additional emergency response personnel will be employed at the seventh station.

The Fire Department and a local, private ambulance service, American Medical Response, provide emergency medical service. Each fire engine is staffed with a licensed paramedic and three EMTs. The transport ambulance is staffed with a licensed paramedic and an EMT. If needed, secondary response can be provided by other engine companies in the surrounding area, according to standard response procedures as outlined by the Fire Department.

The City of Corona Fire Department, Riverside County Fire Department, and the California Department of Forestry all provide service to areas outside the City limits but within the SOI, depending on the location of a fire. The County Fire Department is part of a mutual aid program with the City of Corona. Three Riverside County fire stations are located in or near Corona. These stations include Station No. 14, located at 1511 Hamner Avenue in Norco; Station No. 13, located at 3770 Blair Street in Corona; and Station No. 15, located at 20320 Temescal Canyon Road in Corona. In the East Sphere, Station No. 13 serves the Home Gardens and East Eagle Valley areas. In the West Sphere Station No. 14 serves the Prado Basin, Coronita, and Foothill areas. In the South Sphere Station No. 15, serves the Temescal Canyon and El Cerrito areas. Also, The California Department of Forestry (CDF) has a Riverside Unit with several stations near Corona.

The following section presents the goals and policies for Police and fire services in the City of Corona. The intent of these policies is to provide direction for the Police and Fire departments, and other municipal departments in the planning, development and administration of public safety facilities. Public safety related issues brought up during the data gathering and public processes are incorporated herewith.

### **Goal 9.1**

*Ensure that there is an adequate service level of law enforcement provided for all residents, visitors, and businesses throughout the City of Corona.*

#### **Policies**

##### **9.1.1**

Ensure that police staffing and facilities are expanded commensurably to serve the needs of the City's growing population and business community. *(Imp 19c, 29)*

##### **9.1.2**

Identify and provide sites for police facility location(s) in subsequent Specific Plans based on community need, phasing, and timing. *(Imp 3)*

##### **9.1.3**

Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, and emergency response times. Ensure through the

design review process that new development and re-development will not result in a reduction of law enforcement services below acceptable, safe levels. *(Imp 13, 19c, 29)*

##### **9.1.4**

Periodically evaluate population growth, development characteristics, level of service, and incidence of crime in the City of Corona to ensure that an adequate level of police service is maintained. *(Imp 13, 19c, 29)*

##### **9.1.5**

Require development projects to contribute fees based on their proportional impact and demand for police services. *(Imp 36)*

##### **9.1.6**

Cooperate with the Riverside County Sheriff's Department to provide backup police assistance in emergency situations. *(Imp 15a)*

##### **9.1.7**

Conduct periodic police related emergency management exercises with City personnel and surrounding jurisdictions. *(Imp 15)*

**Goal 9.2**

*Ensure that there is an adequate service level of fire protection provided for all residents, visitors, and businesses throughout the City of Corona.*

**Policies**

**9.2.1**

Ensure that fire staffing and facilities are expanded commensurably to serve the needs of the City’s growing population and business community so as to maintain a targeted 5-minute or less response time. *(Imp 19d, 30)*

**9.2.2**

Identify and provide sites for fire facility location(s) in subsequent Specific Plans based on community need, phasing, and timing. *(Imp 3)*



**9.2.3**

Extend water distribution pipes to maintain and improve fire water flows. *(Imp 18a)*

**9.2.4**

Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the design review process that new development and re-development will not result in a reduction of fire protection services below acceptable, safe levels. *(Imp 13, 19d, 30)*

**9.2.5**

Require development projects to contribute fees based on their proportional impact and demand for fire services. *(Imp 36)*

**9.2.6**

Cooperate with the Riverside County Fire Department and other participants in the State of California Master Mutual Aid Agreement for assistance in emergency situations. *(Imp 15a)*

**9.2.7**

Conduct periodic fire related emergency management exercises with City personnel and surrounding jurisdictions. *(Imp 15a)*

**9.2.8**

Periodically evaluate existing cooperative response agreements with the Orange County Fire Authority, Chino Valley Fire Protection District, Norco Fire Department, Riverside Fire Department, and the County of Riverside Fire Department to ensure that effective and high quality fire services are maintained in the City and SOI. *(Imp 15a)*

**Goal 9.3**

*Ensure that public safety services are provided in a manner that reflects and is sensitive to the characteristics and needs of resident population, visitors, and business community.*

**Policies**

**9.3.1**

Continue to coordinate through a regularly updated City Service Delivery Plan, the provision of police and fire services with all other public safety and responsiveness programs in order to meet community needs. *(Imp 19c, 19d, 29, 30)*

**9.3.2**

Encourage, facilitate, and participate, where appropriate, in the establishment of methods of communication between the public safety service providers and the City of Corona residents to discuss and resolve issues of responsiveness and sensitivity that may arise. *(Imp 19c, 19d, 29, 30)*

**9.3.3**

Review with the public safety service provider's problems of responsiveness and sensitivity and discuss means of resolution if and when there are a high frequency and repetition of complaints. *(Imp 19c, 19d, 29, 30)*

**9.3.4**

Encourage, facilitate, and participate in the continued conduct of programs for the training of police and fire personnel to be responsive and sensitive to the needs of all of the City of Corona's residents, while maintaining a high level of service and protection. *(Imp 19c, 19d, 29, 30)*

**9.3.5**

Aggressively pursue conformance with the City's nondiscriminatory hiring policies by all public safety providers. *(Imp 19c, 19d, 29, 30)*

**9.3.6**

Interact and extend Police support to venues for youth activities developed by community based groups and other groups as well as the Parks and Recreation Department, to help reduce youth generated crime in the City. *(Imp 19c, 29)*

**Goal 9.4**

**R** *require that all existing and new development/redevelopment address provision of police and fire protection in an active and preventative manner.*

**Policies****9.4.1**

Require adequate access for emergency vehicles, including adequate street widths and vertical clearance on new streets. *(Imp 2, 3, 4, 5, 6, 9, 10, 12)*

**9.4.2**

Require all new commercial, industrial, institutional, multiple-unit residential and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances. *(Imp 2, 3, 4, 5, 6, 9, 10, 12)*

**9.4.3**

Request, wherever appropriate, that all existing development install and maintain fire protection devices including automatic sprinkler systems. *(Imp 6)*

**9.4.4**

Require all existing and new development to install and maintain adequate smoke detection and carbon monoxide detection systems, in accordance with State statutory requirements. *(Imp 6)*

**9.4.5**

Require, through the development review process, that all structures and facilities conform to Federal, State and City regulatory standards and applicable safety guidelines. *(Imp 6)*

**9.4.6**

Continue to conduct building and fire code enforcement to ensure safe structures. *(Imp 28)*

**9.4.7**

Require all new development projects to incorporate adequate egress systems in their design as well as encourage existing structures to upgrade their egress systems. *(Imp 2, 6)*

**9.4.8**

Provide an adequate level of water-related infrastructure in development for use in the event of fire. *(Imp 18)*

**9.4.9**

Promote public education about fire safety at home and in the workplace. *(Imp 30)*

**9.4.10**

Enhance public awareness and participation in crime prevention by encouraging changes to be made at home such as vegetation species selection and ongoing maintenance, exterior, motion sensor and timer lighting, and establishing and participating with police authorities in establishing neighborhood safety and crime prevention programs (e.g. neighborhood watch). *(Imp 30)*

**9.4.11**

Require large scale retail developments to incorporate video surveillance security systems to monitor open public spaces and, where appropriate and feasible, provide office space for Police facilities. *(Imp 2, 6, 12)*

**9.4.12**

Provide opportunities for Police Department review and input regarding appropriate methods to mitigate the impacts of development projects that have functions and characteristics that may impose a higher than normal level of security and police protection (e.g., video arcades, sports clubs, and young adult night clubs). *(Imp 2, 6, 12)*

**Goal 9.5**

**C**reate land use and development configuration and site design standards to minimize crime.

**Policies**

**9.5.1**

Require Specific Plans to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, and sidewalks, corridors, public and private open space, and parking lots & structures. *(Imp 3)*

**9.5.2**

Require the incorporation of appropriate lighting that provides adequate exterior illumination around commercial, business-park, public, parking, and multi-family structures. *(Imp 2, 6)*

**9.5.3**

Require that landscaping proposed proximate to commercial, industrial, multiple-family, institutional and public structures be designed and sited to facilitate safety and security surveillance. *(Imp 2, 6)*

**9.5.4**

Develop methods through design, enforcement, and engineering to reduce auto pedestrian accidents. *(Imp 2, 6)*

**Goal 9.6**

**A** *ddress fire prevention measures on open space land to reduce the risk of wildland fires.*

**Policies****9.6.1**

Implement brush clearing and other fire prevention programs on Open Space lands, thereby reducing the possibility for the encroachment of wildland fires onto inhabited areas (in consideration of maintenance programs for important plant and animal habitats). *(Imp 30)*

**9.6.2**

Remove chaparral and other highly flammable vegetation and replace it with slow-burning and fire-resistant species in natural areas that are proximate to urbanized areas. *(Imp 30)*

*Chapter* **5**

---

**Environmental Resources**

# *Environmental Resources*

---

The primary objective of the Environmental Resources Element is to provide direction regarding the conservation and development of natural resources. This Element addresses the following resources:

- Hydrological Resources
- Biological Resources
- Agricultural and Mineral Resources
- Air Quality
- Visual Resources

The wise use and conservation of natural resources to meet the needs of the community, both today and in the future, is a commitment to sustainable development. Commitment to conservation secures ongoing availability of finite resources, such as an ample supply of safe water, uncontaminated soils, available energy resources, and aesthetic viewsheds. This assurance contributes substantially to the physical and psychological health and well-being of the community and strengthens the vitality of the local and regional economic base.

California State law requires the preparation of two Elements that address a city's or county's environmental resources: the Conservation and Open Space Elements.

Section 65302(d) of the California Government Code specifies:

A Conservation Element for the conservation, development, and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, mineral, and other natural resources. That portion of the Conservation Element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies which have developed, serves, controlled, or conserved water or any purpose for the county or city for which the plan is prepared.

This Environmental Resources Element provides an inventory of natural resources and a series of policies and programs deemed necessary to utilize and protect those resources in a substantial manner. Policies and programs address the planning and management of natural resources in a site specific manner as well as on a more comprehensive an inclusive basis such as watersheds where entire natural systems from which resources are generated.

***R**ecognizing the unique natural resources located within and surrounding the City of Corona, the city is committed to enhancing, maintaining, and protecting those resources. Corona will be a vibrant city in which natural habitats are maintained and available as an educational and visual amenity for its citizens and for the sake of the natural environment. Consumable natural resources, such as water resources and mineral resources, will be maintained and used in a manner that balances environment impacts and the needs of the community.*

## **HYDROLOGICAL RESOURCES**

### **CONTEXT**

This section addresses surface water and groundwater resources in the City of Corona and Sphere of Influence. The City of Corona and SOI areas are located within the central portion of the Santa Ana Watershed and its SOI overlays the Arlington, Temescal, Chino, Bedford, Lee Lake, Coldwater, and

Santa Ana Narrows Basins. Four washes run north to south through the City, mostly in concrete channels.

### ■ Surface Water

The watercourses that flow through and collect runoff from the City of Corona are tributaries to the Prado Flood Control Basin and ultimately, the Santa Ana River. Flowing over 100 miles from the San Bernardino Mountains to the Pacific Ocean, the Santa Ana River traverses portions of San Bernardino, Riverside, and Orange Counties and, at its nearest point to the City, the Prado Flood Control Basin. The Prado Basin and Santa Ana River are the “receiving waters” of Corona’s urban, industrial, and agricultural runoff. The River provides water for recreation and for aquatic and wildlife habitat. River flows are a significant source of groundwater recharge in the lower basin, which provides domestic supplies for more than two million people. These flows account for about 70 percent of the total recharge.

Temescal Creek is an intermittent stream fed by a minimum of fifty ephemeral streams that emanate from the Santa Ana Mountains and the Gavilan Hills. It is the principal drainage course within the Temescal Valley, traversing the eastern portion of the south end of the City. The creek serves as the primary drainage for a 164 square mile area of the Santa Ana River Basin, which includes a majority of the Lake Mathews area. Spanning a length of approximately 28 miles, from Lake Elsinore to the Santa Ana River, Temescal Creek generally meanders through Temescal Canyon as a broad unimproved bank with a gradual westward migration.

### ■ Washes

The Temescal Wash intersects Temescal Creek in north Corona at about Lincoln Avenue and Rincon Street. This wash—the most significant of these watercourses—flows northwesterly through the northern half of the City. The Temescal Wash joins the Santa Ana River at the site of Prado Dam, which is located at the northwestern end of the City’s corporate limits.

The Bedford Canyon Wash originates in steep terrain near the eastern face of Bedford Peak and drains a total subwatershed area of 4,480 acres before joining Temescal Wash in south Corona.

The Joseph Canyon wash drains an approximately 1,536-acre subwatershed that lies between the Main Street Canyon and Bedford Canyon watercourses. The portion of the wash that runs through the City is in a concrete channel.

The Main Street Wash is a reinforced concrete channel designed to carry 100-year storm run-off and includes a debris basin at its upstream limit (south of Upper Drive).

Mabey Canyon Wash intersects Temescal Creek in north Corona at about Lincoln and Rincon. It collects run-off from the mountains in the Cleveland National Forest and is channelized in concrete in most areas of the City.

### ■ Groundwater

Many reaches of the Santa Ana River Basin serve as recharge areas for groundwater aquifers. Downstream of the City, recharge basins provide groundwater replenishment for a large portion of Orange County’s groundwater resources. The City of Corona and other water purveyors have the right to use all surface and ground water supplies originating above Prado Dam. Currently, the City

receives approximately 45 percent of its total water production from local groundwater. The City can extract and utilize groundwater from the Bedford, Temescal, Coldwater, and Santa Ana Narrows Basins. The City does not utilize groundwater from Lee Lake, Arlington Basin, or Chino Basin.

## ■ Basins

The Temescal groundwater basin encompasses an area of approximately 26 square miles bounded by the SAR, La Sierra Hills, El Sobrante Hills, and the Santa Ana Mountains. This basin is the major groundwater supply source for the City, and the City has fifteen wells in this basin.

The Bedford Basin is located south of Temescal Basin in Temescal Canyon between the Santa Ana Mountains and the El Sobrante Hills. The basin covers an area of approximately 10 square miles with an alluvium depth ranging from 30 to 200 feet. The City operates one well in this basin.

The Coldwater Basin is located southwest of the Bedford Basin and the Temescal Wash. The basin encompasses an area of approximately 2.6 square miles and lays at the most southwest corner of the City's SOI adjacent to the County line, the Santa Ana Mountains to the west and the El Sobrante Hills to the east. The City of Corona currently operates three wells in this basin. The Coldwater Basin has the highest water quality, with low TDS and low nitrate concentrations, of the basins discussed here.

The Santa Ana Narrows Basin, bisected by the Santa Ana River, lies south of the Chino Basin and west of the Temescal Basin. The water from this basin contains high TDS and nitrate levels and is used for landscape irrigation. It has been shut down due to high operation and maintenance expenses.

The Lee Lake Basin lies within the southwestern portion of the City's SOI, southeast of the Bedford Basin. It encompasses an area of approximately 7 square miles. The water quality of the basin is typically moderate to high in TDS and nitrates. Water from this basin is used for nondomestic purposes. The City has no wells in this basin and does not plan to construct any in the future.

The northeast portion of the City overlies a portion of the Arlington Basin. The quality of the basin water is generally unsuitable for domestic purposes. The City does not currently have any wells in this basin.

The upstream flood plain of Prado Dam, within the City's SOI, overlies the Chino Basin, which is a major groundwater resource. The basin encompasses an area of 230 square miles in southwestern San Bernardino County, southeastern Los Angeles County, and northwestern Riverside County. The basin is filled with younger alluvium ranging in depth from 20 to 150 feet in thickness and older alluvium ranging in depth from 600 to 700 feet. Over the years, the basin aquifers have degraded due to agricultural activities causing high nitrates and other pollutants to percolate into the basin's groundwater. The major Riverside County extractor in the basin is the City of Norco. It is not anticipated that the City of Corona will acquire rights to extract groundwater from the basin.

Comprehensive descriptions and maps of hydrologic resources in Corona are available in the *Corona General Plan Update Technical Background Report*. The following section presents the goals and policies related to these resources in the City of Corona and the SOI.

**Goal 10.1**

*Enhance and protect the quality of hydrologic resources and prevent their contamination.*

**Policies**

**10.1.1**

Continually monitor the implementation and enforcement of water quality regulations by appropriate County, State, and federal agencies to prevent additional pollution of the City’s aquatic environments. *(Imp 15)*

**10.1.2**

Conduct construction activities to minimize adverse impacts on water resources through the use of Best Management Practices, as established and updated from time to time, by the City of Corona. *(Imp 6)*

**10.1.3**

In the event that previously unknown soil or groundwater contamination is encountered during construction, suspend construction and implement appropriate health and safety procedures. Where site contamination is identified, implement an appropriate remediation strategy that is approved by the City and DTSC. *(Imp 6, 13)*

**10.1.4**

Prohibit the discharge of toxins, debris, refuse, and other pollution into watercourses, other drainages and groundwater basins. *(Imp 6)*

**Goal 10.2**

*Ensure sustainable use of finite energy and water resources for the long-term use of residents and visitors of Corona.*

**Policies**

**10.2.1**

Sustain surface water and groundwater quantity and quality resources within the City of Corona and its Planning Area. *(Imp 6, 18, 19)*

**10.2.2**

Balance consideration of water supply requirements between urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different demands. *(Imp 18, 19)*

**10.2.3**

Implement energy and water conservation through various regulatory, educational, and fiscal techniques. *(Imp 6, 18, 19, 36)*

**10.2.4**

Require the use of water and energy conservation features and materials in the design and construction of all public buildings, projects, and site development while encouraging their use citywide. *(Imp 6)*

**10.2.5**

Require the use of reclaimed water in common areas and landscape treatments for all proposed developments. *(Imp 2, 6, 12)*

**10.2.6**

Provide ample opportunities to educate the public and businesses about the importance of water conservation, and the devices available. *(Imp 34)*

**10.2.7**

Consider establishing a rebate program for property owners for replacement of aging, leaking, and/or inefficient plumbing with more efficient, water-saving devices. *(Imp 6, 178, 19)*

**10.2.8**

Prohibit private well drilling within the Corona city limits. *(Imp 2, 6)*

**10.2.9**

Provide active leadership in the regional coordination of water resource management and sustainability efforts affecting Riverside County and continue to monitor and participate in, as appropriate, regional activities to prevent overdraft caused by population growth. *(Imp 15a)*

**10.2.10**

Support efforts to create additional water storage where needed, in cooperation with federal, State, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed. *(Imp 15d)*

**Goal 10.3**

*E*nsure that groundwater resources are maintained and groundwater recharge occurs.

**Policies****10.3.1**

In cooperation with Riverside County, participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the City and SOI areas. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where groundwater quality would be reduced, available groundwater aquifers are full, or rising

water tables threaten the stability of existing structures. *(Imp 15a)*

**10.3.2**

Incorporate natural drainage systems into developments where appropriate and feasible. *(Imp 2, 6)*

**10.3.3**

Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. *(Imp 2, 6)*

**10.3.4**

Use natural approaches to managing streams, to the maximum extent possible, where groundwater recharge is likely to occur. *(Imp 2, 6)*

**10.3.5**

Offer incentives to landowners whose properties are prohibited from development due to its retention as a natural groundwater recharge area. These incentives shall be provided to encourage the preservation of natural watercourses without creating undue hardship on the owner of properties and may include density transfer mechanisms. *(Imp 12)*

**Goal 10.4**

*E*nsure that floodplain and riparian area resources are managed and maintained.

**Policies****10.4.1**

Require a setback for all developed uses except for nonmotorized trails and existing agriculture from the floodway boundary at a sufficient distance to assure adequate protection of life, property, and habitat values. The distance shall be determined by an evaluation of hydrological

risks and habitat values and consistency with the factors defined by Policy 1.4.3. *(Imp 2)*

**10.4.2**

Substantially alter floodways or implement other channelization only as a “last resort,” and if necessary, limit the alteration to

- Alterations necessary for the protection of public health and safety only after all other options are exhausted
- Alterations essential to public service projects where no other feasible construction method or alternative project location exists
- Projects where the primary function is the improvement of fish and wildlife habitats

*(Imp 9, 17, 18)*

**10.4.3**

Design alterations and improvements to floodways so that they avoid adverse environmental effects to the maximum extent feasible, considering the following environmental factors:

- Stream scour
- Erosion protection and sedimentation
- Wildlife habitat and linkages
- Groundwater recharge capability
- Adjacent property
- Design (for a natural effect, examples include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible)

*(Imp 9, 17, 18)*

**10.4.4**

Require new private or public developments to preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. *(Imp 6, 9)*

**10.4.5**

Where land is prohibited from development due to its retention as natural floodways, floodplains, and watercourses, incentives should be available to the owner of such land including density transfer and other mechanisms. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on property owners. *(Imp 6, 12)*

**Goal 10.5**

*E*nsure that wetland resources are managed and maintained.

**Policies**

**10.5.1**

Ensure that direct and indirect effects to wetland habitats are minimized through the promotion of environmentally sensitive project siting and design. *(Imp 9)*



**10.5.2**

During the development review process, ensure compliance with the Clean Water Act’s Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. *(Imp 9)*

**10.5.3**

Ensure the development of a habitat mitigation plan, acceptable to the USCOE, USFWS, and CDFG, that achieves *no net loss of wetland function and values* by meeting established ratios for wetland enhancement/restoration and on- and off-site compensation for the loss of wetland functions and values. (Imp 9)

**10.5.4**

Preserve buffer zones around wetlands where feasible (Imp 6, 12).

**10.5.5**

Consider wetlands for use as natural water treatment areas that will result in improvement of water quality. (Imp 13)

**BIOLOGICAL RESOURCES****CONTEXT**

This section addresses biological resources in the City of Corona and Sphere of Influence. Parts of the planning area contain significant biological resources, which are outlined below. A large portion of the City of Corona is developed; however, some natural areas and habitats, typically along waterways, still exist within the City limits. In addition, substantial undeveloped areas exist that are contiguous with large areas of undeveloped open space to the northeast (Prado Basin) and southeast (Cleveland National Forest).

**■ Special Status Biological Resources**

Several sensitive plant species and habitat communities of concern potentially occur in and near Corona. Special status habitats are vegetation types, associations, or subassociations that support concentrations of special status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife. Areas that may provide habitat for special-status species are located within orchards and remnant habitat along the Temescal Wash, as well as the Santa Ana River and its associated river channels. These areas provide potential habitat for the Santa Ana sucker, the arroyo chub, least Bell's vireo, the yellow-breasted chat, the yellow warbler, the western yellow-billed cuckoo, and the southwestern willow flycatcher. Sensitive wildlife species observed within the City include the coastal California gnatcatcher, the sharp-shinned hawk, the Cooper's hawk, the grasshopper sparrow, the yellow-breasted chat, the black-crowned night heron, and the Stephen's kangaroo rat.

**■ Wildlife Resources**

A variety of wildlife species are present throughout the City. Common amphibians include bullfrogs, identified in Temescal Wash, and tree frogs, observed within the vicinity of the wash. Nonnative carp and mosquitofish were also observed in the wash. Reptiles within the City include many species of lizards and snakes. A large number of resident and migratory bird species have also been observed, including those found in riparian, wetland, oak woodland, safe scrub, and grassland habitats. Mammal species include the California ground squirrel, the desert cottontail rabbit, the coyote, and the bobcat.

**■ Plant Communities**

Native plant communities that occur in the City include Riversidean sage scrub (RSS), freshwater marsh, and southern willow scrub. RSS—the driest, most inland expression of the collection of sage scrub or coastal scrub plant communities—is widespread in undeveloped portions of the City.

Freshwater marshes exist in limited distribution, including areas of one acre or less in size. Southern willow scrub is present within Temescal Wash, although channelization and clearing of portions of the wash have limited distribution of this habitat. Southern willow scrub is classified as a sensitive habitat. Several other types of sensitive habitats are known to occur in or near the City, including southern riparian forest, southern sycamore alter riparian woodland, and southern coast live oak riparian forest. Coastal live oaks, which are a protected species in the Conservation Element of the Riverside County General Plan, exist within the City.

Nonnative vegetation within the City includes nonnative grassland, Tamarix ssp. infestations, Arundo donax infestations, and ruderal plant communities. Nonnative grassland is widespread in undeveloped portions of the City. Tamarix ssp. and Arundo are both invasive plants listed on the California Exotic Plant Pest Council (CalEPPC) list A-1, “Most Invasive Wildland Pest Plants.” Lands that are subject to anthropogenic disturbances are scattered throughout the City, and include fallow pastureland, land that is cultivated, developed, mined, or graded, and areas that are grubbed and lack vegetative cover altogether, such as access roadways, recently cleared spoils piles, and areas recently uncovered by spoils that have not yet been vegetated. Vegetation throughout the City also includes nonnative ornamental species that are commonly used for landscaping.

A significant inventory of biological resources exists in the Sphere of Influence areas, as these areas are largely undeveloped. A comprehensive discussion of the resources located in each of the Sphere areas is presented in the *Technical Background Report*. Also included in the *Technical Background Report* is a more comprehensive set of descriptions and maps for all biological resources in the City. The following section presents the goals and policies related to these resources in the City of Corona and the SOI.

**Goal 10.6**

*Protect, enhance, and sustain significant plant and wildlife species and habitat, which exist in Corona and its Planning Area for the long term benefit of the natural environment, and Corona residents and visitors.*

**Policies**

**10.6.1**

Implement programs that rehabilitate and enhance the biological value, diversity, and integrity of the City’s natural resources through such means as vegetation restoration, control of alien plants and animal species, landscape buffering, and natural watercourse channel restoration. (Imp 6, 7, 8, 13)



**10.6.2**

Preserve the species and habitats listed in Tables 4.2-1 and 4.2-2 of the *Technical Background Report* and those that may be considered by the City of Corona in the future. (Imp 6, 7, 8, 13)

**10.6.3**

Acquire and maintain the most current technical information available regarding the status, location, and condition of significant and sensitive biological species and habitats as well as assessments of potential for impacts on those resources and how such resources should be appropriately protected, conditions sustained, and impacts mitigated from nearby development. (*Imp 13*)

**10.6.4**

Participate and enroll in the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) to conserve biological diversity through protection of natural communities. (*Imp 15d*)

**10.6.5**

Preserve the wildlife habitat of significant natural open space areas including expanding habitat ranges, movement corridors, and nesting sites by setting aside lands between open space areas to serve as biological linkages. This network of biological habitat linkages may include the use of riparian corridors, open space dedications, development of parks and/or natural resources, or greenbelts. Any proposed recreational use of those areas such as trails shall be designed to strictly avoid damaging sensitive habitat area. (*Imp 7*)

**10.6.6**

Identify and aggressively pursue obtaining available State and Federal funding for the long-term maintenance and protection of significant and sensitive biological resources areas. (*Imp 43*)

**Goal 10.7**

*E*nsure that biological resources are not impacted during or as a result of construction and development activity.

**Policies****10.7.1**

Require that construction activities be conducted in a manner to minimize adverse impacts on natural resources through the use of Best Management Practices, as established and updated by the City of Corona. (*Imp 6*)

**10.7.2**

Where applications for development are being proposed in undeveloped areas of the City and the SOI areas, or in areas that an Initial Study has determined there is potential for significant adverse impacts to biological resources, and Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND) shall be undertaken by the proponent. As part of these studies, the proponent shall also submit a Biological Resources Technical Report with the following qualifications:

- a) The report must be prepared by a qualified professional who addresses the proposed project's impact on federally and State-listed and candidate plants and animals; California Department of Fish and Game (CDFG) Special Animals; natural communities of high inventory priority with the California Natural Diversity Database (CNDDDB); and any other special interest species or communities identified in the *General Plan Technical Background Report*, or those hereafter named by federal or State trustee agencies.
- b) If appropriate habitat for any listed species occurs on the site, a qualified biologist shall conduct focused surveys according to USFWS and/or CDFG protocol.

- c) A qualified botanist shall conduct a focused rare plant survey during the appropriate time of year following USFWS and/or CDFG protocol.
- d) If any listed species would potentially be impacted by the proposed project, consultation with USFWS and/or CDFG would be required to identify mitigation measures to avoid, minimize, or compensate for impacts. These mitigation measures would be included in the report.
- e) The report shall also define a program for monitoring and evaluating the effectiveness of the specified mitigation measures.

(Imp 6, 7, 8, 13)

**Goal 10.8**

*Increase public awareness of biological resources within the City and Planning Area.*

**Policies**

**10.8.1**

Establish and implement publicly accessible sites that facilitate observation of the natural resources within Corona and the Planning Area.

(Imp 20, 31, 34)

**10.8.2**

Promote education programs and prepare and distribute information, due to an increase in rural development and an associated increase in the urban-wildlife interface, that

- Promotes awareness of local resources and the importance of protecting and managing them for the benefit of today and future generations
- Informs about protection and enhancement programs and initiatives
- Fosters community volunteerism and stewardship to help protect and rehabilitate the area’s natural resources
- Informs on how to contact agencies

- Informs how to cohabitate with wildlife populations

(Imp 34)

**Goal 10.9**

*Protect natural and biological resources within riparian corridors and wetlands.*

**10.9.1**

Review proposed developments in riparian and wetland habitats to evaluate their conformance with the following policies and standards:

- Full consideration of the nature of existing biological resources present and all reasonable measures that shall be taken to avoid significant impacts, including retention of sufficient natural open space and undeveloped buffer zones.
- Development shall be designed and sited to preserve watercourses, riparian habitat, vernal pools, and wetlands in their natural condition, unless these actions result in an infeasible project.
- Where riparian corridors are retained, they shall be protected by an adequate buffer with a minimum 100 foot protection zone from the edge of the tree, shrub, or herb canopy.
- Development shall incorporate habitat linkages (wildlife corridors) to adjacent open spaces, where appropriate.
- Development shall incorporate fences, walls, vegetative cover, or other measures to adequately buffer habitat areas, linkages, or corridors from the built environment.
- Roads and utilities shall be located and designed such that conflicts with biological resources, habitat areas, linkages, or corridors are avoided.
- Development shall utilize appropriate open space or conservation easements in order to protect sensitive species or their habitats.
- Development shall mitigate unavoidable adverse impacts to waters of the United

States, wetlands, and riparian habitat by replacement on an in-kind basis (i.e., riparian habitat is to be replaced by riparian habitat of the same type). Replacement shall be based on a ratio determined by the California State Fish and Game Department and/or the Army Corps of Engineers in order to account for the potentially diminished habitat value of replacement habitat. Such replacement shall occur on the original development site, whenever possible. Alternatively, replacement can be effected, subject to State and Federal regulatory approval, by creation or restoration of replacement habitats elsewhere, preferably within Corona's Planning Area. Replacement habitats are to be protected in perpetuity through acquisition, an appropriate conservation easement, or dedication.

*(Imp 7, 8, 9, 15)*

### 10.9.2

Prohibit development and grading that alters the biological integrity of riparian corridors, unless no feasible alternative exists or the damaged habitat is replaced with habitat of equivalent value. Development that is permitted with riparian corridors shall be based on field evidence and interpretation of physical and biological data that shall include the following:

- The nature and extent of the vegetation, or in the case of disturbed sites, the potential vegetation
- Topography
- Hydrology

*(Imp 7, 8, 9)*

### 10.9.3

Restrict development within riparian corridors to the following uses:

- Education and research, excluding buildings and other structures

- Passive (nonmotorized) recreation
- Trails and scenic overlooks on public land(s) if located outside of undeveloped buffer zones
- Fish, aquatic, and wildlife management activities
- Necessary water supply projects
- Resource consumptive uses as provided for in the Fish and Game Code and Title 14 of the California Administrative Code
- Flood control projects where no other methods are available to protect the public safety
- Bridges when supports are not in significant conflict with riparian resources
- Underground utilities

*(Imp 2)*

## Goal 10.10

*Protect forest and vegetation resources in the City of Corona and the Planning Area.*

### Policies

#### 10.10.1

Cooperate with federal and State agencies to achieve the sustainable conservation of forest lands as a means of providing open space and protecting natural resources and MSHCP habitat lands. *(Imp 15d)*

#### 10.10.2

Support conservation programs to reforest privately held forestlands. *(Imp 15d)*

#### 10.10.3

Work with Riverside County to update the Vegetation Map for Corona and the SOI areas in cooperation with the California Department of Fish and Game, the Natural Diversity Data Base, the United States Forest Service, and other knowledgeable agencies. *(Imp 15)*

**10.10.4**

Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes. *(Imp 7)*

**10.10.5**

Conserve the oak tree resources in the City and SOI areas. *(Imp 7)*

**10.10.6**

Encourage research and education on the effects of smog and other forms of pollution on human health and on natural vegetation. *(Imp 34)*

**Goal 10.11**

*Protect the Temescal Wash and work towards its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.*

**Policies**

**10.11.1**

Protect sensitive biological resources in the MSHCP Temescal Canyon Area Plan through adherence to policies found in the Western Riverside County MSHCP. *(Imp 3, 7, 13, 15)*

**10.11.2**

Conserve existing wetlands and wetland functions and values in Temescal Wash, Prado Basin, and the Santa Ana River with a focus on conservation of existing riparian, woodland, coastal sage scrub, alluvial fan scrub, and open water habitats. An objective of no net loss of wetland functions and values associated with Prado Basin and Temescal Wash is identified for this area. *(Imp 3, 7, 13, 15)*

**10.11.3**

Conserve existing known populations of least Bell’s vireo and southwestern willow flycatcher within the Temescal Canyon Area Plan including locations at Prado Basin, Santa Ana River, and Temescal Wash. Maintain existing breeding habitat for these species at Prado Basin, Santa Ana River, and Temescal Wash. *(Imp 3, 7, 13, 15)*

**10.11.4**

Conserve and manage habitat for the benefit of the Santa Ana sucker, Santa Ana speckled dace, and arroyo chub in the Temescal Canyon Area Plan at Prado Basin and the Santa Ana River, focusing on maintenance of the existing hydrologic regime and maintaining and improving water quality. Maintenance and enhancement of existing wetland and/or open water connections between the Santa Ana River and Temescal Wash may also benefit these species. *(Imp 3, 7, 13, 15)*

**10.11.5**

Conserve clay soils supporting sensitive plant species known to occur in the Temescal Canyon area, including Munz’s onion, Palmer’s grappling hook, small-flowered morning glory, long-spined spineflower, thread-leaved brodiaea, small-flowered microseris, and many-stemmed dudleya. *(Imp 3, 7, 13, 15)*

**10.11.6**

Conserve sandy soils co-occurring with chaparral supporting Palomar monkeyflower, known to occur in the Temescal Canyon area. *(Imp 3, 7, 13, 15)*

**10.11.7**

Conserve locations supporting California muhly, heart-lived pitcher sage, Hall’s monardella, and other sensitive plant species that may occur in a wide variety of habitat types within the Temescal Canyon Area Plan. *(Imp 3, 7, 13, 15)*

**10.11.8**

Provide for and maintain connection(s) from the Cleveland National Forest to Prado Basin and the Santa Ana River within Temescal Canyon, providing opportunities for offsite connections to Chino Hills State Park. *(Imp 20)*

**10.11.9**

Conserve upland habitat adjacent to Temescal Wash to augment existing upland habitat conservation in the Lake Matthews/Estelle Mountain Reserve areas and provide for contiguous connection of upland habitat blocks from the existing reserve to Temescal Wash. Habitat conservation should focus on blocks of existing upland habitat east of Temescal Wash connecting to Lake Matthews/Estelle Mountain Reserve. *(Imp 3, 7, 13, 15)*

**10.11.10**

Conserve floodplain areas supporting sensitive plant species known to occur in Temescal Canyon, including Parry's spineflower, peninsular spineflower, and smooth tarplant, and Coulter's matilija poppy. *(Imp 3, 7, 13, 15)*

**10.11.11**

Conserve rocky soils co-occurring with coastal sage scrub, peninsular jumper, or chaparral supporting Payson's jewelflower, known to occur in the Temescal Canyon area. *(Imp 3, 7, 13, 15)*

**10.11.12**

Provide for and maintain a continuous linkage along Temescal Wash from the southern boundary of the Temescal Canyon area to the Santa Ana River. *(Imp 20)*

## **AGRICULTURAL AND MINERAL RESOURCES**

### **CONTEXT**

This section addresses the agricultural and mineral resources in the City of Corona and its Sphere of Influence (SOI).

#### **■ Regional Geologic Setting**

The Planning Area is situated in the Peninsular Ranges geomorphic province. This geomorphic province encompasses an area that extends approximately 900 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California (Norris and Webb 1990). The province varies in width from approximately 30 miles to 100 miles. In general, the province consists of rugged mountains underlain by Jurassic metavolcanic and metasedimentary rocks, and Cretaceous igneous rocks of the Southern California batholith.

#### **■ Local Geologic Units**

The Planning Area is underlain by surficial soils such as fill, alluvium and topsoil, and formational units such as divided and undivided Cenozoic and Mesozoic sedimentary rocks and by Cretaceous igneous rocks of the southern California batholith. These units, described in detail in the Technical Background Report, are as follows:

- Landslide Deposits
- Younger Alluvium
- Older Alluvium
- Alluvial Terrace Deposits

- Fernando Formation
- Puente Formation
- Vaqueros and Sespe Formations (undivided)
- Silverado Formation
- Igneous Rocks
- Santiago Peak Volcanics
- Bedford Canyon Formation

## ■ Mineral Resources

Several significant mineral resources are located in the Planning Area, and can be categorized by the now-standard method for classifying areas that may contain mineral resources of local or statewide importance. Under the Surface Mining and Reclamation Act (SMARA), areas are categorized into four mineral resource zones (MRZs) as follows:

- MRZ-1—Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their production
- MRZ-2—Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists
- MRZ-3—Areas containing mineral deposits of which their significance cannot be evaluated from available data
- MRZ-4—Areas where available information is inadequate for assignment to any other MRZ zone

The City has refined the State’s Mineral Resource Maps and is only required to respond to those areas that have been designated by the State as MRZ-2, and to meet the local needs of the Community, the City has developed three new designations that act as an overlay to the State’s four MRZ zones. These three additional categories are as follows:

- A. Areas where State designated MRZ-2 districts exist, but due to urbanization or previous commitment to development, the City has determined not to protect as a mineral resource area
- B. Mineral resources that do not have a State designation of MRZ-2, but have been determined by the City to be a mineral resource that should be preserved
- C. Mineral resources that do not have a State designation of MRZ-2, but have been determined by the City to be a “potential” mineral resource, and that further investigation is warranted

In terms of mineral resources in the Planning Area, the active mines within the City of Corona are mostly located directly east of the I-15 and SR-91. Despite the substantial amount of mineral extraction that has occurred in the past, these mines still have a long life to provide crushed rock, sand, and gravel. Mines in Corona that are currently reporting to the Office of Mine Reclamation includes Glen Ivy, Indio Mine, U.S. Tile No. 6, Chandler Aggregates, 3M Corona, Alberhill Shale Clay Mine, Corona Clay Pit, Uston Clay Pit, Ben’s Mine, and All American Aggregates.

Portions of the City of Corona, along with portions of its SOI, are designated by the California Department of Conservation as a “Construction Aggregate Resource Area” and are classified as MRZ-2 areas. The mineral resources found in these areas generally consist of clay and construction aggregates: crushed rock, sand, and gravel. These mineral resources are as follows:

- **Rock Products.** Although aggregate resources such as crystalline, sedimentary, and metasedimentary rocks are found within the City, the majority of these mineral resources is located

in the SOI. These resources have been designated by the State as significant mineral deposits that have regional and state importance.

- **Clay Production.** The City currently has one known clay resource site within its limits that has a State Classification of MRZ-2. This site, known as the Dominguez Mine, was first discovered in 1975 and is located south of the Sierra Del Oro Specific Plan area. Currently, sedimentary clay from calcareous shale members of the Ladd Formation is being extracted from the site. The clay is removed in slices by using a bulldozer and then is loaded by a front-end loader onto 25-ton trucks and shipped 7 miles to a plant site within Corona. The bulk of the clay goes into the production of roofing and patio tile.
- **Sand and Gravel Deposits.** The sand and gravel resources within the City of Corona occur both as stream deposits and as deposits in older geologic formations. Stream deposits include stream channel deposits (in the currently active channel of the stream) and flood-plain (terrace) deposits that occur adjacent to the active channel. Sand and gravel are also occasionally produced from deposits of intrusive granitic or volcanic rock (“hardrock deposits”).

Past mining activities and petroleum exploration in the City have resulted in numerous open pits and wells scattered across the City. In some cases pits and wells may have been abandoned and backfilled with undocumented fill materials. Existing pits and wells backfilled with undocumented fill materials are likely to be subject to differential settlement. However, mining activities continue within the City, and mining sites generally describe an arc along the eastern boundary of the City, and oil and gas well sites are generally concentrated in the west and northwest portions of the City.

A significant inventory of geological, soil, mineral, and agricultural resources exists in the Sphere of Influence areas, as these areas are largely undeveloped. A comprehensive discussion of the resources located in each of the Sphere areas is presented in the *Technical Background Report*. Also included in the *Technical Background Report* is a more comprehensive set of descriptions and maps for all geological, soil, mineral, and agricultural resources in the City. The following section presents the goals and policies related to these resources in the City of Corona and the SOI.

## Goal 10.12

*P*romote preservation of agricultural on lands designated as such in the Land Use Element and protect adjacent uses from impacts related to agricultural activities.

### Policies

#### 10.12.1

Allow for and facilitate the continuance of agricultural activities in the City until such time as the land is needed to accommodate population and employment growth. *(Imp 2)*

#### 10.12.2

Restrict the development of urban uses such as schools, day care and elder care facilities, hospitals and high density residential within areas used for agriculture whose operations, such as crop production, pesticide spraying, and truck access, may be incompatible and conflict with the urban uses. *(Imp 2)*

#### 10.12.3

Require that purchasers of new homes be notified by developers and purchasers of re-sale homes be notified through escrow documents of the presence of, intentions for, characteristics of, and potential impacts of continued agricultural use and operations on nearby lands. *(Imp 6)*

**10.12.4**

Implement environmental enhancement programs to establish and sustain both the visual and functional intent of the buffer/greenbelt. *(Imp 2)*

**Goal 10.13**

*E*nsure that the process and manner of locating and extracting mineral resources in the City and Planning Area occurs in nonimpactive manner.

**Policies**

**10.13.1**

Specific development proposals for mineral extraction, including borrow material, will be subject to discretionary approval by the Council of the City of Corona. *(Imp 9)*

**10.13.2**

Require that all proposed mineral extraction projects be consistent with the Surface Mining and Reclamation Act. *(Imp 9)*

**10.13.3**

Ensure that surface mining operations are designed to maintain the integrity of significant viewsheds, hillsides, and aesthetic resources as designated by the City. *(Imp 9)*

**10.13.4**

Require that the Planning Commission and the City Council have discretionary approval of all reclamation plans *(Imp 9)*

**10.13.5**

Require that all mineral extraction reclamation plans be subject to the requirements of the California Environmental Quality Act and the Surface Mining and Reclamation Act. *(Imp 8, 9)*

**10.13.6**

Require that permits for mineral reclamation projects specify compliance with State, Federal and local standards and attainment programs with respect to air quality, protection of rare, threatened, or endangered species, conservation of water quality, watersheds and basins, and erosion protection. *(Imp 9)*

**10.13.7**

Provide for the restoration and reuse of the surface mining site upon completion of the extraction and production activities in a manner that is sensitive to and compatible with the character and integrity of adjacent land uses and the natural environment. *(Imp 6, 12)*

**10.13.8**

Require the use of “state of the art” drilling and pumping technology to minimize the amount of land used for mineral/oil extraction. *(Imp 6)*

**Goal 10.14**

*E*ncourage exploration of Mineral Resources within the City of Corona’s boundaries and Sphere of Influence.

**Policies**

**10.14.1**

Permit the extraction of mineral resources in designated resource areas identified in the “Mineral Resource” (MR) Overlay Zone. The purpose of the Overlay Zone is to identify the existence or the possibility that a property contains mineral resources and may be mined. All mineral resource areas shall have an appropriate General Plan designation. *(Imp 1, 9, 12)*

**10.14.2**

Exploration mining shall be conditionally permitted in compatible General Plan designations. A Conditional Use Permit shall be required if any of the following occurs:

- Overburden of mineral deposits in excess of 1,000 cubic yards are to be disturbed
- The operation in anyone location exceeds one (1) acre in size
- De-watering will occur or water will be discharged from the site as a result of the exploration operation

*(Imp 1, 9, 12)*

**10.14.3**

Exploration is conditionally permitted in incompatible General plan designations providing:

- Methods of geological survey, geophysical, or geochemical prospecting are used
- Bore holes and trial pits do not exceed 100 cubic yards of overburden disturbance per acre
- No explosives shall be used
- No tunneling and de-watering or water discharge shall occur

*(Imp 1, 9, 12)*

**Goal 10.15**

*Honor surface mining permits and reclamation plans that were issued by the Riverside County for sites that are annexed into the City of Corona.*

**Policies****10.15.1**

All mining operations that have a valid mining permit and reclamation plan approved by the County of Riverside or vested mining operation per Section 2776 of the Surface Mining Reclamation Act shall be deemed valid when annexed into the City's corporate boundaries.

However, any significant modifications, renewal, or extension of County issued permits or reclamation plans shall be issued and processed by the City of Corona. Significant modifications are those that would create significant new or increased impact on the environment or adjacent land uses. *(Imp 1, 9, 12)*

**10.15.2**

In evaluating and designating General Plan land use classifications outside the City's limits, but in the City's Sphere of Influence, all land use designations and pre-zoning shall be consistent with the mineral resource designations shown on the Mineral Overlay Map of the General Plan. *(Imp 1, 9, 12)*

**Goal 10.16**

*Recognize and protect valuable mineral resources in a manner that does not create land use conflicts.*

**Policies****10.16.1**

All mining projects or proposed mining projects shall be located in the "Mineral Resource" (MR) Overlay Zone. The purpose of such an Overlay Zone is to identify the existence or possibility that the property has mineral values and may be mined. The "MR" designation shall be affixed to all MRZ-2 lands that have been identified by the California Division of Mines and Geology, with the exception of those areas labeled "not a resource area to protect" on the Mineral Resource Map (Exhibits A and B). All mineral resource areas shall have an appropriate General Plan Designation as identified in Table 3. *(Imp 1, 9, 12)*

**Table 3 Compatibility Matrix**

General Compatibility of Mineral Resource Overlay Zone with General Plan Land Use Designations

| General Plan Designations              | Compatibility** |
|--|-----------------|
| <b>Residential</b>                     |                 |
| Rural Residential I                    | C               |
| Rural Residential II                   | I               |
| Estate Residential                     | I               |
| Low Density Residential                | I               |
| Low-Medium Density Residential         | I               |
| Medium Density Residential             | I               |
| High Density Residential               | I               |
| <b>Commercial</b>                      |                 |
| Office Profession                      | I               |
| General Commercial                     | I               |
| <b>Industrial</b>                      |                 |
| General Industry                       | C               |
| Light Industry                         | I               |
| <b>Mixed Use</b>                       |                 |
| Mixed Use I—Commercial and Residential | I               |
| Mixed Use II—Industrial and Commercial | I               |
| Downtown Commercial/Mixed Use          | I               |
| <b>Open Space</b>                      |                 |
| Open Space General                     | C               |
| Open Space Recreation                  | I               |
| <b>Agriculture</b>                     | C               |
| <b>Public and Institutional</b>        |                 |
| Parks and Open Space                   | I               |
| School                                 | I               |
| Utility                                | C               |
| Fire Station                           | I               |

C = Compatible with the Mineral Resource Overlay Zone  
 I = Incompatible with the Mineral Resource Overlay

**10.16.2**

Surface mining shall be precluded in all areas of the City that are designated by a General Plan designation as incompatible land uses as identified in Table 3. *(Imp 1, 9, 12)*

**10.16.3**

The City shall endeavor to avoid conflicts between urban uses and mineral uses. Analysis of potential conflicts shall be part of the City's planning process. Conflicting or incompatible land uses should not be allowed in mineral resource areas that are designated “MR.” *(Imp 1, 9, 12)*

**10.16.4**

Surface mining is conditionally permitted only in compatible General Plan designations as defined herein and on parcels zoned “MR.” Said mining shall be allowed only after impacts on the environment and nearby land uses have been adequately reviewed and found to be in compliance with California Environmental Quality Act. *(Imp 1, 9, 12)*

**10.16.5**

Any new or significant expansions of surface mines adjacent to residential, commercial and light industry, shall incorporate adequate buffers and screening within its boundaries to protect existing and future uses on adjacent lands. *(Imp 2, 9, 12)*

**10.16.6**

New or significant expansions of surface mines shall be approved only after environmental impacts have been addressed and mitigated. Of particular importance shall be the impact of the operation on nearby land uses, water quantity and quality, noise and vibration impacts, and traffic impacts associated with the operation. *(Imp 8, 13)*

**10.16.7**

Existing development, including commercial and residential, shall be protected from adverse environmental effects caused by mining through enforced use permit conditions and mitigation measures. *(Imp 12, 13)*

**10.16.8**

Any proposed development, including land divisions and dwelling unit construction, located adjacent to or within 1,000 feet of the boundary of an MR Overlay Zone, shall provide a suitable buffer or other design considerations, based upon topographic, geologic, aesthetic or seismic and other factors related to the property and proposed uses thereon. *(Imp 2)*

**10.16.9**

Minimize potential adverse impacts to adjacent land uses by reviewing and requiring appropriate conditions of mining operation approval that

- Prohibit truck-hauling trips through residential neighborhoods, unless there are no feasible alternatives (in which case require covered loads)
- Require access roads to extraction areas to mitigate noise, odor, dust, and vibration impacts and conform to erosion and grading standards
- Mitigate visual impacts on surrounding uses (e.g., incorporate onsite landscape buffers and decorative walls)

*(Imp 13)*

**Goal 10.17**

*Consider all mineral resources classified and/or designated by State Classification Reports as a resource to protect and utilize and to consider the protection of mineral resources that are significant, but do not have the State Classification of MRZ-2.*

**Policies****10.17.1**

The City of Corona hereby recognizes, accepts, and adopts by reference those State

Classification and Designation Reports. When a Classification and/or Designation Report is presented to the City, a "MR" Overlay Zone designation shall be placed on the City's Zoning Map to reflect the State report. *(Imp 2)*

**10.17.2**

It shall be the policy of the City to consider designating mineral resources that are significant but are not classified MRZ-2 by the Department of Mines and Geology. Those owners of properties that wish to have a "MR" Overlay Zone designation placed upon their property may submit a Change of Zone Request along with a geotechnical study describing the extent of the mineral resource found at the subject site. *(Imp 2)*

**10.17.3**

Application for removal of "MR" Overlay Zone from a site shall be considered by the City only when specific studies similar in nature to State Classification Reports prove that significant mineral deposits no longer exist, or are no longer economically viable to mine, or the conditions of the approved mining permit and/or reclamation plan prohibit any additional mining in a specific area. *(Imp 2)*

**10.17.4**

The City Council may determine, in special circumstances, that the "MR" Overlay Zone is not appropriate for specific areas, even though the General Plan has identified the presence of State Classified MRZ-2 resource zones. In making this determination, the City Council must make findings (as required by Section 2764(b) of SMARA), as to why the resource is not being protected. Special circumstances may include (but not limited to) the following: (1) existing urbanization has already occurred on the subject site; or, (2) the subject site has been previously committed to another land use either by the general plan or a specific plan. *(Imp 2)*

## AIR QUALITY

### CONTEXT

The City of Corona and its Planning Area are situated within the eastern portion of the South Coast Air Basin in the upper Santa Ana River Valley. Within the Basin, air quality management is under the jurisdiction of the South Coast Air Quality Management District (AQMD).

The South Coast Air Basin has been designated as a nonattainment area, which is defined as an area not expected to be able to meet National Ambient Air Quality Standards. Air pollution and its adverse impacts on the health of the community and vitality of the local economy is continually a key concern for all communities in the Basin, including the City of Corona. Notwithstanding that per capita emissions have been reduced significantly in the Basin through forty-five years of air quality controls, substantial increases in population and associated vehicle and point-source emissions have reduced the potential air quality benefits of new controls.

#### ■ 2003 Regional Air Quality

In an effort to monitor the various concentrations of air pollutants throughout the South Coast Air Basin, the AQMD has divided the region into 27 source receptor areas (SRAs) in which 31 monitoring stations operate. Pollutant levels vary widely at each SRA depending on location and time of year. The highest levels of ozone and particulate matter are generally recorded in SRAs in the interior valleys during warm, stable periods in summer and autumn. Carbon monoxide concentrations are highest near heavy traffic on freeways or near large business districts.

The quality of the surface ambient air quality is evaluated by measuring the concentrations of the regulated pollutants and comparing these with national and State air quality standards. Based on these comparisons, the entire South Coast Air Basin is designated as a national-level extreme nonattainment area for ozone, meaning that national ambient air quality standards are not expected to be met for more than seventeen years.

Exhaust emissions from on-road motor vehicles are the primary source of reactive organic gases, nitrogen oxides, and carbon monoxide in the South Coast Air Basin, and road dust sent airborne by traveling vehicles is a primary source of particulate matter. Area-wide and stationary sources make up the remainder of the emission inventory.

The City of Corona Planning Area is located within SRA 22, which covers the Norco/Corona area of Riverside County. Ambient air pollutant concentrations within SRA 22 are monitored in Norco. Only ambient concentrations of PM<sub>10</sub> are monitored in SRA 22. The air quality of the other criteria pollutants in Corona is best represented by data gathered in SRA 23, which covers the Metropolitan Riverside County area. National and State ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured within SRA 22 and SRA 23 through the period of 1999 to 2002, and national and State ozone standards have been exceeded several times over the last five years. The State PM<sub>10</sub> standard has also been exceeded several times per year. Carbon monoxide concentrations measured in SRA 23 have not exceeded national or State standards in recent years.

## ■ Land Use Planning and Air Quality

The land use pattern and density of development affects the amount of air pollutants that are generated by communities. Land uses that are segregated throughout a community increase the number of motor vehicle trips and associated air pollutant emissions since opportunities to walk, ride bicycles, and use public transportation between such uses as homes and work/shopping are generally reduced. This is compounded in communities such as Corona and the surrounding areas where low densities increase the distance between uses, and public transportation routes and vehicles are limited. Higher density communities often mix residential uses with, or very near, commercial, business, and employment uses, thus reducing people's reliance on motor vehicle use or reducing the distance of necessary vehicle trips. Smaller, higher-density uses also produce less air emissions on a per unit basis from the use natural gas for space and water heating. Higher-density uses also have smaller properties, which reduce the emissions associated with the use of landscape maintenance equipment. Communities that are either jobs rich or, like Corona, housing-rich also increase the potential for emissions to be generated as employees or residents have to commute long distances to and from their homes and work.

The City of Corona recognizes the importance of ongoing land use planning, development, and public education measures to reduce contributing air pollution constituents and addresses these concerns in the following policies.

### Goal 10.18

*Improve air quality conditions within the Corona Planning Area by controlling point sources, reducing vehicle trips, and striving to achieve attainment of ozone, nitrogen dioxide, carbon monoxide, and sulfate standards as enforced by the South Coast Air Quality Management District.*

#### Policies

##### 10.18.1

Promote and encourage alternate employment work schedules for public and private sector businesses to achieve a reduction of employee-related motor vehicle emissions in accordance with South Coast Air Quality Management District Rule 2202. *(Imp 15d)*

##### 10.18.2

Continue to cooperate with the South Coast Air Quality Management District, and other local authorities in the Basin, in implementing air emission reduction programs and techniques. *(Imp 15d)*

##### 10.18.3

Incorporate the provisions of the South Coast Air Quality Management District Management Plans as conditions of approval for all new development and re-development projects. *(Imp 9)*

##### 10.18.4

Establish and strictly enforce controls on land use activities that contain operations or materials that individually produce or cumulatively significantly add to the degradation of air quality in the South Basin (e.g., furniture manufacturers using paints and finishes, automobile repair, printing and reproduction, and dry cleaners). *(Imp 6)*

##### 10.18.5

Support tax incentive legislation for the use and ownership of alternative-fuel vehicles. *(Imp 43)*

**10.18.6**

Convert the City-owned fleet of vehicles to alternative fuels such as methanol or other clean-burning energy sources as such technology becomes feasible and cost-effective. *(Imp 29, 30)*

**Goal 10.19**

*R*educe vehicle trip generation within Corona and its Planning Area through transit, shuttle, carpool and cycling facilities.

**Policies**

**10.19.1**

Increase public transit ridership, as encouraged by the South Coast Air Quality Management District. *(Imp 17)*

**10.19.2**

Require developers of major commercial centers and employment center projects, having 100 or greater employees to include transit amenities, access points, and availability of designated parking spaces for van and carpools, as part of the design of the development. *(Imp 2, 12)*

**10.19.3**

Increase the number of Park and Ride locations within Planning Area to encourage carpooling and vanpooling. *(Imp 17)*

**10.19.4**

Require new commercial and industrial development and redevelopment projects of sufficient scale and number of employees to provide adequate facilities for bicycles, employees, such as bicycle racks located close to front entranceways of buildings, and shower facilities with lockers. *(Imp 2)*

**10.19.5**

Continue to incorporate bicycle lanes in all new and upgrade roadway projects, in order to encourage commuter bicycle trips. Also, improve existing bicycle laneways for greater user safety. *(Imp 17)*

**Goal 10.20**

*R*educe criteria air pollutant emissions through more efficient land use planning and construction practices.

**Policies**

**10.20.1**

Support mixed-use commercial-residential development in accordance with the Land Use Element, and as an opportunity to improve the City of Corona’s current jobs/housing ratio and work-live balance. *(Imp 1)*

**10.20.2**

Decentralize urban service centers such as social services, post offices, and libraries to locations within the community having the greatest need, as a means to reduce vehicle miles traveled and concomitant air pollution. *(Imp 19)*

**10.20.3**

Support and implement at-work day care facilities, on-site automated banking machines, and other measures to reduce vehicle-trip generation within the Planning Area. *(Imp 1)*

**10.20.4**

Continue to create local employment opportunities by maintaining an adequate supply of designated commercial and industrial land supply, in accordance with the Land Use Element. *(Imp 1)*

**10.20.5**

Continue to target residential development within, and proximate to, existing, and planned activity centers and transportation corridors in accordance with the Land Use Element. *(Imp 1)*

**10.20.6**

Require that large-scale master-planned residential communities incorporate pedestrian and cycling paths/trails that link with adjacent neighborhoods, schools, areas of shopping and employment, community centers, other places of activity, and transit access points. *(Imp 2, 17d, 20)*

**10.20.7**

Provide effective utility of pedestrian and cycling paths/trails and place strong limitations of intrusions into these pedestrian rights-of-ways. *(Imp 17d, 20)*

**10.20.8**

Reduce particulate emission from paved and unpaved roads, parking lots, and road and building construction, as required by the Southern California Air Quality Management District. Methods include but are not limited to

- Maintaining construction equipment engines in good condition and in proper tune per manufacturer's specification for the duration of construction
- Turning off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than five minutes
- Encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available and cost effective
- Using the electricity infrastructure surrounding construction sites rather than

electrical generators powered by internal combustion engines to the extent feasible

- Implement dust control measures consistent with South Coast Air Quality Management District Rule 403—Fugitive Dust during the construction phases of new project development
- Applying water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days)
- Replacing ground cover in disturbed areas as quickly as possible
- Enclosing, covering, watering twice daily, or applying approved chemical soil binders to exposed piles with 5 percent or greater silt content
- Watering active grading sites at least twice daily
- Suspending all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period
- Covering or maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code, in all trucks hauling dirt, sand, soil, or other loose materials
- Sweeping streets adjacent to construction sites at the end of the day
- Installing wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip
- Applying water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces
- Posting and enforcing traffic speed limits of 15 miles per hour or less on all unpaved roads

*(Imp 6, 13)*

**Goal 10.21**

*R*educe air quality degradation through energy conservation.

**Policies**

**10.21.1**

Reduce the amount of energy consumed by commercial and residential uses, as recommended by the Southern California Air Quality Management District. *(Imp 6, 15d)*

**10.21.2**

Continue to require the use and installation of energy conservation features in all new construction projects and wherever feasible, retrofitting in existing and re-development projects. *(Imp 2, 6)*

**10.21.3**

Encourage energy audits including installation of energy conservation measures for all commercial, industrial, and institutional projects. *(Imp 6)*

**VISUAL RESOURCES**

**CONTEXT**

One component of the Environmental Resources Element is the identification and conservation of significant hillsides, valleylands, floodplains, and other aesthetic view corridors, or viewsheds. Protection of significant landforms, as a part of the planning and development process, enables a community to sustain its visual quality and character as it proceeds toward build-out, as prescribed through the General Plan. While protecting viewsheds may be regarded as a constraint to land use development, it can equally be considered an opportunity to achieve sustainable development by ensuring that natural landscapes, which contribute to a community’s unique identity and quality of life, are not lost or permanently altered to the detriment of the natural environment.

This section addresses the existing visual environment of the Planning Area. Visual resources are an important component of the quality of life of any geographic area. As users experience a place, their primary sensory interaction with that place is visual in nature, and a wide variety shapes, colors, and textures, composed by topography, structures, roadways, and vegetation, forms the views of and from the City. Corona is sited on a river plain and is bounded on three sides by the Santa Ana and San Bernardino Mountains and the Chino Hills, which are visible from all parts of the City and dominate most viewsheds from within the City, except views to the north, which provide sweeping views of the heavily vegetated Prado Basin. Additionally, the Temescal Wash, a major drainage facility on the Santa Ana River, bisects the City. This combination and intersection of mountains, valleys, and plains create a visually dynamic landscape.

■ **Mountains**

The San Bernardino Mountains, one of Southern California’s Transverse Ranges, are located north of the City. Changes in light and shadow throughout the day change the view as the day progresses. This effect is enhanced by the highly textured nature of the slopes, which are generally covered by low scrub and punctuated by large bedrock outcrops and small stands of oak trees or solitary trees. To the west and south are the Chino Hills and the Santa Ana Mountains. To the east are low hills that complete the feeling of enclosure. The Santa Ana Mountains are within the Cleveland National Forest and provide the southern backdrop of the City. The National Forest is composed of primarily evergreen native chaparral and is considered a major scenic resource. Views of these mountains are

particularly significant from newer developments on the City's south side; however, the mountains also comprise the dominant natural feature of most views from the City to the west, south, and east. The slopes that line the western, southern, and eastern City limits are generally steep (over 25 percent) and because most urban development within and immediately abutting the City has not yet substantially encroached into the hillside areas, the slopes provide a dramatic contrast to the generally flat topography within the City and visually dominate the majority of the relatively low-scale urban development.

The mountains also frame views of the City from major entry points into the City along SR-91 to the east and west, as well as I-15 from the north and south. This effect is particularly striking at the eastbound approach into the City from the SR-91: the freeway runs northeast through the Santa Ana Canyon, and its viewshed near the western portion of the City is tightly bounded by the Chino Hills on the north and the foothills of the Santa Ana Mountains on the south, and the narrow gap between these groups of hills at the westernmost portion of the City provides a frame for the first visual impression of the City. The Chino hills then turn abruptly northward and the Santa Ana Mountain foothills trend to the southeast, with the gap between the two framing a wide vista that includes the Prado Basin, as well as the City, with the San Bernardino mountain foothills as a backdrop.

## ■ Open Space

Open space and agricultural areas also provide visual relief from urbanized areas and provide views for motorists, pedestrians, and residents. Larger contiguous areas of passive open space and agriculture are concentrated in the western and southeastern portions of the City. A large (approximately 920-acre), vegetated flood control area is located in the northwestern portion of the City, adjacent to the Prado Dam spillway, and parks are interspersed throughout generally residential areas in the other portions of the City, as well as adjacent to the Prado Basin area. The City currently maintains 33 parks, including recreational areas at the Corona Municipal Airport, which provide approximately 385 acres of parkland and passive open space, as well as 601 acres of agricultural areas.

## ■ City Views

The wide-open vistas in the City of Corona are associated with natural features that dominate visual image of the City. Internally, the visual elements of major arterials, such as Grand Boulevard, provide unique vistas that characterize individual neighborhoods. Significant vistas include

- The Prado Basin views from Sierra del Oro, which encompass the basin on the south and canyon areas on the west
- The view south to the Santa Ana Mountains from the I-15/SR-91 (Riverside) Freeway interchange
- The southern view of the foothills from major north-south streets south of Ontario Avenue
- The views from the higher elevations south of Ontario Avenue, which encompass panoramic views to the North and the San Gabriel Mountains
- Grand Boulevard, including the circle of palm trees visible from a variety of locations

One of the best views in the City is provided from Eagle Glen. Eagle Glen is located on the east side of the City, adjacent to a spectacular canyon, and has been maintained as a scenic amenity, although the lower portions of the site are vulnerable to development pressures. Eagle Glen Parkway runs along the top of the west slope of Eagle Glen. Another scenic road in the City is Palisades Drive/Green River Road south of the State Route (Highway 71/SR-91) interchange. This corridor passes through a narrow canyon slot, with the road being located against one of the hillsides. Views from South

Corona, including Ontario Avenue and Foothill Boulevard that traverse the higher slope areas, provide views looking north. This includes the Prado Basin on the west and the hills and valleys leading toward the San Bernardino Mountains in the north and east.

Another significant view of Corona is provided from I-15, north of the City, as it descends from the San Bernardino Mountains. The breadth and width of the City is visible to motorists and is particularly beautiful at night and on clear winter days. For hikers, significant views of the City are available from ridges and peaks surrounding the City.

Residents who live on the urban/chaparral interface often have direct canyon and mountain views from their residences. Residents who live north of the airport and to the east of Prado Basin in northwest Corona have views into the Basin and further south to the mountains behind the City. The Prado Basin, sandwiched between the hills near the Highway 71 entrance to the City, is also dramatic and densely covered by trees adapted to the moist environment of the Basin. Its green mass is best seen from Sierra del Oro, Highway 71 near its intersection with SR-91, and from the industrial and residential areas flanking the Basin in the northwest quadrant of the City.

Much of the built environment within the City is scenic because of its setting, the presence of low-rise buildings that preserve views, and wide landscaped roadways.

## ■ Scenic Highways

The City's Scenic Highway Plan is a composite of various networks and systems such as vistas, activity centers, corridors and pathways, edge areas, and entry and approach areas. It provides for the establishment, development, and protection of the City's highways and corridors for scenic purposes. The Plan includes the following elements:

- **Scenic corridors**—visible land area outside the highway right-of-way generally described as the view from the road
- **Rural designated scenic highway**—a route that traverses a defined corridor within which natural scenic resource and aesthetic values are protected and enhanced
- **Urban designated scenic highway**—a route that traverses a defined visual corridor, which offers an unhindered view of attractive urban scenes
- **Unique functions of a scenic highway**—vistas and views for enjoyment of highway users, visual relief from intense urban development, connection between activity centers such as the central business district, schools, and parks, and community identification and accents to entranceways and special areas of importance in the City

Designated scenic highways in the City include

- **Grand Boulevard**, which provides views of the City's historic core, particularly the large estates established on the irregularly shaped parcels along the edge of the circle, as well as associated landscaping and mature street vegetation
- **Main Street**, from Third Street to the southern terminus, which also provides views of the historic core of the City, as well as views of the Santa Ana Mountains to the west and south, and the low foothills of the San Bernardino Mountains to the east
- **Ontario Avenue**, from Mangular Avenue to State Street, which provides views of the Santa Ana Mountains to the west and the low foothills of the San Bernardino Mountains to the east

- **Chase Drive**, from Mangular Avenue to State Street, which also provides views of the Santa Ana Mountains to the west and the low foothills of the San Bernardino Mountains to the east
- **Magnolia Avenue** from Garretson and Ontario Avenues to Rimpau Avenue, which also provides views of the Santa Ana Mountains to the southwest, as well as views of the narrow pass between the San Bernardino Mountain foothills at the northwest end of the City, through which I-15 travels

In addition to the designated scenic highways listed above, SR-91, from the I-15 interchange to the SR-55 interchange near Santa Ana, is considered by the County to lie in a State-eligible scenic corridor.

A significant inventory of visual resources also exists in the Sphere of Influence areas and a comprehensive discussion of the resources located in these areas is presented in the *Technical Background Report*. Also included in the *Technical Background Report* is a more comprehensive set of descriptions and maps for visual resources in the City. The following section presents the goals and policies related to these resources in the City of Corona and the SOI.

## Goal 10.22

*Develop and implement land use controls that preserve significant visual resources from potential loss or disruption.*

### Policies

#### 10.22.1

Create unobstructed view corridors or viewsheds of the San Bernardino, Santa Ana and San Gabriel Mountains, the Chino and La Sierra Hills, and other significant natural features from public spaces such as parks, termination of streets and community trails, community centers, and school properties, where feasible, as part of the design of development projects.

*(Imp 2, 3, 4, 5, 9, 10, 17, 18, 20)*

#### 10.22.2

Require that project applicants identify and map all slopes greater than 15 percent on parcels within the City's hillside areas, referred to as the "Hillside Management District," in increments of 5 percent (e.g., 15 percent, 20 percent, 25 percent, and so on). Lands within this District shall be subject to administrative review to assure that development is located and designed to reflect its distinct environmental and topographic characteristics consistent with the policies of this Plan, under the provisions of a Hillside Development Ordinance. *(Imp 2)*

**10.22.3**

Require that development in hillside areas with greater than 25 percent slope be clustered on the most gently sloping portions of the site, to the extent feasible, according to the following density limitations of the underlying Land Use Plan designations. *(Imp 2)*

| Maximum Percentage of Site to be Graded | Maximum Percent of Allowable Density |
|---|--------------------------------------|
| 40–44.9%                                | 100%                                 |
| 45–49.9%                                | 90%                                  |
| 50–54.9%                                | 80%                                  |
| 55–59.9%                                | 70%                                  |
| 60–64.9%                                | 60%                                  |
| 65–69.9%                                | 50%                                  |
| 70–74.9%                                | 40%                                  |
| 75–79.9%                                | 30%                                  |
| 80–84.9%                                | 20%                                  |
| 85+%                                    | 10%                                  |



**10.22.4**

Require that projects be designed and sited to maintain the natural topographic, physiographic, and aesthetic viewshed characteristics of those features, utilizing the following conditions:

- Minimize the area and height of cuts and fills, to the extent technically achievable ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect.

- Configure development sites to mimic pre-development natural topography by clustering sites and individual units and avoiding extensive fragmentation of steep slopes, “stair stepping” and varying terraces of structures, and/or other design practices.
- Minimize the size of flat development pads in site grading to that necessary to accommodate the building footprint and a reasonable amount of useable outdoor space, as well as to assure structural and site stability.
- Encourage building architectural design styles, forms and shapes, materials, and building siting to complement, rather than visually dominate their landscape setting.
- Minimize the height of retaining walls and design with smooth flowing forms that follow topography and with material colors and textures that blend in with the surrounding landscape.
- Plant hillside and canyon slopes with drought-tolerant species to soften the visual impact of land grading retaining walls, structures, and roads.
- Restore disrupted areas of vegetation, wildlife habitat, natural watercourses and drainage swales, and other important viewshed features. Vegetation should be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain.

*(Imp 2)*

**10.22.5**

Secure an adequate amount of land base that facilitates long term unobstructed viewsheds of significant features within the Planning Area and identify such lands as a priority in the City’s property acquisition program.

*(Imp 2, 3, 12)*

**Goal 10.23**

**M**aintain, establish, develop, and protection of the City's highways and corridors for scenic purposes.

**Policies****10.23.1**

Review and update the City's Scenic Highway Plan regularly in order to keep visual resources associated with the City's highways and roadways current. *(Imp 1, 17)*

**10.23.2**

Regulate new development through provisions that require an analysis of impacts of development on the quality of the City's designated highways and corridors. *(Imp 2, 3, 4, 5, 9, 10, 17)*



*Chapter* **6**

---

**Environmental Hazards and Public Safety**

# Public Health & Safety

---

The primary objective of the Public Health & Safety Element is to identify and evaluate natural and human-induced public safety risks that can have an impact on the health, safety, and social well-being of a community. Natural hazards include seismic, landslides and other geological hazards, flooding, and urban and wild land fires. Human-induced risks are hazardous material spills including their transport, storage, and disposal within or adjacent to communities.

This Public Safety Element recognizes and responds to both natural and human-induced public health and safety risks. Implementation by emergency response agencies such as the police and fire departments, hospitals, and municipally elected officials and staffs from the City of Corona and Riverside County will enable the community to avert or minimize social and economic dislocation to the extent practical and feasible. Tools available to achieve this include land use controls and the City's emergency/disaster preparedness plan. By defining policies addressing these risks, the City of Corona and its agency partners will be able to provide a comprehensive range of services aimed at minimizing human injury, loss of life, and the degree or magnitude of property damage as a result of anticipated hazards.

California State law, specifically Assembly Bill 890, Chapter 1255, and California Government Code Section 65302(1), establishes and requires that each city or county prepare and adopt a Safety Element as follows:

A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically-induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

This Element addresses the following Public Health & Safety concerns:

- Seismic, Geologic, and Erosion
- Flooding
- Hazardous Materials
- Noise Control
- Emergency/Disaster Preparedness

Policies regarding Fire Hazards, Fire Protection, Crime Prevention, and Police Protection are detailed in the "Police & Fire" chapter of this General Plan.

*Corona is committed to providing protection to residents and businesses from natural and human-induced hazards. The City is also committed to coping and rebuilding from emergency or disaster events in a manner that is efficient, safe, and provides for a quick return to the quality of life that exists daily in Corona. Residents and visitors will feel safe in their homes, neighborhoods, and public places. A wide variety of community and regional resources—public, private and nonprofit—will work together to ensure the safety of all residents.*

## SEISMIC, GEOLOGIC, AND EROSION HAZARDS

### CONTEXT

The following describes potential geologic hazards that exist in Corona and the surrounding region, including issues of faulting and seismicity, liquefaction, land subsidence, and landsliding.

#### ■ Faulting & Seismicity

The City is considered to be seismically active, as is most of Southern California. Several known active or potentially active faults are located in and around Corona. The Elsinore Fault zone is the closest major fault system to the City and one of the largest in Southern California. Historically, the Elsinore Fault zone has also been one of the least active systems. At its northern end, near the City, the Elsinore Fault zone splays into two segments, the Chino-Central Avenue Fault and the Whittier Fault. Along the southwestern portion of the City the Elsinore Fault zone is referred to as the Glen Ivy Fault. A summary of these faults is as follows:

- **Chino–Central Avenue Fault.** At its closest, the Chino-Central Avenue Fault is located approximately 1.9 miles (3.1 km) west of central Corona. The fault branches away from the Elsinore (Glen Ivy) Fault at a point southwest of central Corona and extends northwest for a distance of approximately 13 miles through the Prado Flood Control Basin and into the Chino Hills. The Chino–Central Avenue Fault could produce a maximum moment magnitude 6.7 earthquake.
- **Glen Ivy Fault.** The Glen Ivy Fault consists of two strands, the Glen Ivy North Fault and the Glen Ivy South Fault. Both strands of the Glen Ivy Fault are included in an Alquist-Priolo Earthquake Fault zone, which is located along the southwest boundary of the City and through the Temescal Valley portion of the SOI. At its closest, the Glen Ivy Fault is located approximately 3.4 miles west of central Corona. The fault extends northwest from approximately Lake Elsinore for a distance of approximately 23.6 miles to approximately west of Corona, where it splits into two different fault segments. The Glen Ivy Fault could produce a maximum moment magnitude 6.8 earthquake.
- **Whittier Fault.** At its closest, the Whittier Fault is located approximately 4.6 miles northwest of central Corona. The fault branches away from the Elsinore (Glen Ivy) Fault at a point west of central Corona, outside of the City, and extends northwest for a distance of approximately 23 miles through the Santa Ana Mountains and into the Whittier Hills. The Whittier Fault could produce a moment magnitude 6.8 earthquake.

Ground surface rupture due to active faulting is considered possible in the western portion of the City where known active or potentially active faults are mapped. Geological evidence indicates that the Glen Ivy and portions of the Whittier Faults are active and that the Chino–Central Avenue Fault is potentially active.

Historically, the Corona region has generally been spared a major destructive earthquake. However, based on a search of earthquake databases of the USGS National Earthquake Information Center, several major earthquakes (magnitude 6.0 or more) have been recorded within approximately 100 kilometers of the City since 1769.

## ■ Liquefaction

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Several areas within the City have a susceptibility to liquefaction. Generally, areas with a high potential for liquefaction include the Prado Basin and adjacent areas in the northwestern portion of the City. Areas in the City with a low potential for liquefaction occur as generally north/south running bands in the western, central, and southeastern portions of the City, with an east/west running band across the northern portion of the City. Although liquefaction represents a potential risk to structures, liquefaction potential does not necessarily limit development potential, if appropriate mitigation, such as the excavation of liquefaction-prone soils and backfilling with stable fill and the use of concrete piles, is implemented.

## ■ Land Subsidence

Land subsidence is the lowering of the land-surface elevation from changes that take place underground. Common causes of land subsidence in California from human activity are pumping water, oil, and gas from underground reservoirs. Land subsidence has been identified in the Chino region and the most northerly part of the Corona North USGS 7.5-minute quadrangle, which includes the northern portion of the City. However, no indications show that the City located south of the Prado Flood Control Basin has experienced significant regional subsidence over time.

## ■ Landslides

Several areas within the City and portions of the SOI are potentially susceptible to landslides. Generally, these events occur in the steep slopes of the Santa Ana Mountains. Landslide deposits are also relatively abundant in terrain near the trace of the Elsinore Fault zone.

The potential for earthquake-induced landsliding in hillside terrain in the City exists. Generally these types of failures consist of rock falls, disrupted soil slides, rock slides, soil lateral spreads, soil slumps, soil block slides, and soil avalanches. Areas having the potential for earthquake-induced landsliding generally occur in areas of previous landslide movement, or where local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements. In general, areas such as the steep slopes of the Santa Ana Mountains and the steep slopes within the Elsinore Fault zone are considered to be relatively susceptible to earthquake-induced landsliding. In addition to earthquake-induced failures of natural slopes, failures of man-made slopes could also occur in some of the existing quarries located across the City.

Comprehensive descriptions and maps of seismic and other geologic hazards in Corona are available in the *Corona General Plan Update Technical Background Report*. The following section presents the goals and policies for these hazards in the City of Corona and the surrounding areas. The intent of these policies is to provide direction under which land use planning and mitigation measures for public safety can be achieved. A primary directive of these policies is to ensure that development satisfactorily addresses the proper siting, design, and construction of “Essential Facilities” including their continued functioning in the event of a seismic or other geologic disaster. “Essential Facilities” include buildings, services, and infrastructure that serve or house people and include hospitals and other medical facilities, fire, police and emergency services; water, electricity and natural gas supply infrastructure; sewage and solid waste disposal; communications infrastructure; transportation infrastructure.

## Goal 11.1

*Substantially reduce the known level of risk to loss of life, personal injury, public and private property damage, economic and social dislocation, and disruption of vital community services that would result from earthquake damage or other geologic disturbance.*

### Policies

#### 11.1.1

Require new development and re-development to be undertaken in a manner that is in compliance with current seismic and geologic hazard safety standards, as follows:

- Regulate land uses in areas known to have, or have potential to have, significant seismic and/or other geologic hazards.
- Require detailed scientific analyses of natural hazards to the satisfaction of the City Engineer as a condition of development approval within the City of Corona.
- Provide for the ongoing review and upgrading of the Seismic Safety and Public Safety Elements.

*(Imp 1 to 9, 12, 13)*

#### 11.1.2

Ensure the continued functioning of Essential Facilities following a disaster; prevention of loss of life from the failure of Essential Facilities in an earthquake or other geologic hazard; and help prevent major problems for post-disaster response, such as difficult or hazardous evacuations or rescues, large numbers of injuries, and major clean-up or decontamination of hazardous materials, as follows:

- Require that earthquake survival and efficient post-disaster operations be a primary concern relative to the siting, seismic design, and construction standards for Essential Facilities.
- Require that proposed Essential Facilities come under strict standards of seismic review

prior to any approvals, including detailed site investigations for faulting, liquefaction and ground motion characteristics, and application of the most current professional standards for seismic design.

- Amend the Building and Zoning Codes to incorporate specific standards for siting, seismic design, and review of Essential Facilities.
- As part of the development approval process for Essential Facilities, require site studies for ground shaking characteristics, liquefaction potential, and fault rupture potential.
- Prohibit the location of new sensitive land uses such as schools, hospitals, and eldercare facilities, in proximity to active or potentially active faults.
- Prohibit new Essential Facilities from locating in the Alquist Priolo Special Study Zone of a potentially active fault.
- Unless satisfactorily demonstrated that a building setback from an active or potentially active fault will not adversely impact public health, safety and welfare, new Essential Facilities shall not be located within 200 feet of an active fault or potentially active fault. Where fault identification is not feasible to determine, compensating building design characteristics shall be incorporated to the satisfaction of the City Engineer to reduce the potential for foundation and structural damage arising from secondary ground displacements in the fault zone.
- Avoid the placement of Essential Facilities in or near potential liquefaction areas if continuous road access or uninterrupted utility service is needed following an earthquake.
- Require that existing Essential Facilities with significant seismic vulnerabilities be upgraded, relocated, or phased out.
- Incorporate planning for potential incidents affecting Essential Facilities into the City's Emergency Operations Plan.
- Require all Essential Facilities located in areas of potential hazards to be updated and

maintain their own emergency response plans, with contingencies for all appropriate hazards, in conformity with the City's Emergency Operations Plan.

*(Imp 1 to 9, 12, 13, 17, 18, 19, 29, 30)*

### 11.1.3

Protect community health and safety from the adverse effects of strong ground motion through the implementation of effective, state of the art standards for seismic design of structures and reduce the level of potential property damage from strong ground motion, as follows:

- Adopt and maintain high standards for seismic performance of buildings, through prompt adoption and strict enforcement of the best available standards for seismic design.
- Adopt new ordinances and amend existing ordinances that require the incorporation of seismic safety and safety considerations in developments under the City's jurisdiction.

*(Imp 2, 6)*

### 11.1.4

Protect life safety, substantially reduce damage from fault rupture, and help ensure orderly evacuation of building occupants following an earthquake, as follows:

- Relate land use regulations regarding potentially active faults to the importance or criticality of the use, size of the facility, and relative ease of evacuation of occupants if the building is damaged by fault rupture.
- Promote the collection of relevant data on fault location and history of fault displacement, as a basis for future refinement of fault zone policies.

*(Imp 1 to 9, 12, 13)*

### 11.1.5

Protect community safety and essential services by reducing the potential for property damage

from liquefaction, and by collecting detailed information on liquefaction susceptibility throughout the City, as follows:

- Determine the potential for liquefaction at proposed development and re-development sites prior to development approval and require that specific measures be implemented, as necessary, to prevent or reduce damage in the event of an earthquake.
- Promote the collection of relevant data on groundwater levels and liquefaction susceptibility, as a basis for future refinement of liquefaction policies or procedures.
- Include potential damage to essential community services in liquefaction mitigation programs.
- Develop a means of reducing the liquefaction potential of existing facilities.

*(Imp 6, 8, 9, 13)*

### 11.1.6

Protect Essential Facilities from damage, loss of function or inaccessibility in the event of damage to natural or man made water reservoirs and protect sensitive facilities from detrimental consequences of inundation; and help ensure the rapid and orderly evacuation of populations in the potential inundation area, if necessary:

- Prohibit the location of new Essential Facilities within the potential inundation area below water retention areas.
- Avoid the development of Essential Facilities within the potential inundation area below a water retention area. Any exceptions and any expansion of Essential Facilities shall require discretionary approval by the Planning Commission.
- Require that zoning, street planning, and other land use decisions be consistent with the need for efficient and orderly evacuation capabilities for the potential inundation area.

*(Imp 2, 6, 8, 9, 13, 19, 29, 30)*

## FLOODING HAZARDS

### CONTEXT

The following describes potential flooding hazards that exist in Corona and the surrounding region.

#### ■ Flooding Potential

Several creeks, washes, channels, and flood zones contained in the Planning Area. Areas of the City adjacent to the Santa Ana River, Temescal Creek and Maybe Canyon Wash are designated as Flood Zone A, which indicates the area is inundated by one percent annual chance flooding. Portions of the Planning Area surrounding the Temescal Wash, Main Street Wash, and the Arlington Channel have been designated as Flood Zone X500, which is inundated by 0.2 percent annual chance flooding. Other portions of the Planning Area are either designated as Flood Zone D, which is an area with undetermined possible flood hazards, or Flood Zone X, which lies outside the one percent and 0.2 percent annual chance flood plains.

Temescal Wash has the highest flooding potential in the Corona Planning Area. Due to the size of the Temescal watershed, and the amount of rainfall received, several peak discharges have been recorded. Based on the stream gauge analysis data obtained from Flood Insurance Study dated September 30, 1992, the peak discharges for the 500-year, 100-year, 50-year, and 10-year are 110,000 cfs (cubic feet per second), 25,000 cfs, 11,000 cfs, and 2000 cfs, respectively, for the 164-square-mile watershed. These discharges are obtained from the Flood Insurance Study report for the Stream Gauge No. 11-720 near Corona above the 3M plant location. The peak discharges are determined from the stream gauge data analysis, which is based on clear flow and existing conditions.

The Planning Area has experienced major flooding during periods of heavy runoff. The 1969 flooding in Temescal Wash caused extensive damage, which was determined to be higher than 100-year storm levels. Major flooding in the Planning Area could occur along the Temescal Wash, and in west Corona, and storm sheet flows would produce a variety of damage depending upon the location. This sheet flow would be the result of overflows from the Oak Avenue Channel, Lincoln Avenue drain, Main Street Channel, Buena Vista drain, and Taylor Avenue drain. Other significant flooding areas are found along the open channel facilities near the City Yard. These facilities are determined to be inadequate for the 2-year storm event.

Several flood control projects including the Main Street Channel and Arlington Channel have been built in the Planning Area to help lessen the severity of heavy flooding.

#### ■ Dam Inundation

Corona is the nearest city to four of Riverside County's dams. Three of these four dams have a high hazard potential, while the fourth is characterized as having significant hazard potential.

The primary inundation threat to the City of Corona is from Lake Mathews, which impounds 182,000 acre-feet. Lake Matthews is approximately seven miles southeast of Corona. Two dams contain Lake Mathews, one on its north side and the other one on the south side. Failure of either dam would cause flooding along the Temescal Wash in the eastern and northeastern portions of the City. Should either of the two Lake Matthews dams fail, inundation is 40 minutes to Corona city

limits and about 65 minutes to the Prado Basin. The water flow would generally follow the Temescal Channel from southeast to northwest of the intersection of I-15 and SR-91. The Prado Basin and Dam are located about five miles west of the City of Corona. The flow pattern from this dam is westward away from Corona and as a result, Prado Dam does not pose as severe of a threat of inundation as do the Lake Matthews Dams.

Relatively less significant is Mabey Canyon Debris Basin. This basin is located near the southwesterly City limits and would pose a threat of inundation for a short duration in the western portion of the City, as waters would empty into the Oak Avenue and Mangular Avenue Channels. Mabey Canyon Debris Basin was built to provide flood protection for the developed areas downstream, and is completely dry during most of the year. This, along with its limited capacity, helps minimize the likelihood of a damaging inundation.

The Santa Ana River no longer poses a major flooding hazard to the City of Corona due to several upstream flood control projects, including the Seven Oaks Dam.

## ■ National Flood Insurance Program

The City of Corona participates in the national flood insurance program, as administered through the Federal Emergency Management Agency (FEMA). Consequently property owners are able to purchase Federal flood insurance. In turn, the City of Corona has identified flood hazard areas and protective controls including land use planning measures to reduce the potential risk of flood damage to property and loss of human life.

Comprehensive descriptions and maps of flooding hazards in Corona are available in the *Corona General Plan Update Technical Background Report*. The following section presents the goals and policies pertaining to the protection of human life and property from flooding hazards. The intent of these policies is to provide direction under which land use planning and mitigation measures for public safety can be achieved. Policies pertain to maintaining flood control systems, and restricting development in flood hazardous zones that currently lack adequate mitigation.

### Goal 11.2

**R**educe the potential risk of flood hazards to community property and human life.

#### Policies

##### 11.2.1

Identify all flood hazard areas within the City of Corona and its Planning Area and control development in areas subject to flooding through the use of appropriate land use regulations such as setbacks and establishment of natural buffer areas. (*Imp 1 to 9, 12, 13*)

##### 11.2.2

Require that all new development incorporate sufficient measures to mitigate flood hazards including the design of onsite drainage systems linking with Citywide storm drainage, gradation of the site so that runoff does not impact adjacent properties or structures on the site, and elevation of the structures above any flooding elevation. (*Imp 6, 9*)

##### 11.2.3

Require extensive landscaping of site open space areas to provide the maximum permeable surface area to increase infiltration, reduce site runoff, control the overland migration of silt, and reduce the amount of surface paving. (*Imp 6, 9*)

**11.2.4**

Continue to participate in the Federal flood insurance program for the benefit of private and public property owners. *(Imp 15d)*

**11.2.5**

Use natural watercourses as the City’s primary flood control channels, whenever feasible and practical. *(Imp 18c)*

**11.2.6**

When natural channel drainage courses exist on public and private properties, require owners to regularly maintain the watercourses to be free of obstructions such as dams, footbridges and other structures that could increase the risk of flooding to downstream reaches. *(Imp 6)*

**11.2.7**

Prohibit land use development within the 100-year flood zone unless adequate mitigation is provided against flood hazards, as approved by the City Council. *(Imp 2, 6)*

**11.2.8**

Require that all new stormwater drainage facilities be constructed and managed in accordance with City and Riverside County design specifications. *(Imp 6)*

**11.2.9**

Establish a City program to update existing stormwater drainage and retention studies and improvement plans. Establish and maintain

specific project accounts within the annual Capital Budget to undertake and implement priority sites. *(Imp 6)*

**11.2.10**

Implement Federal, State, and City flood control regulations and update City design standards and maintenance practices as appropriate. *(Imp 6)*



**11.2.11**

Require stormwater detention basins, where appropriate, to reduce the potential risk of flood hazards. The location, design, and operational practices of the detention basins shall be in conformity with applicable Federal, State, County, and City environmental codes and regulations. *(Imp 6)*

**11.2.12**

Prepare and implement, in cooperation with applicable public agencies, a watershed plan to address stormwater management and flood control. *(Imp 15d)*

**HAZARDOUS MATERIALS**

**CONTEXT**

The California Health & Safety Code defines a hazardous material as “any material that because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety, or to the environment.” State guidelines define hazardous materials to include injurious substances including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

State legislation AB294B (Tanner) and Government Code Section 41500 et seq. mandates that cities conform with and implement countywide hazardous waste management plans as well as institute county level actions in the city General Plan.

The County Plan Element must contain the following:

- A statement of goals and policies for the environmentally safe transformation or disposal of solid waste that cannot be reduced, recycled, or composted
- An estimate of the total transformation or disposal capacity in cubic yards that will be required for a 15-year period to safely handle solid wastes generated within the county, which cannot be reduced, recycled, or composted
- The remaining combined capacity of existing solid waste transformation or disposal facilities existing at the time of the preparation of the Element, or revision thereto, in cubic yards and years
- Identification of an area or areas for the location of new solid waste transformation or disposal facilities or the expansion of existing facilities that are consistent with the applicable City or County General Plan, if the County determines that existing capacity will be exhausted within 125 years or additional capacity is deemed necessary

This section presents goals and policies pertaining to the safe transport, handling, storage, and disposal of hazardous materials within Corona and the Planning Area. These policies are designed to provide a high degree of public safety, to minimize damage to property, and prevent economic and social dislocation that could result as a result of a hazardous material spill or leak into the natural and built environments. Hazardous material policies also provide protection to surface and groundwater quality, land resources, air quality and environmentally significant areas from potential contamination.

### Goal 11.3

*Ensure that the health, safety and general welfare of residents and visitors of the City of Corona including the overall health of the natural environment is provided through good land use planning and strict adherence and enforcement of the City of Corona Hazardous Material Area Plan, Uniform Fire Code, Certified Unified Program Agency, and other pertinent sources and documents.*

#### Policies

##### 11.3.1

Publicize known areas of hazardous materials contamination to inform the general public for the purpose of reducing the potential risk of public exposure to such sources. *(Imp 34)*

##### 11.3.2

Implement policies contained in the City of Corona Hazardous Material Area Plan to effectively protect the community in the event of a hazardous waste spill or similar event. *(Imp 15a, 19, 29, 30)*

##### 11.3.3

Review and update of the Corona Hazardous Material Area Plan every two years and ensure that newly developed and annexed areas of the City are included in the Plan and that the plan policies are coordinated with those of adjacent municipalities. *(Imp 15a, 19, 29, 30)*

**11.3.4**

With the assistance of the Riverside County, determine Corona’s long-term need for hazardous materials management facilities including the proper collection, transport, treatment, and disposal of such materials. *(Imp 15d)*

**11.3.5**

If it is determined that a hazardous materials management facility is required, develop and implement strict land use controls, performance standards, and structure and property design requirements on this facility including development setbacks from existing and planned schools, hospitals and medical offices, day care and elder care facilities, residential areas, and other sensitive land uses. *(Imp 2, 6)*

**11.3.6**

Require property owners of contaminated sites to develop and implement, at their expense, a site remediation plan to the satisfaction of Riverside County and the Department of Toxic Substances Control. *(Imp 6)*

**11.3.7**

Minimize the potential risk of contamination to surface water and groundwater resources and implement restoration efforts to resources adversely impacted by past urban and rural land use activities. *(Imp 6)*

**NOISE**

**CONTEXT**

This section identifies noise sensitive land uses, at-source noise generators, and the geographic extent of noise impacts for the purposes of protecting residents and businesses from excessive and persistent noise intrusions.

California State law, Government Code Section 65302(g), requires the preparation and adoption of a Noise Element, as follows:

The General Plan shall include a Noise Element that shall identify and appraise noise problems in the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Aviation and airport related operations
- Local industrial plants
- Other ground stationary noise sources contributing to community noise environment”

A local Noise Element should accurately reflect the noise environment, the stationary sources of noise, and the impacts of noise on local residents.

## ■ Freeways and Arterial Roadways

Throughout the City of Corona, the dominant noise sources are transportation related. Two major, region-serving freeways bisect Corona and numerous major surface streets carry vehicles throughout the developed portions of the City. Motor vehicle noise commonly causes sustained noise levels and often in close proximity of sensitive land uses.

The major sources of traffic noise in Corona are the Riverside Freeway (SR-91) and I-15 Freeway. Many of the residential uses built near the freeways include some level of noise attenuation, provided by either a sound barrier or grade separation. As highway projects are implemented on the freeways, Caltrans policies regarding environmental protection are implemented and noise mitigation strategies are developed as necessary to meet Caltrans and/or FHWA goals.

## ■ Railroad Traffic

The Burlington Northern/Santa Fe (BNSF) Railroad main line also bisects Corona. This rail line carries heavy east-west freight train traffic, and about fifteen daily Metrolink and Amtrak passenger trains, from Los Angeles and Orange Counties through Riverside County to points east. During any typical 24-hour period, 75 to 90 freight trains use this line. Because freight train traffic occurs around the clock, nighttime traffic on the railroad has the potential to be the most disruptive to the community noise environment.

## ■ Aircraft

The Corona Municipal Airport is a recreational airport that experiences more than 60,000 annual operations per year. Because the airport generally serves small aircraft and it is located in the Prado Flood Control Basin approximately one-half mile from the nearest residential neighborhoods to the north of Rincon Street, it is not a substantial source of noise at any sensitive land use, and noise from the airport does not affect most of the City.

## ■ Stationary Sources

Stationary sources of noise include common building or home mechanical equipment, such as air conditioners, ventilation systems, or pool pumps, and industrial facilities, such as manufacturing plants, power plants, or processing plants. Industry in Corona and near Corona city limits includes a variety of light manufacturing, rail and truck transportation-related businesses, some heavy manufacturing, and, in the eastern portion of the City, surface mining operations.

## ■ Sensitive Land Uses

Noise-sensitive land uses are defined in the Corona Municipal Code, Section 17.84.040. Sensitive land uses are those uses that have associated human activities that may be subject to stress or significant interference from noise. Sensitive land uses include single family residential, multiple family residential, churches, hospitals and similar health care institutions, convalescent homes, libraries, and school classroom areas.

## ■ Noise Standards

The Corona Municipal Code establishes standards for transportation noise sources in relation to sensitive uses. These standards are used by the City to guide project-level development to a

community noise environment that does not disrupt sensitive uses. New sensitive uses are prohibited from locating in areas where aircraft noise exceeds 65 CNEL, and mitigation is required for projects proposing to locate where roadway noise exceeds 65 CNEL.

The land use compatibility standards for community noise levels recommended in the guidelines established by the State of California, Governor's Office of Planning and Research. In addition, the California Noise Insulation Standards identify an interior noise standard of 45 dBA CNEL for new multi-family residential units.

### **2002 Noise Levels**

Ambient noise levels were measured in the City of Corona to characterize existing daytime noise conditions caused by various noise sources. The locations were selected to characterize conditions caused by unique noise sources in the community (freeways, industry, the airport, and the railroad). Refer to Figure 18(1) through Figure 18(4).

SR-91 and I-15 are the greatest source of noise within the City. Yuma Drive located east of I-15 and Ontario Avenue located east of Rimpau Avenue also generate high levels of roadway noise. Existing residential uses in close proximity to these freeway and roadway segments could be exposed to high noise levels on a regular basis.

In addition to the noise levels identified above, there are currently several active surface aggregate mines within the City. Noise is generated by heavy vehicles within the mining sites, processing plant equipment, and transport trucks traveling to and from the mines. Most of the mines are located directly east of I-15 and SR-91.

As with locations in the City of Corona, motor vehicles are the primary source of noise within the SOI. Existing roadway noise levels in the Sphere of Influence Area are lower than within the City of Corona. As there are few existing residential uses in close proximity to the roadway segments, it is unlikely that these residents are exposed to high noise levels on a regular basis. There are currently several active surface aggregate mines within the South and East SOI areas. The noise generated by these mines is not known to adversely affect residential uses or other sensitive uses at the present time.

Comprehensive descriptions and maps of noise related issues in Corona are available in the *Corona General Plan Update Technical Background Report*. The following noise related policies are intended to be a comprehensive program that addresses noise control and mitigation in the planning and development process. The underlying purpose is to minimize exposure of excessive noise sources to the greatest number of residents and visitors of Corona as possible.

---

**Figure 18(1) General Plan Buildout Noise Levels**

---

**Figure 18(2) General Plan Buildout Noise Levels**

---

**Figure 18(3) General Plan Buildout Noise Levels**

---

**Figure 18(4) General Plan Buildout Noise Levels**

## Goal 11.4

*Ensure that appropriate actions are taken to protect residents, visitors, and noise sensitive land uses from adverse human health and environmental impacts created by excessive noise levels from ambient sources.*

### Policies

#### 11.4.1

Provide for the reduction in noise impacts from transportation noise sources through the following actions:

- Implement noise mitigation measures in the design and daily operation of arterial road improvement projects consistent with funding capabilities.
- Require the use of site design and architectural design measures in the development of residential and other “noise-sensitive” land uses that are to be located adjacent to major roads or railroads. Measures that may be appropriate include increased building setbacks and dedicated noise easements, use of “noise-tolerant” land uses and buildings to serve as compatible buffers, landscaped earthen berms, walls, and clustering of buildings, to reduce interior open space noise levels.
- Encourage the enforcement of State Motor Vehicle noise standards for cars, vans, trucks, and motorcycles through coordination with the California Highway Patrol and the Corona Police Department.
- Ensure that the Zoning Ordinance, Circulation Element, and Land Use Element of the General Plan fully integrate the policies adopted as part of the Noise Element.

*(Imp 1 to 9, 12, 13)*

#### 11.4.2

Minimize vehicle noise impacts from streets and freeways through proper route location and sensitive roadway design through the following strategies:

- Assess the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to roadways when improvements to the circulation system are being planned.
- Mitigate traffic volumes and vehicle speed through residential neighborhoods and school districts.
- Work closely with Caltrans in the early stages of highway improvements and design modifications to ensure that proper consideration is being given to potential noise impacts.

*(Imp 15c, 17)*

#### 11.4.3

Encourage Caltrans to install and maintain mitigation (e.g., noise walls) and/or landscaping elements along highways under their jurisdiction that are adjacent to existing residential subdivisions or other noise-sensitive areas in order to reduce adverse noise impacts.

*(Imp 15c, 17)*

#### 11.4.4

Require municipal vehicles and noise-generating mechanical equipment purchased or used by the City of Corona to comply with noise performance standards consistent with the latest available noise reduction technology.

*(Imp 19)*

#### 11.4.5

Require local and regional public transit providers to ensure that equipment used does not create excessive noise impacts on the community. *(Imp 15d, 17)*

**11.4.6**

Require new nonresidential development to design and configure onsite ingress and egress points to divert traffic away from “noise-sensitive” land uses, to the greatest extent practicable. *(Imp 6)*

**11.4.7**

Provide for the development of alternate transportation modes, such as bicycle paths and pedestrian walkways, to minimize the number of noise generating automobile trips. *(Imp 2, 6)*

**11.4.8**

Restrict development of land uses located within the 65 dBA CNEL contour of the Corona Municipal Airport to industrial, agricultural, or other open space activities and that all development in the vicinity of the Corona Municipal Airport comply with the noise standards contained in the Corona Municipal Airport Master Plan. *(Imp 1, 2)*

**11.4.9**

Work closely with the Corona Municipal Airport to ensure that the airport’s operations do not generate adverse noise conditions in the City of Corona. *(Imp 15d)*

**Goal 11.5**

*Prevent and mitigate the adverse impacts of excessive ambient noise exposure on residents, employees, visitors, and “noise-sensitive” land uses within the City of Corona.*

**Policies**

**11.5.1**

Require that in areas where existing or future ambient noise levels exceed an exterior noise level of 65 dB(A) L<sub>dn</sub>, all development of new housing, health care facilities, schools, libraries, religious facilities, and other “noise sensitive” land uses shall include satisfactory buffering

and/or construction mitigation measures to reduce noise exposure to levels within acceptable limits. *(Imp 2 to 6, 9, 12)*

**11.5.2**

Require new industrial and new commercial land uses or the major expansion of such uses to demonstrate that ambient noise levels will not exceed an exterior noise level of 65 dB(A) L<sub>dn</sub> on areas containing “noise sensitive” land uses as depicted on Table 4. *(Imp 2 to 6, 9, 12)*

**11.5.3**

Require development in all areas where the existing or future ambient noise level exceeds 65 dB(A) L<sub>dn</sub> to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB(A) L<sub>dn</sub> level, as depicted on Table 5. *(Imp 2 to 6, 9, 12)*

**11.5.4**

Encourage existing “noise sensitive uses,” including schools, libraries, health care facilities, and residential uses in areas where existing or future noise levels exceed 65 dB(A) L<sub>dn</sub> to incorporate fences, walls, landscaping, and/or other noise buffers and barriers, where appropriate and feasible. *(Imp 2 to 6, 9, 12)*

**11.5.5**

Require development that generates increased traffic and substantial increases in ambient noise levels adjacent to noise sensitive land uses, to provide appropriate mitigation measures in accordance with the acceptable limits of the City Noise Ordinance. *(Imp 2 to 6, 9, 12)*

**11.5.6**

Require construction activities that occur in close proximity to existing “noise sensitive” uses, including schools, libraries, health care facilities, and residential uses to limit the hours and days of operation in accordance with City Noise Ordinance. *(Imp 2–6, 9, 12)*

**Table 4 Land Use Noise Compatibility Matrix**

| Land Use Categories   |  | Community Noise Equivalent Level CNEL |    |    |    |    |     |
|---|--|---------------------------------------|----|----|----|----|-----|
| Categories  | Uses   | <55                                   | 60 | 65 | 70 | 75 | 80> |
| RESIDENTIAL   | Single Family, Duplex  | A                                     | A  | B  | B  | D  | D   |
|   | Multiple Family  | A                                     | A  | B  | B  | C  | D   |
| RESIDENTIAL   | Mobile Home  | A                                     | A  | B  | C  | C  | D   |
| COMMERCIAL<br>Regional, District                            | Hotel, Motel Transient Lodging   | A                                     | A  | B  | B  | C  | C   |
| COMMERCIAL<br>Regional, Village District, Special           | Commercial Retail, Bank, Restaurant, Movie Theatre   | A                                     | A  | A  | A  | B  | B   |
| COMMERCIAL<br>OFFICE<br>INSTITUTIONAL                       | Office Building, Research and Development, Professional Offices, City Office Building  | A                                     | A  | A  | B  | B  | C   |
| COMMERCIAL<br>Recreation<br>INSTITUTIONAL<br>Civic Center   | Amphitheatre, Concert Hall Auditorium, Meeting Hall  | B                                     | B  | C  | C  | D  | D   |
| COMMERCIAL<br>Recreation                                    | Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club  | A                                     | A  | A  | B  | B  | D   |
| COMMERCIAL<br>General, Special<br>INDUSTRIAL, INSTITUTIONAL | Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities  | A                                     | A  | A  | A  | B  | B   |
| INSTITUTIONAL<br>General                                    | Hospital, Church, Library, Schools' Classroom  | A                                     | A  | B  | C  | C  | D   |
| OPEN SPACE  | Parks  | A                                     | A  | A  | B  | C  | D   |
| OPEN SPACE  | Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Reserves, Wildlife Habitat   | A                                     | A  | A  | A  | B  | C   |
| AGRICULTURE   | Agriculture  | A                                     | A  | A  | A  | A  | A   |
| <b>Interpretation</b>                                       |  |                                       |    |    |    |    |     |
| Zone A<br>Clearly Compatible                                | Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.   |                                       |    |    |    |    |     |
| Zone B<br>Normally Compatible                               | New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice. Note that residential uses are prohibited with airport CNEL greater than 65. |                                       |    |    |    |    |     |
| Zone C<br>Normally Incompatible                             | New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.  |                                       |    |    |    |    |     |
| Zone D<br>Clearly Incompatible                              | New construction of development should generally not be undertaken.  |                                       |    |    |    |    |     |

**Table 5 Interior and Exterior Noise Standards**

| Categories                                | Land Use Categories<br>Uses   | Energy Average CNEL   |                       |
|---|---|-----------------------|-----------------------|
|   |   | Interior <sup>1</sup> | Exterior <sup>2</sup> |
| RESIDENTIAL                               | Single Family, Duplex, Multiple Family  | 45 <sup>3</sup>       | 65                    |
|   | Mobile Home   | NA                    | 65 <sup>4</sup>       |
| COMMERCIAL<br>INDUSTRIAL<br>INSTITUTIONAL | Hotel, Motel, Transient Lodging   | 45                    | 65 <sup>5</sup>       |
|   | Commercial Retail, Bank, Restaurant   | 55                    | NA                    |
|   | Office Building, Research and Development, Professional Offices, City Office Building | 50                    | NA                    |
|   | Amphitheatre, Concert Hall Auditorium, Meeting Hall                                   | 45                    | NA                    |
|   | Gymnasium (Multipurpose)  | 50                    | NA                    |
|   | Sports Club   | 55                    | NA                    |
|   | Manufacturing, Warehousing, Wholesale, Utilities                                      | 65                    | NA                    |
|   | Movie Theatres  | 45                    | NA                    |
| INSTITUTIONAL                             | Hospital, Schools' classroom  | 45                    | 65                    |
|   | Church, Library   | 45                    | NA                    |
| OPEN SPACE                                | Parks   | NA                    | 65                    |

**INTERPRETATION**

- Indoor environment excluding bathrooms, toilets, closets, corridors.
- Outdoor environment limited to:
  - Private yard of single family
  - Multi-family private patio or balcony that is served by a means of exit from inside
  - Mobile home park
  - Hospital patio
  - Park's picnic area
  - School's playground
  - Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise.

**Source:** Mestre Greve Associates

**Goal 11.6**

*Provide sufficient information concerning community noise levels to ensure that noise can be objectively considered and incorporated into land use planning.*

**Policies****11.6.1**

Monitor and update available data regarding the City's existing and projected ambient and stationary noise levels. *(Imp 13)*

**11.6.2**

Undertake modifications and updates to the City's noise ordinances, regulations, and

guidelines, on an ongoing basis, as required, in response to new Federal, State and County standards and guidelines. *(Imp 1 to 6)*

**11.6.3**

Incorporate noise considerations into land use planning decisions in order to prevent future noise and land use incompatibilities. Considerations may include, but not necessarily be limited to standards that specify acceptable noise limits for various land uses, noise reduction features, acoustical design in new construction, and enforcement of the State of California Uniform Building Code provisions for indoor and outdoor noise levels. *(Imp 2 to 6, 9, 12)*

**Goal 11.7**

*Provide for the reduction of noise spillover or encroachment where the noise environment from commercial and industrial land uses is unacceptable; and protect and maintain adjoining residential areas and other “noise sensitive” areas having acceptable noise environments.*

**Policies****11.7.1**

Provide for the reduction in noise impacts from commercial and industrial noise sources as controlled and enforced through the Community Noise Ordinance. *(Imp 2 to 6, 9, 12)*

**11.7.2**

Require that new commercial structures located adjacent to existing and planned residential areas shield HVAC units so as to limit adverse noise impacts to the greatest extent possible. *(Imp 6)*

**11.7.3**

Require that parking areas for commercial and industrial land operations be set back from adjacent residential areas to the maximum extent feasible or be buffered and shielded by walls, fences, berms, and/or adequate landscaping. *(Imp 6)*

**11.7.4**

Require that parking structures serving commercial or industrial land uses be designed to minimize potential noise impacts of vehicles using these structures to both on-site and adjacent properties. *(Imp 2, 6)*

**11.7.5**

Require that automobile and truck access to commercial or industrial land uses abutting existing or planned residential areas be located at the maximum practical distance from residential areas. *(Imp 2, 6)*

**11.7.6**

Prohibit the siting of loading and shipping facilities for commercial and industrial operations adjacent to existing or planned residential areas. *(Imp 2, 6)*

**11.7.7**

Require that restaurant/bar establishments take appropriate steps to control the activities of their patrons on-site and within a reasonable and legally justified distance from the establishment in order to minimize potential noise-related impacts on adjacent residential neighborhoods. *(Imp 2)*

**Goal 11.8**

*Minimize potentially adverse noise impacts associated with the development of mixed-use structures in which residential dwelling units are proposed above ground floor commercial or institutional uses.*

**Policies****11.8.1**

Require that mixed-use structures incorporating both commercial or institutional and residential uses minimize through design and construction technology, the transfer or transmission of noise and vibration from the commercial or institutional use to the residential land use. *(Imp 6)*

**11.8.2**

Prohibit the development of new nightclubs and other high noise-generating entertainment uses directly adjacent to existing and planned residential neighborhoods, residential dwelling units, schools, health care facilities, or other “noise-sensitive” land uses. Such uses may be permitted, at the direction of the City Council, if it can be satisfactorily demonstrated to the City through a noise analysis prepared by an

acoustical expert that effective measures can be installed and employed on an ongoing basis by the establishment to satisfactorily mitigate the potential impacts of onsite operations and/or offsite customer activities upon these areas. (Imp 2)

**11.8.3**

Prohibit the location of uses characterized by excessive noise, such as fast food restaurants with drive-through speakers, adjacent to existing and planned residential neighborhoods. (Imp 2)

**Goal 11.9**

*Minimize noise impacts created by the Santa Fe railroad transit on residential areas and other “noise-sensitive” land use areas.*

**Policies**

**11.9.1**

Continue to work closely with the Santa Fe Railroad operators to install and maintain noise

mitigation features where operations impact existing and planned residential areas or other “noise-sensitive” areas. (Imp 15d)

**11.9.2**

Coordinate with rail planners to properly maintain lines within the municipal boundaries of the City of Corona and establish operational restrictions including hours of operation and speed limits during the early morning and late evening hours to reduce adverse noise impacts in residential areas and other “noise-sensitive” areas. (Imp 15d)

**11.9.3**

Require that all new development of new housing, health care facilities, schools, libraries, religious facilities, and other “noise sensitive” land uses in close proximity to the railroad line include satisfactory buffering and/or construction mitigation measures to reduce noise exposure to levels within acceptable limits (i.e., 65 dB(A) L<sub>dn</sub> interior and 45 dB(A) L<sub>dn</sub> exterior). (Imp 2–6, 9, 12)

**EMERGENCY/DISASTER PREPAREDNESS**

**CONTEXT**

Municipalities use emergency/disaster preparedness plans in order to identify planning processes, organizations, response, and recovery policies and procedures to address a range of emergencies/disasters including seismic, flooding, urban and wildfires, and hazardous waste. These plans specify how preparedness and response activities and responsibilities are integrated and coordinated between local and county jurisdictions and with other government agencies, when required.

The California Emergency Services Act requires cities and counties to manage and coordinate emergency response and recovery activities within their jurisdictional boundaries. During disasters, the City of Corona coordinates its operations with the Riverside Operational Area. In the event of a disaster, the City and other involved agencies will implement the Incident Command System (ICS) at the field-response level to standardize response procedures. At the local government level, a designated Emergency Operations Center (EOC) is used as the central location to administer emergency operations.

The City of Corona has prepared a draft Emergency Operations Plan (EOP) that presents how the City will respond to major and extraordinary crisis situations associated with natural and human-induced disasters and technological incidents. The EOP is based on four phases of response:

1. Increased readiness upon receipt of a warning or observation that an emergency situation is imminent or likely to occur soon
2. Initial response operations to minimize adverse impacts of the emergency or disaster
3. Extended response operations to mitigate the emergency and move to recovery operations
4. Recovery operations to reconstruct damaged infrastructure and apply for federal and State assistance

The Plan utilizes the functions and principles of the Standardized Emergency Management System (SEMS), which is based on the FIREScope Incident Command System (ICS). Each City department manager is responsible for creating and annually reviewing their department's "Standard Operating Procedures" to ensure conformity with the EOP.

The Corona Disaster Council, in accordance with City Ordinance 2-52, is responsible for ensuring that the Plan remains current and effective. The Corona Fire Department Office of Emergency Services is responsible for reviewing the entire Plan on an annual basis, coordinating revisions to the Plan, and maintaining records of all revisions.

This section presents goals and policies pertaining to emergency/disaster preparedness within Corona and the Planning Area.

## Goal 11.10

*Provide effective emergency response to disasters that limits the loss of life and curtails property damage and social dislocation, enhances emergency preparedness through community education and self-help programs, and minimizes to the greatest extent feasible, serious damage and injuries.*

### Policies

#### 11.10.1

Ensure that emergency/disaster preparedness is the mutual responsibility of City agencies, Riverside County, the Federal Emergency Management Agency, local residents and the business community. *(Imp 15)*

#### 11.10.2

Continue to update and clarify the responsibilities of various local governmental departments in the case of an emergency or disaster. *(Imp 14, 15)*

#### 11.10.3

Periodically evaluate and update the procedures of the City's Emergency Operations Plan and department "Standard Operating Procedures." *(Imp 14, 15)*

#### 11.10.4

Ensure that the Emergency Operations Plan and Standard Operating Procedures provide for efficient and orderly notification and evacuation on a Citywide basis. *(Imp 14, 15)*

#### 11.10.5

Identify streets and intersections that are prone to traffic congestion, thereby impeding emergency response times, and implement mitigation measures at the earliest time possible. *(Imp 17)*

**11.10.6**

Sponsor and support public education programs pertaining to emergency/disaster preparedness and response protocols and procedures. Distribute information about emergency planning to community groups, schools, religious institutions, and business associations. Conduct emergency drills throughout the City of Corona to test the effectiveness of the Emergency Operations Plan. *(Imp 34)*

**Goal 11.11**

*E* *stablish a Post-Disaster Reconstruction Plan to facilitate expeditious and coordinated recovery of the City following an earthquake, flood, or other natural or human-induced hazard situation. Identify alternative financing sources for the repair and reconstruction of disaster-related damage.*

**Policies**

**11.11.1**

Participate in the development of programs and procedures that emphasize coordination between appropriate public agencies and private entities to promote the rapid reconstruction of the City following a disaster event and facilitate the upgrading of the built environment as expeditiously as possible. *(Imp 14, 15)*

**11.11.2**

Ensure regular reviews and updates to plans and procedures that allow the City to declare itself a disaster area and receive its fair share of Federal and State emergency funds in the event of a serious earthquake or other emergency/disaster. *(Imp 15, 43)*

**11.11.3**

Require that earthquake survival and efficient post-disaster functioning be a primary concern in the siting, design, construction, operations, and retrofitting standards for Essential Facilities, including public safety facilities. *(Imp 6)*

*Chapter* 

---

**Implementation Programs**

# Implementation Programs

---

The following implementation programs will achieve the goals and policies set forth in the City of Corona General Plan. The numbering system used below to identify each implementation program is referenced by applicable General Plan policies. Program implementation may be affected by the availability of funding.

## DEVELOPMENT MANAGEMENT SYSTEM

The Development Management System describes the role, relationship, and sequencing of key policy and regulatory documents in guiding land development and resource conservation in accordance with the policies of the City of Corona General Plan.

### Imp I GENERAL PLAN

The City of Corona General Plan has been adopted in accordance with the procedural and substantive requirements of the California Government Codes, §65300 et seq. It serves as the statement of official policy for Corona's long term physical development and addresses all aspects of development, including land uses, housing, traffic, natural resources, open space, safety, and public facilities. Pursuant to state law, any decision of the City affecting land use and development, such as subdivisions, capital improvements, and development agreements, must be consistent with the adopted General Plan.

In statute, the general plan is presented as a collection of seven "elements" or subject categories including land use, housing, circulation, conservation, open space, public safety, and noise. In addition to these, the City is permitted to incorporate policy pertaining to other topics of local interest, which, for Corona, includes Economic Development, Community Design, and Parks and Recreation. As a number of issues appear in more than one element in the statutory description of the elements, the content of the Corona General Plan has been re-organized by common topic to avoid redundancies or internal conflicts, in accordance with State General Plan Guidelines.

In general, any of the mandatory elements of the General Plan may not be amended more than four times in one calendar year (§653058(b)). However, there are a number of exceptions to this limitation including optional elements and actions to facilitate the development of affordable housing. Each amendment may include more than one change to the general plan, including revisions affecting multiple land parcels.

State statute (§65400) requires that the City of Corona Planning Department provide an annual report to the City Council, State Office of Planning and Research (OPR), and the Department of Housing and Community Development on the status of the General Plan and progress in its implementation, including the progress in meeting its fair share of regional housing needs.

The General Plan Housing Element is required by law to be revised at least every five years (§65588). While there are no specific deadlines for a comprehensive revision of the General Plan, State guidelines urge that it be maintained to reflect current conditions, issues, and visions. In this regard, the OPR is required to notify a city when its general plan has not been revised within eight years. If the plan has not been revised within ten years, OPR must also notify the Attorney General, who will notify the City

of the legal risks for the failure to maintain a legally adequate plan.

While comprehensive revisions occur on an infrequent basis in recognition of its long-term perspective, it is important to monitor the applicability of the General Plan periodically and to make adjustments as needed. For example, retail commercial, industrial, and, to a lesser extent, housing markets evolve on a continuing basis. Many types of uses that have market support in 2003, such as “big box” electronics and video retail and biomedical research industries, were virtually nonexistent at the time of the last General Plan update. Their absence or vagueness in the Plan’s policies may inhibit the City’s ability to effectively address how these uses might be accommodated. In recognition of these dynamics, the Plan has been written to generally characterize and avoid specific lists of the types of uses to be accommodated in each land use district (e.g., community versus regional serving retail) and provide flexibility in accommodating changes that may occur in the marketplace. However, history has taught that there are circumstances in which these may be insufficient in addressing the unique opportunities or issues that may result from a new type of retail business, industry, or housing product. Consequently, it is recommended that the City review economic markets and the Plan’s policies biannually or at a minimum once each five years and amend the Plan’s policies where necessary to ensure an appropriate match of policy with the marketplace.

The General Plan assigns “urban” and open space designations for all lands in the City and SOI, which represent the intended ultimate long-term development of these lands. However, one area, lands southwest and southeast of the I-15 and Cajalco Road intersection are designated as “Agriculture” with the anticipation that urban uses may be developed on these properties during the life of this Plan. Rather than anticipating the specific uses and densities, the General Plan prescribes a

subsequent planning process for these properties that will consider their appropriate use in context of their relationship to adjoining uses, impacts of the improvement of Cajalco Road as a regional corridor, and their natural environmental setting and resources.

Lands within the SOI are governed by the County of Riverside General Plan, which was being updated concurrently with the City’s update process. As proposed, the Regional County Integrated Project (RCIP) will replace the existing Comprehensive General Plan with three policy and regulatory documents: the General Plan, a Multiple Species Habitat Conservation Plan (MSCHP) for western Riverside County and a transportation plan (known as “CETAP”—Community and Environmental Transportation Acceptability Process). At such time of annexation to the City of Corona, land use and development in the SOI shall revert to the goals and policies specified by this Plan, which embody applicable components of the MSCHP and CETAP.

## **Imp 2 ZONING ORDINANCE**

The City of Corona Zoning Ordinance, Title 17 of the Municipal Code, is one of the primary means of implementing the General Plan. In contrast with the long-term perspective of the General Plan, the Zoning Ordinance anticipates the immediate uses of the land. Areas within the SOI are governed by the County of Riverside Municipal Code, until annexation to the City, wherein they would be subject to the City’s Code.

The Zoning Ordinance regulates land use by dividing the City and SOI into districts or “zones” and specifying the uses that are permitted, conditionally permitted, and prohibited within each zone. Text and a map define the distribution and intensity of land uses in such categories as agriculture, residential, commercial and office, and industrial. Written regulations establish procedures for considering the approval of

projects as well as standards for minimum lot size, lot coverage and setbacks, building height, walls, fences, and landscaping, access, off-street parking, and other development characteristics relevant to the use and zone.

State statute (§65860) stipulates that the zoning provisions must be consistent with the adopted General Plan. Generally, “consistency” can be determined when “an action, program, or project is consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.”<sup>3</sup> In general, it can be found that a zoning designation of lesser intensity than the General Plan, such as zoning for “agriculture” in an area planned for “residential,” is consistent in that it represents an interim use and does not preclude the long-term development of that property for the planned use.

Adoption of the updated City of Corona General Plan necessitates a thorough review of the Zoning Ordinance regarding policies pertaining to land use, density/intensity, design and development, resource conservation, public safety, and other pertinent topics to assure consistency. In particular, the Zoning Map and General Plan Land Use Plan’s designations need to be reconciled. Map and text amendments may be necessary to reflect the General Plan’s establishment of two new land use categories, “Mixed Use: Commercial and Residential” and “Mixed Use: Industrial and Commercial.” Among other General Plan policies that necessitate review of the Zoning Ordinance are those pertaining to pedestrian- and transit-oriented development, innovative housing types, housing scale, live/work facilities, “big box” and “drive-thru” retail, re-use of commercial corridors, inclusion of transit-oriented facilities in commercial and industrial

<sup>3</sup> State of California, General Plan Guidelines, 2002, Preliminary Draft, Governor’s Office of Planning and Research

development projects, and intermixing of uses in residential neighborhoods.

State law (§65860) stipulates that it shall be amended “within a reasonable time.” The courts have found that this generally infers a one year time period.

### Imp 3 SPECIFIC PLANS

Specific plans are tools for the systematic implementation of the General Plan and intended to implement and regulate land use and development within a specific project boundary, subject to the substantive and procedural requirements of §65450 of the State Government Code. In most instances, specific plans supersede the original zoning of the land unless otherwise specified. Purposes defined by the City of Corona for Specific Plans include the following:

- Comprehensively master plan a project area
- Minimize the intrusion of new development in environmentally sensitive or hazardous areas
- Ensure the timely provision of essential services and facilities consistent with the demand for such services
- Promote a harmonious variety of housing choices and commercial and industrial land uses, to attain a desirable balance of residential and employment opportunities, a high level of urban amenities, and to preserve natural and scenic open qualities of open space
- Facilitate quality development within the City by permitting greater flexibility and encouraging more creative and aesthetically pleasing designs for major urban development projects subject to large-scale community planning

At a minimum, the specific plan must include a statement of its relationship to the General Plan and text and diagrams all of the following in detail:

- The distribution, location, and extent of land uses, including open spaces
- The distribution, location, and extent of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities needed to support the land uses
- Standards and criteria by which development will proceed and for the conservation, development, and utilization of natural resources, where applicable
- A program of implementation measures, including regulations, programs, public works projects, and financing measures

Specific plans are adopted by the City Council. Once adopted, all subdivisions, land use, precise plans, grading permits, and local public works projects must be consistent with the adopted specific plan. Specific plans contain their own procedures and requirements by which the plan is implemented and administered. Specific plans are regulatory documents adopted by ordinance; therefore, all development standards contained therein are enforceable by law in accordance with the Corona Municipal Code.

Following the certification of an Environmental Impact Report (EIR) for a Specific Plan, any residential development project that is consistent with the adopted Specific Plan shall be exempt from further CEQA review, as specified in California Government Code §65457.

Land development of extensive areas of the City of Corona and SOI is regulated by adopted Specific Plans. These encompass master planned residential communities, such as Sierra del Oro, Eagle Glen, and Northeast Corona; large scale mixed use projects, such as Dos Lagos; unique communities, such as El Cerrito; and areas targeted for revitalization including Downtown Corona and North Main Street. The General Plan provides for the continued use of specific plans as a primary land development and regulation tool. Specifically, it

targets the use of specific plans for remaining large tracts, such as Eagle Valley, and to facilitate mixed-use commercial and residential development in the Downtown and on Sixth Street and mixed-use industrial and commercial development along East Sixth Street and the Magnolia Avenue corridor.

The formulation of new specific plans must consider the extensive policies pertaining to land use, density/intensity, and design and development defined by this Plan. This encompasses policies specified by the Land Use Element as “Opportunity Sites” as well as each constituent land use category.

#### **Imp 4 SUBDIVISION ORDINANCE**

The City of Corona Subdivision Ordinance, Title 16 of the Municipal Code, regulates and controls the division of land within the City in accordance with the Subdivision Map Act and Government Code §66411. Land division within the SOI is governed by the County of Riverside Municipal Code, until annexation to the City, wherein it would be subject to the City’s Code.

The Subdivision Ordinance regulates the design and improvement of subdivisions, requires dedications of public improvements, establishes development impact fees and mitigation programs, and requires conformity with the provisions of the City’s General Plan. This includes the review and approval of lot size and configuration, street alignments, street grades and widths, traffic access, drainage and sanitary facilities, lands dedicated for public uses (e.g., schools and parks) and open spaces, and other measures as may be necessary to insure consistency with or implementation of the General Plan.

On adoption of the updated General Plan, the Subdivision Ordinance shall be reviewed and amended where necessary to ensure consistency with its goals and policies. This may be affected by the Plan’s policies pertaining to the

intermixing of uses, conformance to natural topography and landscapes, use design and development, environmental impact mitigation, and infrastructure and public service concurrency.

### **Imp 5    PRECISE PLANS**

The City of Corona requires the approval of Precise Plans to ensure that development projects are well designed, compatible in terms of scale and aesthetics with surrounding areas, and in accord with applicable City requirements, policies, and guidelines. They are required for the development of single family residential subdivisions containing five or more parcels, all multi-family construction, new buildings intended for commercial, office, or institutional uses, and significant building alternations as specified by §17.91.020 of the Municipal Code.

Required findings include

- Consistency with the General Plan
- Compliance with the Zoning Ordinance, Municipal Code, and other Regulations
- Review in compliance with the California Environmental Quality Act (see below)
- Sufficiency of the site to accommodate the planned development, including buildings, landscape, parking, and other physical features
- The design, scale, and layout of the proposed development will not unreasonably interfere with the use and enjoyment of neighboring existing or future developments, create traffic or pedestrian hazards, or otherwise have a negative impact on the health, safety, or welfare of neighboring uses
- Compatibility with and enhancement of the visual character of the surrounding neighborhood by the project's architectural design
- The design of the proposed development would provide a desirable environment for its occupants and visiting public, as well as its neighbors through the good aesthetic use

of materials, texture, and color that will remain aesthetically appealing and retain a reasonably adequate level of maintenance

The Precise Plan serves as a primary tool for the implementation of the Design and Development policies specified by the Land Use Element for each of the City's and SOI's uses, residential neighborhoods, commercial and industrial districts, and targeted "opportunity" sites.

### **Imp 6    BUILDING AND OTHER CODES**

Building construction in the City of Corona is regulated by the Uniform Building Code, Uniform Mechanical Code, Uniform Plumbing Code, and National Electrical Code. The City applies the most recently updated codes for each.

The General Plan policies provide for expanded opportunities for "green-building" techniques that have not been traditionally used in the City. This may consider such elements as nontraditional construction materials, such as straw bale and rammed earth, the capture and reuse rainwater on-site (downspouts, cisterns, and detention facilities), gray water recycling plumbing, solar and wind-generated energy, location of heating, ventilation, and air conditioning ducts in the exposed "conditioned" space, orientation of building elevations or incorporation of architectural design features to maximize heat gain in winter and minimize it in summer, and similar techniques. It is recommended that the City survey available and feasible techniques and amend the Building and related codes where appropriate to achieve the Plan's policy objectives.

In addition, the General Plan promotes the consideration of innovative and state-of-the-art building techniques as a means to improve housing affordability. Periodically, the City should review the Building Code in context of innovative building design and construction

techniques that are effectively being used elsewhere and consider amendments to enable their use, when deemed appropriate and suitable.

**Imp 7 MULTI-SPECIES HABITAT CONSERVATION PLAN**

The Multi-Species Habitat Conservation Plan (MSHCP) component of the Riverside County Integrated Project proposes to establish a conservation area of 500,000 acres in western Riverside County for the protection of 143 species. Adopted by the County in June 2003, creates a conservation and implementation strategy that allows the maximum coverage of species while respecting individual property rights.

The Implementing Agreement (IA), to be entered into by the County and participating cities including Corona with appropriate permitting agencies, including the California Department of Fish and Game and U.S. Fish and Wildlife Service, outlines a strategy for assembling the 500,000 acre Conservation Area and a process for the local contribution of approximately 97,000 acres of Additional Reserve Lands through the development review process.

Approval of the MSHCP and execution of the Implementing Agreement will allow the agencies to issue Take Authorizations to the signatories of the IA, including the City of Corona. Issuance of Take Authorizations to the City would allow the City to implement land use decisions consistent with the MSHCP, without project-by-project review and permitting by USFWS and CDFG.

The MSHCP will be administered by the Regional Conservation Authority, with the Western Riverside Council of Governments functioning in this role. It is the intent of the City of Corona to work with the RCA to implement the MSHCP.

The Permittees have selected a legal mechanism to implement the terms of the MSCHP and the Implementing Agreement. The Permits will not be effective and no take can occur under the Permits until the Permittees have approved an implementation mechanism substantially in the form addressed below.

- a. The Cities shall adopt an ordinance imposing the development impact fees as analyzed in the Nexus Fee Report.
- b. The Cities shall adopt an ordinance or resolution that adopts the MSHCP and establishes procedures and requirements for the implementation of its terms and conditions. The ordinance or resolution shall contain, at a minimum, the following conditions:
  - (1) Commitment to utilize the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or appropriate alternative method to ensure compliance with the criteria
  - (2) Imposition of all other terms of the MSHCP, including but not limited to requirements concerning riparian/ riverine areas and vernal pools, Narrow Endemic Plant Species, and appropriate surveys as set forth in the MSCHP
  - (3) Agreement to enforce all other terms and conditions of the MSHCP, this Agreement, and the Permits

Implementation of the MSHCP will be accomplished through a variety of funding sources, including a Mitigation Fee for projects located within the designated habitat conservation zones.

**Imp 8 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

A separate “Program” Environmental Impact Report (EIR) was prepared and certified for the updated City of Corona General Plan in accordance with the procedural and substantive requirements of the California Environmental

Quality Act (CEQA). This document describes (1) the proposed project (the General Plan); the existing environmental setting of the City and SOI; (2) the environmental impacts that would occur on implementation of the General Plan, including cumulative impacts resulting from other known future projects with the region; (3) measures that must be implemented to reduce these impacts below a level of significance; (4) impacts that cannot be reduced below a level of significance; (5) alternatives to the proposed project; and (6) the environmentally superior alternative. A companion document, the Mitigation Monitoring Program, defines the process for the monitoring of the implementation of prescribed mitigation measures and evaluation of their effectiveness in reducing impacts. Many of the measures that have been identified to mitigate the impacts of the land uses, capital improvements, and other actions authorized by the General Plan have been incorporated as policies of the General Plan. For example, the Circulation Element defines the roadway system, traffic management practices, and other strategies to mitigate the impacts of traffic generated by the uses accommodated by the Land Use Element.

The Program EIR is written to the level of specificity of the General Plan's goals, policies, and programs. It may serve as a reference in the preparation of CEQA-required environmental documents for subsequent Specific Plans, Precise Plans, capital improvements, and other actions that are consistent with the General Plan.

## **Imp 9 DEVELOPMENT PLAN REVIEW**

Approval and entitlement of development in the City of Corona is defined by Chapter 17.102 of the Corona Municipal Code. The Development Plan Review process applies to the following:

- Conceptual development plans
- Specific Plans

- Tentative Tract Maps and Parcel Maps
- Precise Plans
- Architectural Review
- Site plans and architecture for residential units in all subdivisions of five lots or greater
- All attached and multi-family housing
- Conversion of residential structures to commercial or industrial uses, consistent with the zoning of the property
- New commercial or industrial uses exceeding 650 square feet in floor area
- Building additions at or exceeding 2,000 square feet in floor area associated with an existing commercial or industrial use
- Establishment of a use on a vacant or undeveloped property, such as parking lots, storage yards, recreational facilities, and other permanent or temporary uses
- Annexations

Project applicants are required to submit a diversity of plans and analyses that facilitate the review of the proposal for conformance with the General Plan and applicable codes and regulations. This encompasses information regarding the site and surrounding properties (existing uses, public improvements, easements, topography, biological resources, archaeological resources, zoning, soils and geotechnical conditions, drainage, etc.), development plans (building plans, architectural perspectives or renderings, landscape plans, grading plans, construction materials, streets and parking, infrastructure, and drainage improvements, etc.), and special studies (e.g., traffic).

Project approval and entitlement requires findings of consistency with the City of Corona's General Plan's goals, policies, and implementation programs (as stipulated herein), Zoning Ordinance, Building Code, applicable environmental regulations (such as the Multiple Species Habitat Conservation Plan, State and Federal Endangered Species Act, and Regional Air Quality Management

Plan), and other local, regional, state, and federal regulations.

Proposed projects must demonstrate the ability to provide adequate supporting infrastructure (water, sewer, energy, and so on) and public services (schools, parks, and so on), as guided by State statutes. This includes analyses required to document adequate water supply in accordance with §15083.5 of the California Code of Regulations.

As a component of the approval process, fees for infrastructure, traffic, and environmental impact mitigation, and other applicable impacts shall be identified and a schedule for their payment specified.

### **Imp 10 ARCHITECTURAL REVIEW BOARD**

The City of Corona requires the architectural review of plans, elevations, and proposed signs for buildings or structures that front, side, or rear on either side of East and West Grand Boulevard to assure compatibility with adjoining structures and uses. Implementation of the General Plan’s policies suggests a number of additional possible purposes for architectural design review in the City:

- Review of new residential construction in existing neighborhoods to ensure compatibility in scale and quality
- Review of multi-family residential and mixed-use commercial and residential development projects to assure a high level of character and quality
- Review of commercial and office uses in Downtown Corona to assure their contribution to a vital, pedestrian-oriented environment
- Review of large scale, “big box” and multi-tenant commercial centers for their quality, distinct character, and compatibility with adjoining uses
- Review of industrial and business park uses for their cohesiveness and quality

- Review of rural and estate development to ensure their compatibility with natural landscapes and environmental setting

### **Imp 11 FISCAL IMPACT REVIEW**

Residential subdivisions, master planned communities, and mixed use commercial and residential projects and annexations of SOI lands to the City shall be evaluated for the net fiscal impacts on the City of Corona. This will use the Fiscal Analysis Model developed for the General Plan and identify all costs for public services and revenues to be derived.

### **Imp 12 DEVELOPMENT AGREEMENTS**

Development Agreements may be prepared as contractual agreements between the City of Corona and developers of master planned residential communities and large scale commercial, industrial, and mixed-use projects to provide assurances to each party regarding the uses to be entitled and rules of development. Development Agreements would be approved by the City Council, in consideration of public comments, and be effective for a specified time period. Such contracts are particularly applicable for projects that will be developed over an extended time period, where they reduce the uncertainty of changing policies, rules and regulations, and conditions of approval that can occur and which would impact development feasibility and quality. In accordance with Government Code §65865.2, the Agreements would specify the permitted uses of the property, density and intensity of use, maximum height and size of proposed buildings, and provisions for the reservation or dedication of land for public purposes (schools, parks, and so on), consistent with the adopted General Plan and, if applicable, Specific Plan.

### **Imp 13 ENVIRONMENTAL MONITORING AND IMPACT MITIGATION**

The City shall maintain a map of its sensitive plant and animal resources. This will build upon the data presented in the General Plan Technical Background Report and the Western Riverside County MSHCP. The data base should be updated at least once each two years to reflect current conditions through

consultation with the CDFG, Natural Diversity Data Base, and USFWS and site-specific information that may be compiled in the preparation of project EIRs.

Environmental impacts and the effectiveness of defined mitigation measures of the General Plan and MSHCP shall be evaluated in accordance with a prescribed Environmental Monitoring Program, prepared in accordance with CEQA.

## **GOVERNANCE**

The Governance portion of the Implementation Program describes the institutional process through which key policy decisions related to land use development, capital improvements, and resource conservation will be made and carried-out.

### **Imp 14 ADMINISTRATIVE PROCEDURES**

It shall be the responsibility of the City of Corona City Council to administer and implement the General Plan. Specific actions, such as development review and discretionary approvals, capital facilities planning, redevelopment, and economic development may be delegated by the City Council to appointed boards and commissions and City staff as authorized by the Municipal Code. All decisions made by the boards, commissions, and staff pertinent to their consistency with the adopted General Plan may be appealed to the City Council.

### **Imp 15 INTER-AGENCY COORDINATION**

Development in the City of Corona and SOI involve the coordinated efforts of the City with numerous other local, regional, State, and federal agencies. The following summarizes some of these relationships:

#### ***Imp 15a County of Riverside***

Development in the City's SOI is the responsibility of the County of Riverside. It is the interest of the City to assure that such development complements the types and character of uses within the City's jurisdiction and does not impose undue fiscal burdens or responsibilities for the provision of services. While primary services such as police and fire are provided by County agencies for the SOI, its location surrounded by and adjacent to the City results in the use of many City services by SOI residents (e.g., health care, library, and recreation programs).

To this end, the City and County should maintain a formal process providing the opportunity for the City's review and comment on development applications for the SOI. This would consider the compatibility and connectivity with adjoining land uses in the City, linkages with transportation, infrastructure, and open space networks, and potential service and fiscal impacts on the City. Agreements should be maintained to enable the City to recommend project modifications to assure their fit with City uses and derive revenue to offset any fiscal impacts.

As previously discussed, the City has agreed to participate with the County in the implementation of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP), to be administered through the RCA. An approved Implementing Agreement with state and federal agencies will enable the agencies to conserve lands in areas of high environmental value and issue Take Authorizations and development permits where lands are not conserved.

In addition, the City is working with the County in developing future multi-modal transportation corridors in the western part of the County. The Community and Environmental Transportation Acceptability Process (CETAP) defines four primary linkages, including possible corridors south of the City of Corona to Orange County that would help relieve SR-91 traffic.

**Imp 15b School Districts**

The development and operation of public schools is governed by State of California statutes, which include provisions for the assessment of fees and land dedications by developers of new residential subdivisions. Districts serving the City and SOI include the Corona-Norco Unified School District and Alvord Unified School District. Many studies suggest that these may be insufficient in providing adequate schools and facilities commensurate with a community’s population growth. As the provision of quality schools is a paramount concern of society as well as essential in attaining high property values, it is in the City’s interest to continue to work with the school districts and developers to facilitate and condition project approvals on agreements that assure the provision of adequate schools in a timely manner.

**Imp 15c California Department of Transportation**

SR-91 and I-15 are major transportation corridors that cross the City of Corona and

SOI, under the jurisdiction of the California Department of Transportation (Caltrans). The former serves as the primary transportation corridor linking Riverside County with the jobs centers of Orange County and is heavily congested throughout the day. Alternative new transportation corridors to relieve congestion are being studied by the County, with the City’s input, in the CETAP process (see above).

Improvements of the exiting corridors including number of lanes, right of way, and ramps are the responsibility of Caltrans. The City meets regularly with Caltrans to ensure that these reflect its needs and compatible with the local circulation system.

**Imp 15d Other Agencies**

There are numerous other agencies that have jurisdiction and/or are involved in the development, capital improvement, and conservation programs of the City of Corona. The following lists some of these key agencies:

- Army Corps of Engineers (Prado Basin and flood control)
- California Department of Fish and Game (habitat and conservation)
- Santa Ana River Water Quality Control Board
- Metropolitan Water District
- California Division of Forestry
- Southern California Gas Company
- Southern California Edison Company
- County of Riverside Sheriff’s Department
- County of Riverside Fire Department
- South Coast Air Quality Management District
- Southern California Association of Governments
- Western Riverside County Regional Council of Governments
- California Department of Conservation (farmlands)

- California Department of Housing and Community Development

## Imp 16 ANNEXATION

Lands may be annexed into the City of Corona based on the approval of the Local Agency Formation Commission (LAFCO) and registered voters within the area to be annexed. Among the factors that must be addressed during the approval process are

- The City must identify its intended zoning for the area (“Prezoning”), which must be consistent with the General Plan
- An Environmental Impact Report (EIR) prepared in accordance with CEQA

- The costs and adequacy of government services defined
- The ability of the City to provide the services to the annexed area and sufficiency of revenue demonstrated
- A program and compensation defined for the transfer of existing facilities (e.g., parks and libraries) and capital improvements from the County to the City

The General Plan’s policies provide that a fiscal impact study must be conducted for any proposed annexation that identifies all costs of services, the revenue to be derived, and the net effect on the City’s overall fiscal balance. In practice, this will be accomplished through the Fiscal Impact Model developed for the General Plan update.

## PUBLIC IMPROVEMENT PLANS

The Public Improvement Plans shall specify the type, amount, cost, and phasing of public improvements and facilities that will support the land use development and growth accommodated by the General Plan.

## Imp 17 TRANSPORTATION INFRASTRUCTURE

### Imp 17a Arterial Streets and Highways

The functional classification system describes the ultimate cross sections of each type of roadway in terms of number of lanes. Roadway cross sections also provide the designated travel-way, shoulder, median, parkway, and overall right-of-way widths by roadway type. The City shall take the necessary actions to obtain the required right-of-way to provide the designated number of lanes when adjacent land development occurs. New roadway segments including Foothill Parkway from Lincoln Avenue to Paseo Grande as shown on the functional classification map shall be implemented when feasible and warranted based on the buildout of adjacent land area.

For the Mixed Use Boulevard functional classification (which includes the portion of Sixth Street between Main and SR-91), the City shall balance transportation efficiency with the desired character of adjacent development. Measures shall be taken to improve traffic flow without major mid-block widening. Widening and improvements shall be completed at intersections as required to provide adequate service levels. Intersections to be improved along the Mixed Use Boulevard include, but are not necessarily be limited to, the following:

- 6<sup>th</sup>/Paseo Grande
- 6<sup>th</sup> Street/Avenida del Vista
- 6<sup>th</sup> Street/Lincoln Avenue
- 6<sup>th</sup> Street/Buena Vista

Other measures to be implemented along the Sixth Street may potentially include removal of parking during peak periods to enhance traffic flow in some locations, the development of off-

street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, signalized/enhanced crosswalks, wider sidewalks and other appropriate measures which enhance traffic flow, transit efficiency and pedestrian movements.

For the Special Residential Arterial functional classification (the portion of Main Street from Grand Avenue to Ontario Boulevard), the City shall balance transportation efficiency with the character of the adjacent residential neighborhood. Improvements shall only be implemented when deemed necessary to address traffic congestion, and the City shall strive to maintain one lane in each direction to the maximum extent feasible. Improvement at intersections shall be accomplished as a first measure toward improving traffic flow, prior to mid-block capacity enhancements. If a second travel lane is deemed necessary, it shall be provided via peak-hour parking removal or other innovative techniques that avoid major widening of the street. Special improvements and roadway features shall be considered as appropriate that will enhance the neighborhood character rather than adversely impact adjacent residential properties, which may include parking cutouts, raised medians, roundabouts, bike lanes, special treatments at pedestrian crossings or peak period parking restrictions instead of widening.

The City shall continue to monitor, design and manage roadway conditions and maintain streets using the City's Capital Improvement Projects (CIP) process and CIP office. Intersection improvements shall be implemented as needed based on the list of impacted intersections included in the General Plan EIR, and also in accordance with development project traffic impact studies. The City shall strive to maintain level of service D at all intersections, with the exceptions noted in

the Circulation Element policies, which may be allowed to operate at LOS E conditions due to constraints associated with improvement to LOS D or better conditions. Those constraints include the fact that such improvements would facilitate regional through traffic and may not be feasible due to lack of available right-of-way and/or insufficient funding. The City shall continue to periodically monitor conditions at key intersections and roadways via traffic counts (average daily traffic counts and peak hour intersection turning movement counts).

**Imp 17b Regional Transportation Improvements**

The City shall continue to monitor all regional transportation programming including the State Transportation Improvement Program (STIP), the Riverside County Community and Environmental Transportation Acceptability process (CETAP) plan, Measure A, and the Transportation Uniform Mitigation Fee (TUMF) and other regional programs.

It is critical for the City to continue to monitor the regional transportation planning process with respect to the development of a new regional freeway connecting Riverside County with Orange County from I-15 to SR-241. This regional link will be required in the future to relieve congestion on SR-91 and to help mitigate and reduce the impacts of regional cut-through traffic on City streets. Also, the City shall continue to support capacity improvements on SR-91 and I-15, and work with Caltrans to accomplish improvements that will improve conditions on the freeway.

**Imp 17c Public Transportation/ Transit**

The City shall continue to operate local fixed route and demand-responsive transit service within the City of Corona (Corona Cruiser); and ensure mobility and accessibility for the City's citizens, especially the elderly and disabled. The City shall also work with the Riverside Transit Agency for countywide bus service as well as Southern California Regional

Rail Authority for Metrolink service that will guarantee regional travel options. The City should encourage the development of additional public transportation services and facilities such as park-and-ride facilities, and look for opportunities to upgrade and enhance existing services.

It is very important for the City to provide transportation alternatives for the mobility impaired and encourage transit use as option to automobile travel. Due to the interrelationships of land uses such as employment, housing and services, new developments should be required to provide transit facilities such a park and ride lots, bus shelters and turnouts; while employers should be encouraged to reduce single occupant vehicular trips by offering employee incentives to use alternative transportation modes.

City infrastructure, when upgraded or designed, should preserve and/or implement options for transit use and also investigate alternates such as Bus Rapid Transit.

#### ***Imp 17d Bicycle, Pedestrian, and Hiking Facilities***

Corona should continue to develop and maintain nonmotorized transportation systems as a viable alternative to vehicular travel and to help satisfy local recreational needs, and should include trails and facilities that traverse the citywide area. Corona must accommodate safe and convenient facilities for nonmotorized modes of transportation that enhance the future livability and character of the City through the continued implementation of the City's adopted Bicycle Master Plan, and provide other opportunities for equestrians and pedestrians by providing facilities that adhere to national standards. The nonmotorized transportation systems should connect community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas, and activity areas. New development should provide connections between and through developments; and provide bicycle racks or storage facilities as well as other support

facilities as appropriate. Smooth transitions and connections between public transit and nonmotorized travel should be available for all users.

The City should ensure compliance with the Americans with Disabilities Act (ADA) standards in order to make the system user-friendly for all users. The City should also implement facilities shown in the City's Bicycle Master Plan and consider the needs of pedestrians when infrastructure such as streets and bridges are being upgraded; and should investigate the use of easements and rights-of-way that can be employed as nonmotorized bikeways and trails.

The City should also ensure the safety of the nonmotorized transportation user by minimizing conflicts between motorized and nonmotorized traffic, and by coordinating the system with neighboring jurisdictions. Periodic review and updates to the Bicycle Master Plan and consideration of pedestrian and equestrian needs will ensure the viability of nonmotorized transportation options in the City.

#### ***Imp 17e Parking***

Enforce all off-street parking ordinances to ensure adequate off-street parking supply and prevent spillover parking onto residential neighborhoods. Based on changing trends, the City shall periodically review the parking requirements by land use type to ensure that the City is not requiring too much or too little parking for various uses. Also review the compact space provision based on changing vehicle sizes.

The City shall allow the use of shared/joint use parking where it can be shown to adequately handle forecasted parking demands. In mixed-use areas such as along Sixth Street, special parking studies should be conducted as necessary to determine the appropriate use and location of parking to serve multiple uses. Utilize techniques from the Urban Land Institute (ULI) to measure the potential for

joint use parking for development projects and area-wide projects such as specific plans. Require developers of fixed use projects to submit joint use parking studies that apply ULI procedures.

**Imp 17f Truck Routes/Goods Movement**

Enforce the City’s truck route system via signage and police enforcement to prohibit nonlocal through trucks on nontruck routes, particularly on collector and local streets. Periodically review the truck route system and make changes as required to ensure that it adequately serves the City and protects areas of the City from truck traffic intrusion. Enforce zoning codes to ensure that adequate off-street loading facilities are provided at new developments. Require new developments to provide adequate roadway cross sections to serve anticipated truck volumes. Require development traffic impact studies for all industrial, warehouse and some retail commercial projects to take truck traffic into account with the study by measuring truck traffic and apply Passenger Car Equivalent (PCE) adjustment factors. Work with regional agencies as they continue to assess goods movement in Riverside County. Continue to monitor the operations at all rail grade crossings and look for opportunities to grade separate crossings where feasible.

**Imp 17g Transportation Financing**

Continue to participate in regional transportation forums where transportation financing is discussed including RCTC, SCAG, CTC forums, and committees. To the maximum extent possible, ensure that new development pay its “fair share” of the costs of transportation improvements and future infrastructure. As needed, require development traffic studies to identify costs of mitigation and fair share contribution to funding the cost of the improvements.

**Imp 18 UTILITY INFRASTRUCTURE**

**Imp 18a Water**

The City of Corona Department of Power and Water shall maintain plans to provide sufficient water to meet the needs of planned development (Water System Master Plan, Urban Water Management Plan, and Recycled Water Master Plan). These will identify water sources, storage and treatment facilities, and distribution systems, including the assessment of the City to provide sufficient water during years of drought in accordance with State statutes.

Strategies to promote the conservation of water should be addressed by the plans, including the use of recycled water, incentives for on-site capture and retention of rainwater in private development, and comparable techniques.

Until such time that they may be annexed, lands within the SOI not currently served by the City will continue to be served by the City of Riverside, Home Gardens County Water District, Western Municipal Water District, and Lee Lake Water District. On annexation, the City will determine whether they should be connected to its services.

**Imp 18b Sewer**

The City of Corona shall maintain, periodically update, and implement the Sewer Master Plan to assure adequate service for uses within the City, and SOI as lands are annexed. This will identify sewage treatment and collection demands, plans for capital improvements, and funding mechanisms. The Plan shall incorporate systems that provide for the expanded use of recycled water throughout the City.

As lands in the SOI currently using septic systems may be annexed, the City Department will determine the appropriateness of requiring their connection to the City’s sewerage system.

**Imp 18c Storm Drainage**

The City of Corona shall maintain, periodically update, and implement the Drainage Master Plan to assure adequate protection for uses within the City. This will identify needed capital improvements and funding mechanisms.

Until such time that they may be annexed, storm drainage for lands within the SOI will be provided by the Riverside County Flood Control and Water Conservation District and Riverside County Transportation Department. On annexation, the City will determine the appropriateness of providing service to these areas.

**Imp 18d Solid Waste Disposal**

The City and, for the SOI, County shall maintain agreements with private service providers for hauling, recycling, and disposal of solid waste. As the capacities of existing landfills are exhausted, the County and other pertinent agencies will define plans for the provision of additional capacity.

**Imp 18e Electricity**

The Southern California Edison (SCE) Company, working with the City of Corona Department of Power and Water, will continue to provide electrical energy service to the City and SOI.

The electrical energy provider(s) will continue to invest in alternative energy generation systems to reduce the reliance on oil. At the same time, the City and SCE will promote the reduction of energy consumption through land use planning, building design, and other strategies.

**Imp 18f Natural Gas**

The Southern California Gas Company (SCG) will continue to provide natural gas energy service to the City and SOI. The City and SCG will promote the reduction of energy

consumption through land use planning, building design, and other strategies.

**Imp 18g Telecommunications**

The City will continue to work with the telephone, cable television, cellular phone, internet, and other telecommunications service providers to assure adequate service for its businesses and residents. This will include cooperation in the provision of supporting infrastructure, such as fiber optic and other emerging technologies.

**Imp 19 PUBLIC SERVICES PLANS****Imp 19a Schools**

School districts serving the City of Corona and SOI will maintain plans to provide adequate facilities to support the enrollment generated by population and growth. The development of expanded and new facilities will be funded by the sale of bonds and impact fees assessed for new residential development projects, in accordance with State statutory requirements. As traditional funding sources can fall below the level needed to fully fund school improvements, the City will encourage developers to work with the School districts with voluntary agreements for funding, the dedication of land, or other contributions that exceed the state-mandated minimums where necessary to assure adequate facilities.

**Imp 19b Library**

Periodically, the Library shall assess the needs of its users and update its service plan to meet these needs. This may encompass modification, expansion, or new library branches, mobile library facilities, electronic access, community education, and other techniques. As SOI lands may be annexed to the City, the appropriateness of incorporating these into the City Library's service area shall be evaluated.

**Imp 19c Police Protection**

The City of Corona Police Department shall maintain, periodically update, and implement its plans for facilities, equipment, and personnel to provide service to the community.

Until such time that SOI areas may be annexed, police service will be provided by the Riverside County Sheriff's Department. On annexation, these service responsibilities will be transferred to the City.

As service is expanded into the SOI, the City shall consider the appropriateness of developing sub-stations to facilitate access and efficient emergency response times.

**Imp 19d Fire Protection**

The City of Corona Fire Department shall maintain, periodically update, and implement its plans for facilities, equipment, and personnel to provide service to the community.

Until such time that SOI areas may be annexed, fire protection service will be provided by the Riverside County Fire Department, the City, and State Department of Forestry. On annexation, County fire service responsibilities will be transferred to the City.

As development extends into the SOI, the need for additional fire stations to serve these areas and assure adequate response will be assessed. Where necessary, new facilities will be constructed, with sites subject to negotiation with the developers of new residential subdivisions.

**Imp 19e Governance and Administrative**

The City shall maintain, periodically update, and implement its plans for facilities, equipment, and personnel to provide governance services to the community.

Until such time that SOI areas may be annexed, governmental services will be provided by the Riverside County. On annexation, governance

service responsibilities will be transferred to the City.

**Imp 20 PARKS AND RECREATION**

The City of Parks and Community Services Department shall maintain, periodically update, and implement its plans for the development, operation, programming, and maintenance of its system of parks throughout the City. Resident recreational needs should be monitored on a continuing basis to correlate these with park facilities and recreational programs.

As new residential developments are approved, requirements for parkland dedication, improvements, or the provision of in-lieu fees, in accordance with the Quimby Ordinance, shall continue to be implemented. In entitling new commercial and industrial uses, the City should assess their impacts on recreation needs and, where there is a nexus, work with the developers to provide on-site recreational facilities or contribute in-lieu fees for their provision elsewhere.

Until such time that SOI areas may be annexed, parks and recreation services will be provided by the Jurupa Community Services District and Jurupa Area Recreation and Park District. On annexation, existing parklands and recreation service responsibilities will be transferred to the City.

**Imp 21 STREET TREE AND LANDSCAPE MASTER PLAN**

The City of Corona maintains a master street tree list from which developers select species to be used along the public rights-of-way in their projects in consultation with the City's Urban Forester. Generally, species are selected to promote identity and assure consistency throughout the project area.

Approved specific plans for Downtown Corona and North Main prescribe a specific palette of trees and plantings to be used along streets in these areas.

To create greater consistency throughout the City, it is recommended that the City establish a master plan that defines specific trees and planting to be used to identify primary entries, travel corridors, nodes, and districts throughout the City. This should reflect and build upon the types of landscape that have previously been implemented, species defined by the adopted specific plans, and the intended community design characteristics defined by this Plan's policies.

### **Imp 22 STREETScape IMPROVEMENTS PLANS**

The City has completed an initial streetscape improvement program for the North Main Street Specific Plan area that encompasses street trees, landscape, visually distinct and graphic entry and wayfinding public signage, street lighting, and other amenities.

The General Plan provides for the formulation and implementation of streetscape improvement plans to establish a distinct identity and high quality character for the following areas:

- Downtown, with emphasis on the key pedestrian subareas flanking the intersection of Sixth Street and Main Street
- Sixth Street east of Rimpau Avenue, targeted for mixed-use industrial and commercial development
- Main Street south of Grand Boulevard and extending to Foothill Parkway
- Principal entries to the City from the SR-91 and I-15 freeways

The streetscape plans should account for the specific objectives and design characteristics described for each district by this Plan's policies. These should define the improvements, design standards and guidelines, an implementation program, and financing mechanism.

Funding of improvements may be derived from a number of sources, such as Redevelopment Project tax increment, fees imposed by a local business improvement district, and CDBG grants.

### **Imp 23 PUBLIC SIGNAGE PLAN**

A comprehensive public signage program should be formulated that is used consistently throughout the City for the identification of streets, civic buildings and parks, key districts, and neighborhoods, wayfinding, and parking control. This would specify a common design theme and style for each sign, using a highly graphic logo or other distinct imagery.

To the extent permitted by public health and safety codes, the signage program should promote the consolidation of multiple public signs onto a single element of consistent size, shape, and color.

The public signage program should be coordinated with plans for streetscape improvements in the City's key activity districts (as defined above).

## PUBLIC SERVICES AND PROGRAMS

The Public Improvement Plans identified the parties responsible for providing municipal services to the City and SOI and the principal programs that carry out the General Plan's policies.

### Imp 24 ECONOMIC DEVELOPMENT

The City of Corona currently promotes several programs in support of the City's economic development goals. These include "Marketing and Attraction" programs, with presentations to service clubs, business associations, and regional economic development groups in order to disseminate information about Corona and the services the city offers.

In addition, the City's "Retention and Expansion" programs include a visitation program that targets 500 businesses annually. The City utilizes a team management approach that has led to the successful expansion of the City's commercial and industrial base. "Team Corona" is the core component of the economic development program in the City of Corona. City staff and outside agencies, when appropriate, are brought together with a business to discuss issues of concern. This provides an opportunity for marketing of the city services as well as image building to the business community.

The City's primary economic programs include the following:

- **Economic Development Profile**—The economic development profile includes demographic excerpts from the City of Corona Marketing Study, community information and names and telephone numbers of city staff and services. The profile is distributed through direct mail to prospects, trade show attendees and is hand delivered at local and regional events. The profile is also a key component for the business visitation program.
- **Corona Business Connection**—A web-based business resource designed to network manufacturers, suppliers and services providers with information regarding companies that do business within the city. This resource sorts by SIC (Standard Industry Codes) codes and capabilities, with brief descriptions of companies and hyperlinks to their websites. While access will be available to anyone, listings/participation are available to Corona addresses only.
- **Location Corona**—A Geographic Information System (GIS) based resource that promotes industrial, office, commercial and vacant land properties available for sale or lease within the City. Information viewing is available to anyone, while participation is limited to brokers, property owners, and representatives of properties within the city.
- **Corona Business Assistance (CBA)**—A partnership formed with the Small Business Development Corporation to offer a wide array of information, education and services to the small business community. The CBA program is evolving, expanding its connection with colleges and university with the goal of establishing a Business Resource and Information Center within the City. Services include financial planning, marketing education, assistance with SBA loan packages, and other needs of the business community. Educational seminars are conducted on an ongoing basis. The Micro Enterprise Loan Guarantee Program sponsored through Community

Development Block Grant funds is a part of this program.

- **Global Trade Center of the Inland Empire**—The City of Corona is a founding member of this international trade organization designed to provide assistance and information regarding importing and exporting, doing business with foreign countries and introducing foreign entities to the economic viability of the Inland Empire. Many Corona companies have used this service.
- **Corona Manufacturer’s Council**—An organization available to manufacturing companies within the City. It deals with the issues and opportunities that concern their businesses. A subdivision of this group is the Human Resources committee that meets monthly to deal with employee related issues.

#### ***Imp 24a Outreach to Business Community through Economic Development Programs***

Continue the City’s current approach through outreach efforts, with presentations to service clubs, business associations, and regional economic development groups:

- a. Establish strong working relationship with key entities
- b. Develop collaborative partnerships to provide training programs for key sectors of the labor force. The Corona Business Assistance program currently offers education and mentoring to businesses, and is evolving to an expanded connection with colleges and university with the goal of establishing a Business Resource and Information Center within the City. Regional collaborations with entities have been established to enhance networking and information dissemination.
- c. Maintain the team approach to managing economic development, looking for ways to improve communication among staff and businesses

- d. Facilitate a business-friendly application process for prospective businesses
- e. Enhance the existing economic development programs through the monitoring of market conditions and trends

#### ***Imp 24b New Business Marketing Program***

A marketing program shall be aimed at capturing new regional retail facilities and industrial activity. The City has ongoing efforts in new business marketing that includes the following:

- a. Identify target industries that are compatible with City needs. Economic Development has begun an industries cluster analysis to determine possible synergistic effects and attractions
- b. Develop promotional brochure and materials in coordination with other active agencies and organizations
- c. Maintain liaisons with real estate brokers, industrial and retail associations and other relevant organizations
- d. Solicit developers with experience in mixed-use and specialty development projects in established areas comparable to Corona

#### ***Imp 24c Business Retention Program***

The economic development function shall continue its business retention program aimed at maintaining the existing and future retail and industrial base through the following:

- a. Develop a list of industrial firms currently located in the city, and update the list on an annual basis
- b. Provide for an ongoing relationship with existing firms and retail outlets
- c. Monitor their needs and concerns and to determine that needs and concerns can be addressed by the City. This can be achieved through regular, formal meetings between City representatives and local firms.

- d. Continue outreach efforts to retain existing businesses. The visitation program, mayor’s business breakfast and annual industry and manufacturers’ roundtable are part of the outreach to existing companies.
- e. Continue to lobby for the expansion of Foreign Trade Zone #244 to incorporate key Industrial areas of the city.

**Imp 24d Monitor and Adjust for Economic Impacts of Economic Development**

Utilize an Economic Indicator Monitoring Program to track the level of economic activity citywide and in targeted growth areas. Economic indicators provide criteria that can be used to evaluate the City’s progress towards achieving its economic goals.

Each year, Economist John Husing compiles and analyses a set of economic indicators (published as the *City of Corona Demographic, Economic, and Quality of Life Data*) that includes

- Demographic trends
- Employment trends and wage levels
- Diversity of the employment base
- Jobs/Housing balance measures
- Taxable retail and nonretail sales
- Retail sales per capita
- Residential and nonresidential building activity
- Home prices and rental ranges
- Office and industrial vacancy and lease rates

**Imp 24e Secure Sufficient Acreage and Guidelines for Physical Development**

Implement the Land Use Plan to ensure that a sufficient amount of land is designated to accommodate projected economic activity both within the City and the Sphere of Influence. Economic uses should be located and constructed according to density and design

criteria to best capture the potential market and serve City residents. Vacant land as well as under-utilized areas are currently being studied for highest and best use.

**Imp 24f Monitor the City’s Fiscal Performance**

In order to ensure adequate public revenues to maintain a high quality of public services, fiscal performance should continue to be monitored against fiscal goals. This fiscal evaluation is incorporated as part of the economic development strategy and annual budgeting process. Currently the City monitors its sales tax quarterly.

**Imp 25 REDEVELOPMENT**

Older areas of the City may suffer from conditions that impede investment and new development. Thus, a range of programs should be offered to encourage investment and assistance to developers locating in redevelopment project areas, using tax increment financing and other incentives or financing programs.

The Redevelopment Division administers programs, including a mechanism for financing, for the elimination of blight intended to stimulate private sector reinvestment, create jobs, and revitalize the business climate.

As of 2003, the Division was implementing activities for four project areas:

- Redevelopment Project “A” (generally, encompassing Downtown and North Main Street)
- McKinley Street Redevelopment Project
- Main Street South Redevelopment Project Area
- Temescal Canyon Redevelopment Project Area

The Division’s primary assistance includes land write-downs, loans, demolition and clearance of

structures, and construction of off-site improvements.

### **Imp 26 AFFORDABLE HOUSING ASSISTANCE PROGRAMS**

Corona's Redevelopment Division, through the State's statutory requirement for the set aside of 20 percent of the funds received from a redevelopment project area, administers a number of programs that provide assistance for neighborhood improvement and support the needs of eligible first-time homebuyers, senior citizens, and existing home owners. Specifically, these include

- First time homebuyer program using deferred loans
- Home improvement loan programs for low and moderate income homeowners
- Minor home improvement grant program for very low-income single-family and mobile-home owners

### **Imp 27 COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

The Redevelopment and Economic Development Department is responsible for obtaining and administering federal funds distributed annually under the Community Development Block Grant (CDBG) Program. Specific application of the funds vary annually, but are targeted to benefiting low and moderate income persons, eliminating blighting conditions within eligible areas of the City, and addressing urgent needs such as a natural disaster.

### **Imp 28 CODE ENFORCEMENT**

The City of Corona's codes and ordinances that implement the General Plan will continue be enforced for buildings and properties throughout the City. While the majority of enforcement procedures currently occur on a complaint basis, periodically as funding is

available, the City should pro-actively inspect areas of the City in which there has been a high frequency of prior complaints and issue citations for compliance.

### **Imp 29 POLICE PROTECTION**

The City of Corona Police Department will continue to provide police protection services in the City, while the SOI will be served by the County of Riverside Sheriff's Department. Both agencies monitor the rates of crime on a continuing basis and adjust their personnel assignments and training accordingly. The police and sheriff will continue to work with neighborhood associations and business groups to enhance crime awareness and protection.

### **Imp 30 FIRE PROTECTION**

The City of Corona Fire Department will continue to provide fire protection services in the City, while the SOI will be served by the County of Riverside Fire Department, City of Corona Fire Department, and State Division of Forestry. The agencies monitor fire hazards and occurrence on a continuing basis and adjust their personnel assignments and training accordingly. Fire personnel will continue to work with neighborhood associations and business groups to enhance risk reduction and preparedness.

### **Imp 31 PARKS AND RECREATION**

Recreational services in the City are provided by the Corona Department of Parks and Community Services, a diversity of private organizations such as the AYSO and Little League, and commercial enterprises such as health clubs and golf courses. The SOI's programs are overseen by the Jurupa Community Services District and Jurupa Area Recreation and Park District. These agencies periodically update their assessment of recreational needs and adjust their programs accordingly.

### **Imp 32 LIBRARY**

The City will continue its responsibility for staffing and maintaining library facilities in the City, with the County providing a new facility to serve the El Cerrito area.

Periodically, the Library shall survey its users to determine the program needs of its users.

### **Imp 33 LANDSCAPE MAINTENANCE**

Landscape of the City's street frontages and public opens spaces is maintained by the Department of Parks and Community Services. Newer residential neighborhoods and commercial districts have been incorporated into Landscape Maintenance Districts for which fees are assessed to cover the ongoing costs of the maintenance. As vacant lands are developed, they would also be incorporated into districts to secure long-term funding for these purposes. Privately owned landscapes within the neighborhoods and districts are maintained by the property owners.

In the SOI, public street trees and landscape are maintained by the County Department of Public Works. As these areas may be annexed, the City would assume responsibility for the maintenance of the landscapes. This could

involve the establishment of new maintenance districts, based on negotiations with pertinent property owners and developers.

### **Imp 34 COMMUNITY EDUCATION**

The City shall continue to make information available to inform residents and businesses within the City regarding its services, programs, and key community issues. Representative of the range of information that may be presented include: land use zoning and development processes; development fees; code compliance; property and building maintenance and improvement techniques; financial assistance and affordable housing programs, public transportation; ride-sharing and other transportation demand management programs; status of infrastructure improvements; energy conservation methods and recycling programs; hazards and emergency response procedures (fire, seismic, and flooding); the MSHCP program; natural resources and their value; educational and cultural events and venues; parks and recreation, health and safety, and seniors and youth programs; and access to government services and elected officials. This information may be presented in flyers and newsletters that are distributed to households in the City, on the City's Web Page, and/or by cable television broadcasts.

## **FINANCING**

**T**he Financing Strategy specifies the sources and uses of funds for the public improvements and services described in the Public Improvement Plans and Public Services and Programs. In addition to those defined herein, each development Specific Plan will incorporate a detailed Financing Plan as stipulated by State law.

### **Imp 35 MUNICIPAL REVENUE**

The City of Corona derives revenue from property taxes, sales and use taxes, vehicle license fees, state revenue subventions, utility user taxes, special taxes (such as Transit Occupancy taxes), and other sources. Annually,

the City adopts a budget that estimates the amount of revenue to be received and allocates expenditures for the provision of services to residents and businesses.

The Fiscal Impact model developed for the General Plan update provides a tool for the City's ongoing evaluation of development

activity to assist in maintaining a net fiscal balance over time (refer to I11).

### **Imp 36 DEVELOPMENT FEES**

The City shall continue to impose fees on development projects to provide revenue for required supporting public infrastructure and services and mitigation of transportation, environmental (including MSHCP), and other impacts in accordance with State nexus legislation. During the development review process (I9), the full impacts and costs and applicable fees shall be defined.

### **Imp 37 QUIMBY ORDINANCE**

The City shall continue to require developers of residential projects to dedicate lands for public parks on-site or contribute in-lieu fees for their development in other locations.

### **Imp 38 BUSINESS IMPROVEMENT DISTRICTS**

A Business Improvement District (BID) or Property-based Business Improvement District (PBID) provides a technique for local businesses to partner in implementing improvements that better the local business area, such as streetscape improvements and building renovation programs. Normally, initiated by the local businesses, the BID/PBID can assess fees on all businesses within the district for the purpose of funding of the improvements.

### **Imp 39 REDEVELOPMENT TAX INCREMENT**

In Redevelopment Project Areas, the tax base is frozen at the time of adoption of the Redevelopment Plan and the increment of taxes above this level attained through increases in property value are allocated for capital improvements and other programs intended to achieve the area's redevelopment purposes. The amount of allocated increment is negotiated

between the City Redevelopment Agency and County of Riverside.

### **Imp 40 COMMUNITY FACILITIES AND SPECIAL ASSESSMENT DISTRICTS**

Assessment districts are established for the funding of streets, water, sewerage, storm drainage, schools, parks, and other infrastructure and services required to support development. Costs are distributed and fees assessed on all development in the district. When applied to developed properties, a vote of the property owners is required for implementation.

### **Imp 41 MUNICIPAL BONDS**

The City may issue municipal bonds for the funding of capital improvements such as highways, infrastructure (water distribution, sewage treatment, and so on), civic buildings, libraries, and other purposes.

### **Imp 42 SPECIAL TAXES**

Special taxes may be imposed to fund specific community improvements, services, or actions. Examples include the construction of new libraries and acquisition of property for preservation of open spaces.

### **Imp 43 COUNTY, STATE, AND FEDERAL FUNDING**

A diversity of funding programs is available from the state and federal governments. These include special purpose State and County allocations such as transportation improvements. Federal funding programs focus on such actions as transportation and infrastructure improvements and habitat conservation. Additionally, the federal government allocates annual Community Development Block Grants (CDBG) that are used for a diversity of community purposes such as affordable housing.