



# STAFF REPORT

DATE: 08/06/2025  
TO: Honorable Mayor and City Council Members  
FROM: Planning and Development Department

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**2025-297**

## REQUEST FOR CITY COUNCIL ACTION

### **SUBJECT:**

APPEAL OF PLANNING AND HOUSING COMMISSION RECOMMENDATION DENYING TENTATIVE TRACT MAP 37895 TO SUBDIVIDE 61.6 ACRES INTO 103 SINGLE FAMILY LOTS IN THE R-1-12 ZONE LOCATED ON LAUREL CANYON WAY FROM OLD TEMESCAL ROAD (APPLICANT: MARI GIRGIS, LLC)

### **EXECUTIVE SUMMARY:**

This staff report asks the City Council to hear the appeal of the Planning and Housing Commission (Commission) to deny Tentative Tract Map 37895 (TTM 37895). On June 23, 2025, the Commission recommended that the City Council deny TTM 37895, a map to subdivide 61.6 acres into 103 single family residential lots in the R-1-12 single family residential zone located on the east side of Laurel Canyon Way, which extends from Old Temescal Road. On June 26, 2025, the applicant filed an appeal of the Commission's decision with the City. Per Section 16.12.065 of the Corona Municipal Code, the City Council may sustain, modify, reject or overrule any recommendation of the Planning and Housing Commission, and may make any findings consistent with state law or local ordinance.

### **RECOMMENDED ACTION:**

That the City Council either:

- a. Uphold the recommendation made by the Planning and Housing Commission at its meeting on June 23, 2025, to deny TTM 37895 based on the testimony provided at the meeting;

or

- b. Adopt the Addendum to the adopted Mitigated Negative Declaration and Mitigation Monitoring Plan and approve TTM 37895 based on the conditions of approval for the project.

## **BACKGROUND & HISTORY:**

### **Tentative Tract Map**

On August 20, 2014, the City Council approved TTM 36533 to tentatively subdivide the project site and create 103 lots for the future development of single family homes. Within the initial 24 months of approval of TTM 36533, the project site was blasted and rough graded according to the design of the subdivision. Because a final map was not recorded within the initial 24 months and the applicant did not file an extension of time within the timeframe required by the Subdivision Map Act, TTM 36533 expired on August 20, 2016.

The applicant's current proposal is to re-entitle the residential subdivision on the project site with TTM 37895. TTM 37895 will subdivide the same 61.6 acres into 103 single family residential lots. TTM 37895 retains many of the same features as the original map, including the general configuration, gated design with private streets, and similar lot sizes.

### **Extension of the City's Sewer System to the Bel Air Residential Community by the Applicant**

The residential community of Bel Air is adjacent to the project site and consists of 56 lots. Of the 56 lots, 52 lots are developed with houses while four lots are vacant. The Bel Air community was approved and developed in the County of Riverside using the approved development standards and roadway designs of the county at the time. Thus, the Bel Air residential community does not include sidewalks or streetlights. The existing Bel Air residential community and the undeveloped project site were annexed to the City of Corona in 1992.

At the time of construction of the Bel Air community, the sewage system was dependent on a four-acre sewage treatment pond that collected effluent. The treatment pond was located behind the properties on Laurel Canyon Circle. With the approval granted in 2014 for TTM 36533, the applicant constructed a city sewer line that connected from the sewer line in Sherborn Street, which is northeast of the Bel Air community, to Laurel Canyon Way. The extension of the city sewer line provided the properties of the Bel Air community connection to the city's sewer system. This same extension will also provide a sewer connection for the project site. In 2015, the developer paid the city's sewer capacity for 53 lots (52 developed lots and one vacant lot) in the Bel Air community, totaling \$179,988 (\$3,396 per lot). In September 2016, the residents of the Bel Air community were officially connected to the city's sewer system.

The sewage pond is no longer used for wastewater purposes and will be used as a water quality management system for storm water runoff from the project site.

### **Planning and Housing Commission Meetings**

#### **December 11, 2023**

Residents of the Bel Air community and other residents located on State Street in the unincorporated area of Riverside County, provided testimony on concerns related to the project. The concerns included the following:

- The previous blasting and grading on the project site caused damage to the perimeter fencing of several properties that have not been resolved.
- Debris has been left on the project site adjacent to Laurel Canyon Way (metal pipes, broken fences, other miscellaneous debris).
- Additional residential traffic and construction traffic on Old Temescal Road, which is a narrow street.
- Additional residential traffic to State Street.

The Commission also raised the following concerns:

- The private passive park planned in the development may become an area for loitering or other unwanted behavior since it is located outside of the gated area of the project.
- Road safety for Old Temescal Road and Laurel Canyon Way on the curve leading to the project's street opening.
- Maintenance of the proposed secondary access road, Shadow Valley Drive, which is a road located in the County offsite from the project site, and available access for the residents of the project.

The Commission voted to continue the item to allow the applicant the opportunity to meet with the residents and discuss the issues raised at the meeting.

#### **February 12, 2024**

The project was readvertised for a public hearing and based on the testimony from the previous meeting, the following revisions to the project were presented to the Commission.

- The passive park located outside of the project's gated area was redesigned as a landscaped, open area with drought tolerant plant materials. The parking lot, seating areas, and open space play area were removed.
- A striping plan for Old Temescal Road beginning east of the I-15 overpass and continuing approximately 500 feet on Laurel Canyon Way, east of Bel Air Street, that includes striping in the street centerline, providing a 10' wide travel lane on one side and a 12' wide travel lane and 5' wide shoulder on the other side. The

applicant is also prepared to add reflectors in the street's centerline as approved by the city's Traffic Engineer.

The concerns mentioned at the February 12<sup>th</sup> meeting were explained and are summarized below.

- **Shadow Valley Drive (Secondary Access Street).** The applicant owns the adjacent property south of the project site. A parcel map, PM 14797, was recorded in the county showing Shadow Valley Drive as a cul-de-sac roadway extending from State Street but not connecting to the project site. The applicant is proposing to redesign the alignment of Shadow Valley Drive to connect to Santamora Way (Lot K), a new street in the project site, to provide project residents with access to and from State Street and secondary emergency access for the Fire Department. Although the current cul-de-sac roadway alignment of Shadow Valley Drive exists on PM 14797, the new alignment connecting it to the project site has not yet been approved by the County of Riverside. Once approved and constructed, the road would be gated from State Street and maintained by the project's HOA as a private street. A condition of approval was placed on TTM 37895 requiring the improvement of the new roadway alignment of Shadow Valley Drive to be guaranteed by the applicant prior to the recordation of the map. There was also a condition of approval that Shadow Valley Drive shall be physically constructed prior to the issuance of the first certificate of occupancy within the project.
- **State Street Access.** A supplemental traffic analysis was done to show an increase in the project trip distribution from 60% to 80% for secondary access to State Street. This increase in the trip distribution to State Street was requested by the Commission. The analysis determined that with 80% of the project's vehicle trips traveling on State Street during peak hours, the traffic mitigation measures identified in the traffic impact analysis (TIA) would remain the same, with the key mitigation being the installation of the traffic signal at the intersection of Ontario Avenue and State Street. State Street is a local county road operating at an acceptable level of service (LOS D or better). The roadway link level of service on State Street will continue to operate at an acceptable LOS D or better with the addition of project trips.

The residents present at the meeting continued to complain about the damage to the perimeter of their properties due to the previous blasting and grading on the project site, and the debris remaining next to their properties.

Because the residential concerns were not addressed by the applicant to resolve the fencing damage to certain properties, the Commission continued TTM 37895, off calendar, which would require the city to readvertise the public hearing to a specific date after the applicant has evaluated the condition of the adjacent properties.

#### June 23, 2025

The project's subdivision design did not change from the February 12<sup>th</sup> meeting. Therefore, at the June 23<sup>rd</sup> meeting, emphasis was placed on the applicant's outreach to

the Bel Air residents. The applicant's outreach was presented as an exhibit in the staff report.

The residents continued to express frustration with the project and provided testimony on the following:

- The project site still contained debris along Laurel Canyon Way, and the gates on the project site were damaged.
- Perimeter fencing that was replaced on certain properties contained gaps.
- The street access to the project from Old Temescal Road continues to be a safety concern, since it is a street that was designed in accordance with the county standards and elevates toward the project site from Old Temescal Road, creating a visibility concern.
- Although secondary access was proposed from Shadow Valley Drive, a proposed offsite road adjacent to the project site, to State Street, project residents would most likely use Old Temescal Road.

The Commission also continued to have concerns with the following:

- The lack of effort made by the applicant to clean the project site and to complete the perimeter fencing of certain properties.
- The new alignment for Shadow Valley Drive has not yet been approved by the County of Riverside, and the street is required by the city to provide a second point of access for the project.
- The project is dependent on Shadow Valley Drive, and there is no guarantee that the new alignment will be approved by the County of Riverside to allow access through the project site.
- Concern with the narrow width of Old Temescal Road, which connects to the project's street entrance.

Based on the testimony provided at the meeting, the Commission recommended denial of TTM 37895 to the City Council.

**ANALYSIS:**

The zoning of the project site is R-1-12, which is single family residential on a minimum lot size of 12,000 square feet. The General Plan designation is Estate Residential (ER) on 56.46 acres and Low Density Residential (LDR) on 5.14 acres. The ER and LDR designations permit a density range of 1-3 dwelling units per acre (du/ac) and 3-6 du/ac, respectively.

The project is proposed as a gated community with 103 single family residential lots, ranging in size from 12,000 square feet to 33,383 square feet. The project's density is 1.67 du/ac.

Due to the grading that has taken place on the project site, slope conditions exist along Laurel Canyon Way and the project’s private streets. These slopes will be landscaped and maintained by the project’s HOA as open space. Located outside of the project’s gated area on the west side of Laurel Canyon Way is a 3.41-acre open space lot and a 1.72-acre perimeter slope, which will also be maintained by the project’s HOA.

Project Access and Public Improvements

Old Temescal Road, which transitions into Laurel Canyon Way, provides access to the project’s gated street entrance on the north side of the project site. Another point of access is proposed from the south side of the project, where Santamora Way within the project will connect to Shadow Valley Drive, an offsite private road that is proposed to connect to State Street. Shadow Valley Drive would be gated, and project residents would have ingress and egress from both access points, including the Fire Department.

The table below shows the overall street dedication and roadway width of the access streets into the project site.

Street	Right of Way Dedication	Paved Roadway Width	Sidewalks	Proposed Centerline Striping
Old Temescal Road	55'	27' to 33'	No	South side: 10' wide lane North side: 12' wide lane with 5' wide shoulder
Laurel Canyon Way w/in the project site boundary	60'	36'	4' within project boundary	East side: 18' wide lane West side: 18' wide lane
Shadow Valley Drive (proposed offsite road to State Street)	60'	40'	5'	No.

Old Temescal Road/Laurel Canyon Way

The conditions of approval include traffic calming measures for the segment of Old Temescal Road beginning east of the I-15 overpass and continuing onto Laurel Canyon Way, east of Bel Air Street, to include striping in the street centerline. From the street centerline on Old Temescal Road, one side of the street will have a 10' wide travel lane and the other side will have a 12' wide travel lane and 5' wide shoulder. As the street transitions to Laurel Canyon Way, the road widens and will have 18' wide travel lanes on each side. The applicant is also prepared to add reflectors in the street’s centerline as approved by the city’s Traffic Engineer.

The traffic calming measures were in response to concerns raised by the residents fronting Laurel Canyon Way during the initial project review, and to address potential impacts associated with the line of sight and the curvilinear design of the roadway. A conceptual striping plan for Old Temescal is attached as Exhibit 4. The speed limit on this street is 25 MPH.

Shadow Valley Drive

Shadow Valley Drive is a future private street planned on the adjacent property south of the project site. The applicant owns the adjacent parcel, which includes recorded Parcel Map 14797. Per the recorded parcel map, Shadow Valley Drive was designed as a cul de sac street that does not connect to the project site. The applicant is proposing to redesign the alignment of Shadow Valley Drive to connect to Santamora Way (Lot K), a new street in the project, to provide project residents with access to and from State Street and secondary emergency access for the Fire Department. The new street alignment, shown in Exhibit 5, is required to be approved by the County of Riverside. The applicant contacted the County and there are two options the applicant can pursue to realign Shadow Valley Drive to provide a connection from the project site to State Street.

1. Street Vacation. This process would require approval from the County Board of Supervisors at a public meeting.
2. Tract Map Abandonment. If applicable, the existing alignment directly on the final map can be abandoned. This would not require approval from the County Board of Supervisors and could be processed as part of the mapping process.

Because TTM 37895 requires a second point of access, the project is dependent on the realignment of Shadow Valley Drive shown in Exhibit 5. This was also one of the concerns mentioned by the Commission, given that the realignment had not yet been approved by the County. As such, the applicant submitted a letter dated July 21, 2025, agreeing to stricter conditions of approval regarding the construction of Shadow Valley Drive. The table below shows the city’s previous conditions from the Planning and Housing Commission, and the applicant’s acceptance of the proposed conditions regarding Shadow Valley Drive.

#	Previous Condition	Proposed Condition	Reason
PW-16	N/A	Prior to recordation of the final map, the final design and engineering of Shadow Valley Drive showing the realignment of the street connecting from Lot K (Santamora Way) to State Street shall be approved by the County of Riverside.	This means the tentative map cannot be recorded as a final map until the realignment of Shadow Valley Drive is approved by the County of Riverside. Also, no building permit can be issued until the final map is recorded (Condition PL-5). The term of a tentative map is limited and is subject to expiration if a final map is not recorded within the timeframe allowed by the law.
PW-43	Prior to the issuance of the first certificate of occupancy for the production units, the second point of access from Shadow Valley Drive and Lot K (Santamora Way) shall be fully paved and constructed.	Prior to the issuance of the first building permit within TTM 37895 for either a model home or production unit, whichever one occurs first, Shadow Valley Drive shall be completely constructed from Lot K (Santamora Way) to State Street, according to the County approved street standard.	This means once the final map is recorded, no building permit for the project will be issued until Shadow Valley Drive is constructed. This requires the road to be constructed earlier, before a building permit is issued, rather than later, before the issuance of a

			certificate of occupancy after the houses are constructed.
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Project’s Internal Streets

The streets within TTM 37895 are designed according to the city’s private street standard. The streets will have an overall right-of-way width of 60 feet, which includes a 40’ wide roadway and 10’ wide parkways. The gated street entrance is also designed per the city’s street standard, which includes a turnaround bulb before the gate.

Traffic Impact Analysis

An updated TIA for the project was prepared by a licensed traffic engineer, Ganddini Group (June 13, 2023). The updated TIA was warranted to analyze the new secondary access at Shadow Valley Drive and the cumulative traffic conditions associated with TTM 37895 in the city (Phase 1) and a future residential project in the county (Phase 2), which could potentially be developed with 38 dwelling units on the south side of the project site. Phase 1 is forecast to generate approximately 971 daily trips, with 73 trips in the AM peak hours and 97 trips in the PM peak hours. The future Phase 2 project is forecast to generate approximately 358 daily trips, with 27 trips in the AM peak hours and 35 trips in the PM peak hours. Combined, the project and the future development to the south in the county generates 1,329 daily trips, with 100 trips in the AM peak hours and 132 trips in the PM peak hours.

Land Use	DU	AM Peak			PM Peak			Weekday Daily
		In	Out	Total	In	Out	Total	
Phase 1 (Northern Portion) Single-Family Detached Housing	103	19	54	73	61	36	97	971
Phase 2 (Southern Portion) Single-Family Detached Housing	38	7	20	27	22	13	35	358
Note: DU-Dwelling Units Source: Ganddini Group, Inc., <i>Monte Olivo (Northern Portion) Traffic Analysis</i> , June 13, 2023.								

In response to feedback received from the Commission at the December 11, 2023, public hearing, the Ganddini Group conducted a supplemental traffic analysis that focused on project trips on State Street. The supplemental analysis increased the project trip distribution from 60% to 80% to account for the secondary access to State Street. The analysis determined that with 80% of the project’s vehicle trips traveling on State Street during peak hours, the traffic mitigation measures identified in the TIA would remain the same, with the key mitigation being the installation of the traffic signal at the intersection of Ontario Avenue and State Street. This information was shared at the February 12, 2024, hearing.

Also, according to the TIA, State Street is a local county road operating at an acceptable level of service (LOS D or better). The roadway link level of service on State Street will continue to operate at an acceptable level of service with the addition of the project trips - whether 60% or 80% of the trips travel down State Street.

### State Street and Ontario Avenue Intersection

The intersection at State Street and Ontario Avenue is forecast to operate at a deficient Level of Service "F". The city considers a level of service "A" through "D" to be acceptable. Per the traffic study, a traffic signal is warranted at this intersection to improve the level of service to "A". Therefore, the conditions of approval for the project require the applicant to guarantee the construction of the traffic signal at this intersection prior to recording the final map. The applicant is responsible for 100% of the cost of the signal.

It should be noted that the segment of Ontario Avenue from California Avenue to State Street is scheduled to be improved by the City's Public Works Department as part of a Capital Improvement Program (CIP) project. The improvements include the installation of a traffic signal at the State Street and Ontario Avenue intersection. If the CIP project starts before the project opens, then the applicant will need to pay to the City 100% of the costs for the installation of the signal at the subject intersection.

### **ADDED CONDITIONS OF APPROVAL**

Since the Planning and Housing Commission, additional conditions of approval for the project were added to address the concerns raised by the mining operators in the vicinity of the project site. The added conditions include the following:

- The applicant at the time of the Precise Plan application shall apply for a minor variance to increase the height of the rear yard perimeter walls from 7' to 8' along Lots 16-46. (Condition PL-8)
- The residential units shall be constructed with soundproof windows that demonstrate an interior noise level of 35 dBA when the windows are closed. (Condition PL-9)
- The project's Homeowners' Association Covenant, Conditions and Restrictions (CC&R's) shall be recorded against the property at the time of recordation of the final map and shall contain the following disclosure regarding the surrounding mining and industrial operations:

YOUR REAL PROPERTY IS ADJACENT OR IN THE VICINITY OF PROPERTY USED FOR INDUSTRIAL OPERATIONS, INCLUDING SURFACE MINING, HOT MIX ASPHALT, READY MIX CONCRETE, AND CONSTRUCTION MATERIALS OPERATIONS, INCLUDING RECYCLING. YOU MAY BE SUBJECT TO INCONVENIENCES OR DISCOMFORTS ARISING FROM AND ASSOCIATED WITH SUCH OPERATIONS ON ANY 24-HOUR BASIS. THESE DISCOMFORTS MAY INCLUDE, BUT ARE NOT LIMITED TO, EQUIPMENT NOISE, ODORS, VIBRATIONS, LIGHTS AND GLARE, AIR EMISSIONS INCLUDING DUST, AND TRUCK AND RAIL TRAFFIC. AS YOU PROCEED WITH PURCHASE, LEASE, OR RENTAL, YOU SHOULD BE FULLY AWARE AND ACCEPT THESE IMPACTS THROUGHOUT THE DURATION OF INDUSTRIAL ACTIVITIES.

(Condition PW-11)

- The disclosure provided in the CC&Rs regarding the mining and industrial operations in the vicinity of the project site shall be provided to potential home buyers during the sale of the residential units. (Condition PL-9)

### **CMC SECTION 16.12.065**

#### **APPEAL OF PLANNING AND HOUSING COMMISSION RECOMMENDATION**

On June 26, 2025, the applicant filed an appeal of the Commission's recommendation denying TTM 37895. The applicant's appeal is provided in Exhibit 2. Per the city's ordinance, the City Council may sustain, modify, reject or overrule any recommendation of the Planning and Housing Commission, and may make any findings consistent with state law or local ordinance.

The proposed findings for the project's compliance with the Subdivision Map Act were included as part of the Planning and Housing Commission staff report dated June 23, 2025 (Exhibit 8). Based on the Commission's testimony, the Commission determined the project did not meet the finding listed in Government Code Section 66474 (c) *that the site is physically suitable for the type of development proposed* because the new alignment for Shadow Valley Drive from State Street to the project site has not yet been approved by the County of Riverside, and Shadow Valley Drive is required by the city to provide a second point of access for the project pursuant to Section 15.12.200 of the CMC. Since there was no guarantee that the new alignment for Shadow Valley Drive would be approved by the County of Riverside to allow access through the project site, the Commission could not make the required finding. The Commission also wanted additional traffic calming measures such as centerline reflectors on Old Temescal Road/Laurel Canyon Way, and signage on this road showing the curvilinear alignment of the street.

#### Update Since Planning and Housing Commission Meeting

Since the Planning and Housing Commission meeting on June 23, 2025, the applicant has done the following:

- Agreed to accept stricter conditions of approval related to Shadow Valley Drive by agreeing to delay recording the final map until the realignment of the street is approved by the County of Riverside and delay the issuance of any building permit for the project until Shadow Valley Drive is constructed, allowing project access to and from State Street.
- Continues to agree to implement traffic calming measures on Old Temescal Road/Laurel Canyon Way, including centerline reflectors and signage, approved by the City Traffic Engineer.
- The excess debris near Laurel Canyon Way along the perimeter of the project site has been removed by a contractor using earthmoving equipment.
- A fence contractor was retained to install new chain link fencing and gates near Laurel Canyon Way and to fix the fencing gaps on certain residential properties.

**FINANCIAL IMPACT:**

The applicant has paid the applicable processing fees for this application and the appeal fee.

**ENVIRONMENTAL ANALYSIS:**

The original project, TTM 36533, and the mitigated negative declaration (MND) were approved by the City Council on August 20, 2014. An Addendum to the previously adopted MND was prepared for the current proposal, TTM 37895, pursuant to Section 15164 of the State CEQA (California Environmental Quality Act) Guidelines. The City, as the lead agency, determined that the proposed project and the Addendum to the previously adopted MND demonstrate that the environmental analysis, impacts, and mitigation requirements identified in the previously adopted MND remain substantively unchanged despite project modifications. The proposed project does not raise any new environmental issues or result in impacts not previously analyzed in the prior MND, and none of the conditions requiring the preparation of a subsequent MND, described in Section 15162 of the State CEQA Guidelines, exist.

**PLANNING AND HOUSING COMMISSION ACTION:**

At its meeting on June 23, 2025, the Planning and Housing Commission considered the subject matter and took the following action:

Motion was made, seconded (Wood/Alexander) and carried unanimously, that the Planning and Housing Commission deny the recommendation to approve TTM 37895 to the City Council. The minutes of the Planning and Housing Commission meeting are included as Exhibit 11.

**PREPARED BY:** JOANNE COLETTA, PLANNING & DEVELOPMENT DIRECTOR

**ATTACHMENTS:**

1. Exhibit 1 – Locational Map
2. Exhibit 2 – Appeal letter from applicant dated June 25, 2025
3. Exhibit 3 – Tentative Tract Map 37895
4. Exhibit 4 – Conceptual Street Striping Plan – Old Temescal Road/Laurel Canyon Way
5. Exhibit 5 – Proposed Shadow Valley Drive Street Alignment (County of Riverside)
6. Exhibit 6 – Conditions of approval for TTM 37895
7. Exhibit 7 – Condition of approval letter from the applicant, dated July 21, 2025
8. Exhibit 8 – Planning Commission staff report dated June 23, 2025
9. Exhibit 9 – Link to Addendum Mitigated Negative Declaration: [Microsoft Word - Monteolivo Addendum ISMND 20230815](#)
10. Exhibit 10 – Mitigation Monitoring Reporting Plan
11. Exhibit 11 - Draft Planning and Housing Commission Minutes from June 23, 2025

