CITY OF CHINO

2045 GENERAL PLAN

Adopted September 2, 2025

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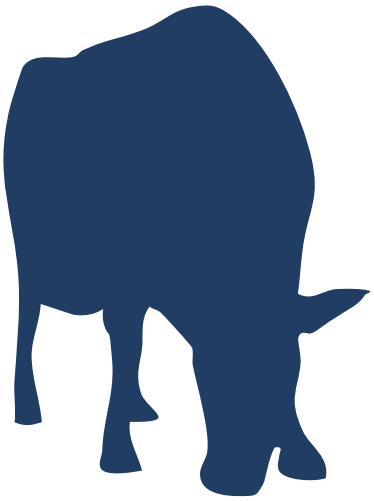

Adopted September 2, 2025

Prepared for:

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City of Chino 2045 General Plan

Subsequently amended as follows:

GPA #	Resolution/Ordinance #

GPA #	Resolution/Ordinance #

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Introduction

1

Framed by the scenic hills and nestled in the heart of Southern California, Chino is a city with deep agricultural roots and a strong sense of place. Once a hub for dairy farming and ranching, Chino has grown into a thriving, diverse community that blends rural heritage with modern opportunity. With an enviable quality of life and a distinctive small-town ambiance, Chino is a place where families put down roots, neighbors know one other by name, and residents take pride in their city.

As Chino continues to grow and evolve, the challenge will be to integrate new housing, jobs, and infrastructure in a way that preserves what people love about Chino—its sense of place, its history, and its strong community bonds—while also preparing for the needs of future generations. That means focusing growth in key areas, revitalizing aging commercial corridors, strengthening connections between neighborhoods, and supporting a resilient economy that welcomes innovation and entrepreneurship. It also means enhancing access to parks, trails, and healthy living, and protecting the community from natural hazards and the impacts of climate change. In rising to meet these challenges and turning them into opportunities for an even brighter future, Chino will emerge a stronger, more resilient, and prosperous community for all.

The General Plan is a dynamic document that guides development and conservation in Chino. Required by State law, the Plan addresses key topics such as land use, transportation, housing, open space, conservation, safety, and noise. It establishes a long-term vision for the city's future while also serving as a practical tool for day-to-day decision-making. Rooted in community values, the Plan reflects Chino's aspirations to remain a family-friendly, connected, and resilient city—one that offers a high quality of life, fosters economic opportunity, and remains a place where people choose to live, work, and stay for generations to come.

Chino Profile

Chino is located in the southwestern portion of San Bernardino County, at the western edge of the Inland Empire. Chino began as an agricultural community and grew with the construction of freeways and airports in the area connecting the community to the region and the nation. Today, the city is home to more than 93,000 residents and a thriving local economy, anchored by a range of businesses in manufacturing, wholesale trade, logistics and warehousing. With convenient access to State Routes 60 and 71 and close proximity to major job centers in Los Angeles, Orange County, and the broader Southern California region, Chino is ideally positioned for both living and business. Notable landmarks within the city include the Chino Airport, the California Institution for Men (CIM), the California Institution for Women (CIW), Chaffey College, and Prado Regional Park, a 2,000-acre park containing the Prado Olympic Shooting Park, which was the site of the 1984 Olympic sports shooting events.

Chino is a diverse and growing community. The city has seen sustained population growth over decades, and between 2010 and 2020, Chino added 13,400 new residents, attracted by the community's relatively affordable home ownership opportunities, high performing schools and public services, and vibrant calendar of community festivals and events. With a median age of 37.7 and an average household size of 3.5, Chino is a community of relatively young families, although the population of adults aged 65 and older was the fastest growing segment of the population over the last 10 years. More than half of all residents identify as Hispanic or Latino. Over 70 percent of the existing housing stock in Chino is made up of single-family detached homes and the rate of homeownership is high, although the share of renters is growing. The city has a strong sense of community, evidenced by many well-attended festivals and events throughout the year.

Chino youth at Summer Concerts on the Lawn

SCOPE AND PURPOSE OF THE GENERAL PLAN

California Government Code Section 65300 requires each city and county in California to adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which…bears relation to its planning." The Chino General Plan can be considered the city's development constitution, containing both a statement of the community's vision of its long-term development as well as the policies to support that vision by guiding the physical growth of the city. The Chino General Plan serves to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide decision-making related to development, housing, transportation, environmental quality, public services, parks, open space, and agricultural conservation;

- Help Chino achieve compliance with applicable State and regional policies, including around housing production and environmental regulations;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance and future specific plans.

Due to the general and long-range nature of the General Plan, there will be instances where more detailed studies will be necessary in order to implement the General Plan's policies.

General Plan Requirements

California grants local authorities power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans as long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans. General plans should be:

- **Comprehensive.** The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan must also address the full range of issues that affect the city's physical development.
- **Internally Consistent.** The general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- **Long Range.** Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective. This General Plan uses the year 2045 as its planning horizon.

The Chino General Plan is presented in eight chapters. The General Plan covers all the elements required under State law – land use, circulation, conservation, open space, safety, noise, housing, and environmental justice – as well as four additional topics of local importance – community character, economic development, public services, and community health. All elements, regardless of whether they are mandatory or optional, carry equal weight.

Housing Elements are required by State law to be updated more frequently than the General Plan, and to facilitate that, the City publishes its Housing Element under a separate cover. State law also requires that implementation of the General Plan be "vertically" consistent: all actions relating to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

Table I-1: Correspondence Between State-Mandated Elements and General Plan Chapters

CHAPTER	*STATE REQUIRED ELEMENTS*	*OPTIONAL ELEMENTS*
1. Introduction	--	
2. Land Use and Community Character	Land Use Conservation (cultural/ historic resources)	Community Character
3. Economic Development	--	Economic Development
4. Infrastructure	Circulation (transportation/utilities)	
5. Parks, Recreation and Community Services	Open Space Safety (fire/emergency)	Community Services
6. Hazards, Safety and Noise	Safety (Hazards, Airport Safety) Noise	
7. Health and Environmental Quality	Environmental Justice Conservation (natural resources)	Community Health
8. Implementation		

Planning Area

REGIONAL LOCATION

The City of Chino is the eighth largest city in San Bernardino County by population, located within the fast-growing Inland Empire region of California approximately 36 miles east of Los Angeles, 30 miles west of San Bernardino, 25 miles northeast of Anaheim, and 50 miles northeast of Long Beach. Chino is positioned at the convergence of Los Angeles, Riverside, and San Bernardino Counties. It shares borders with the cities of Pomona (Los Angeles County) to the northwest, Ontario (San Bernardino County) to the northeast, Eastvale (Riverside County) to the south, and Chino Hills (San Bernardino County) to the southwest.

Chino enjoys excellent access to the regional transportation network. The northern portion of the city is bisected by State Route 60 (SR-60), a major east-west freeway and goods movement corridor that connects the Los Angeles metropolitan area with the Inland Empire and points beyond. State Route 71 (SR-71) generally forms the western boundary of Chino, providing connections to Pomona to the north and job centers in Orange County to the south via State Route 91. State Route 83 (SR-83), known locally as Euclid Avenue, generally forms the eastern boundary of the northern part of the city, providing connections to Ontario to the north. Chino is located about 10 miles from Ontario International Airport, a commercial airport which serves as a major freight distribution point and currently offers 64 passenger departures and arrivals daily. There are no passenger rail stations in Chino, but Omnitrans provides bus service from the Transit Center in Downtown Chino to the Metrolink Station in Montclair, which offers passenger rail connections to points throughout Southern California.

Chino Airport, located in the southeast of the city, is the largest non-commercial airport within a 20-mile radius, making it a leading general aviation airport of choice for independent pilots, students, trainers, and corporate users. The Chino Airport is managed by San Bernardino County.

PLANNING AREA

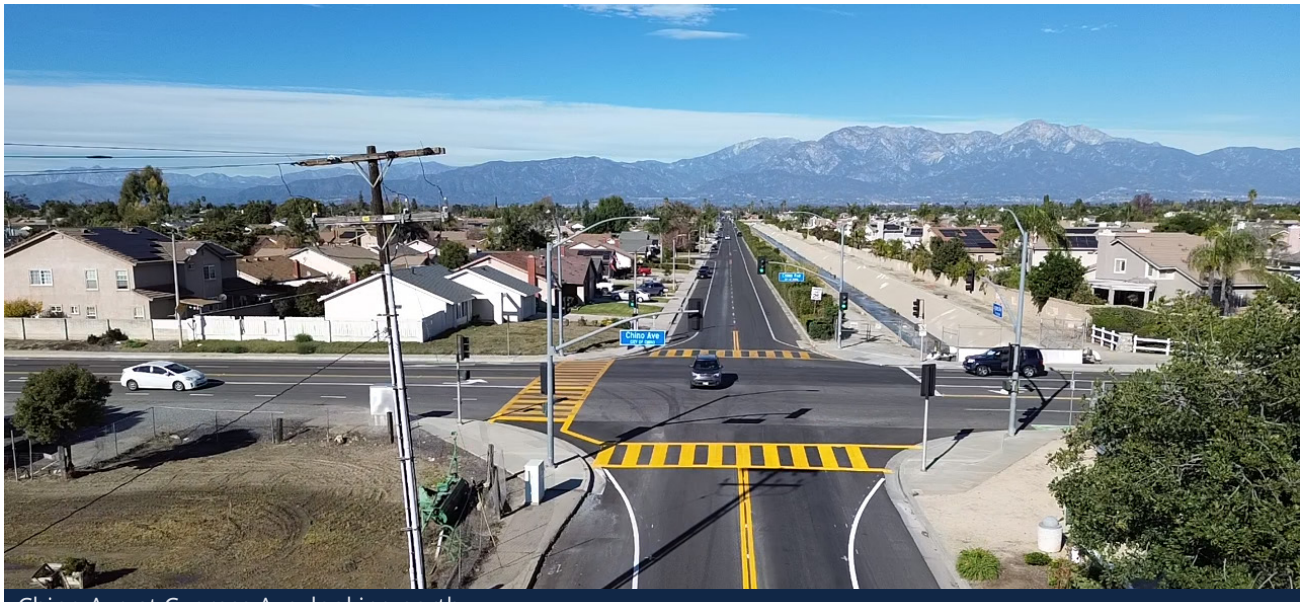
The Planning Area is defined as the land area addressed by the General Plan, including land within city limits and the Sphere of Influence outside city limits; both are subsequently discussed. The Planning Area is shown on **Map I-1**. The boundary of the Planning Area was determined in response to State law requiring each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning area's judgement bears relation to its planning" (CA Government Code Section 65300). The Planning Area comprises a total of 20,626 acres (32.23 square miles) of incorporated and unincorporated land bearing relation to the City's future growth.

City Limits

The City of Chino's existing City limits encompass approximately 19,521 acres (30 square miles) of incorporated land, or 93.3 percent of the Planning Area. The existing city limits include residential, commercial, and industrial developments as well as public facilities including parks, schools, and hospitals.

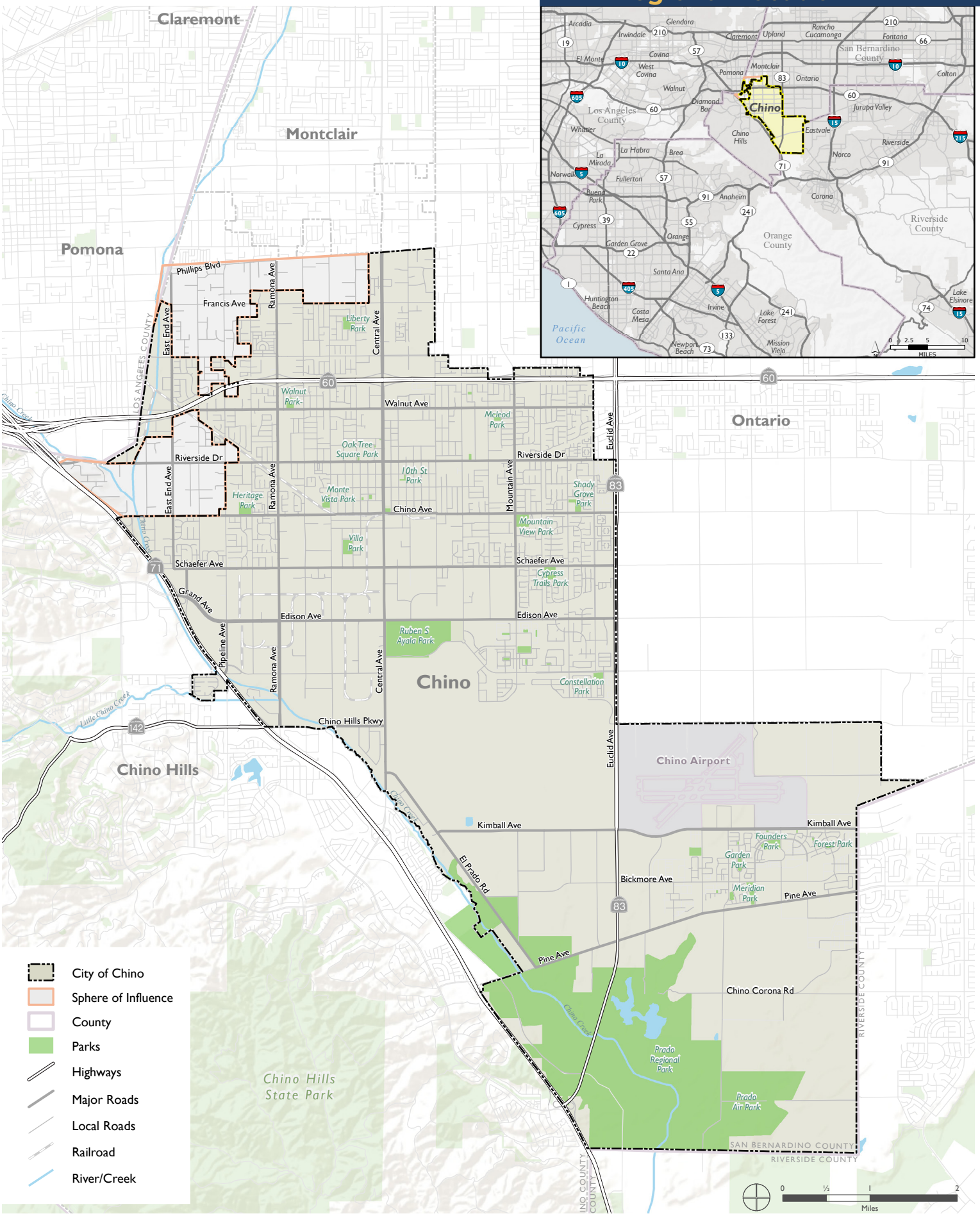
Sphere of Influence

The Sphere of Influence (SOI) is a planning boundary outside of a city's jurisdictional boundary (that is, the city limit line) that designates the City's probable future boundary and service area. The San Bernardino County Local Agency Formation Commission (LAFCO) has jurisdiction over defining Chino's SOI and acts on annexations and approval of service contracts outside city limits. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. While LAFCO cannot tell agencies what their planning goals should be, on a regional level, LAFCOs help coordinate the orderly development of a community so that the most efficient urban service arrangements are created for the benefit of area residents and property owners. Chino's SOI boundary incorporates a total of 1,375 acres outside of the city limits (2.15 square miles) or 6.7 percent of the total land located in the Planning Area.



Chino Ave at Cypress Ave, looking north

Map I-1: Planning Area and Regional Location



- City of Chino
- Sphere of Influence
- County
- Parks
- Highways
- Major Roads
- Local Roads
- Railroad
- River/Creek

Map Date: 8/6/2025

Data Source: City of Chino GIS, 2022; San Bernardino County GIS, 2022; Dyett & Bhatia, 2022.

Planning Context

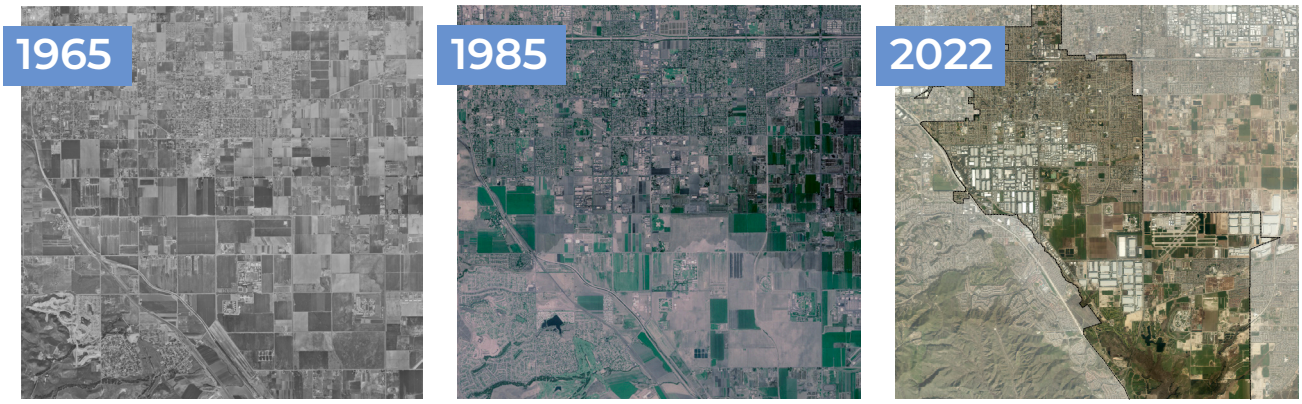
HISTORICAL DEVELOPMENT PATTERN

Present day Chino's earliest inhabitants were the Tongva, also called Gabrieleño, Native Americans. Their tribal territory traditionally included the entirety of the Los Angeles Basin, spanning the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers, and the islands of San Clemente, San Nicholas, and Santa Catalina.

European exploration into the region began in the 1700s with the establishment of missions, greatly reducing both Tongva territory and population. Settlers moved through the region via a 1,200-mile trail chartered by Juan Bautista de Anza in 1774, which connected missions and towns between northern Mexico and San Francisco. The Anza Trail ran through present-day Riverside, Ontario, and Claremont, just north of Chino.

In 1824, when Mexico gained independence and took control of Alta California, present day San Bernardino County was divided into a series of land grants called "ranchos," distributed to well-connected Mexican and European Californians. Mexican Governor Pio Rico granted Rancho Santa Ana del Chino to Don Antonio Maria Lugo and his three sons in 1839; this rancho represents what would become part of the present-day city of Chino.

The area began to urbanize in 1881, when Richard Gird, a goldminer from Tombstone, Arizona, purchased the rancho and subdivided 23,000 acres into 10-acre plots around the square one-mile township of Chino. Speculators bought a large portion of the plots, and construction of the town began. The Chino Valley Railroad line began service in 1887, and the first school opened the following year. Gird opened the Sugar Beet Refining Factory in 1889. The City of Chino was incorporated in 1910. By 1940, the city was a top dairy producer, and much of the land was used for agriculture. Local farmers grew walnuts, alfalfa, peaches, oranges, hay, barley, wheat, potatoes, and sweet corn. The California Institution for Men (CIM) was established in the southern portion of the city in 1941. It is the third oldest prison in California. The California Institution for Women (CIW) opened in 1952, in what was then unincorporated San Bernardino County. Agricultural development continued into the 1970s (de Martino et al. 2011). Construction of SR 60 in 1970–1971, SR-71 in 1971, and SR-91 in 1975 connected Chino to southern California's expanding highway network. Construction of the freeways during this period connected residents to the regional economy but also resulted in the removal of many agricultural uses.



Historic aerial imagery of Chino. Image credit: Google Earth

Chino's land use shifted from agriculture to industrial and warehouse/distribution uses in the 1980s. During this period, the city experienced a period of rapid residential growth. Between 1960 and 1990 the population went from 10,305 to 59,682 residents, reflecting both new construction and annexations that expanded Chino's city limit.

Chino's development pattern today reflects its evolution over the years. North of Schaefer Avenue is predominantly residential, with commercial uses along key arterial corridors, including Central Avenue, Riverside Drive, and Philadelphia Street. Most of the city's historic buildings are within these northern neighborhoods, particularly downtown. South of Schaefer, the city is primarily made up of commercial, industrial and institutional uses, including the Spectrum Shopping Center, warehouse and distribution facilities, the CIM, Chaffey College, and the Chino Airport. South of Pine Avenue within The Preserve community, existing land use is a combination of open space and agricultural, residential, commercial, and institutional uses, including The Preserve, a masterplanned community, the CIW, and Prado Regional Park. This area was annexed into the City in 2003 and The Preserve Specific Plan was adopted to guide development and conservation in the eastern part of this area.

LAND USE PLANNING AND REGULATION

The City of Chino adopted a General Plan in 1969 that focused on the City's transition from an agricultural community to a suburban community, and a General Plan Update in 1981 that called for more industrial and commercial development to diversify Chino's economy.

Residential Growth Management

In 1988, Chino adopted a voter approved residential growth control measure, Measure M, as an amendment to the General Plan. The measure applies to territory within Chino geographical boundaries at the time of adoption, and it prohibits the City Council from increasing residential density or rezoning non-residential land for residential uses without a vote of the people. Through the years, there have been 15 ballot measures that proposed land use changes to permit residential land use in new areas or to increase residential density. Most recently, Measure Y, approved by Chino voters in 2022, permits the use of a "two overlay" strategy to meet its State-mandated Regional Housing Needs Allocation (RHNA) to implement the 2021-2029 Housing Element to comply with State law. Measure Y was put forward as a way to satisfy Measure M's voter approval requirement, it did not affect or change the provisions of Measure M.

Image Credit: Chino Valley Historic Society

2025 Chino General Plan

The adoption of the 2025 General Plan in 2010 was the first comprehensive update in 30 years. It included several new elements beyond the ones included in 1981 and emphasized planning for public health, with the objective of promoting healthy, active lifestyles for residents. It focused on planning for neighborhoods and circulation patterns that would allow residents to walk, bike, and take public transportation to meet their daily needs, and to access parks and healthy food choices. Another key aspect of the 2025 General Plan's vision was to encourage a variety of housing types that met the needs of all Chino's residents, to meet its assessed share of the regional housing needs allocation without dividing established communities.

Specific Plans

Between 1982 and 2022, the City adopted a series of specific plans to guide development of key areas of Chino. The Central Avenue, East Chino, Majestic Spectrum, and Eucalyptus Business Park Specific Plans were all adopted between 1982 and 1992, a period of time when Chino saw industrial land use growth. These Plans were generally adopted to accommodate the development of new regional shopping areas, business, and industrial parks in the City. As of 2025, the older specific plans have been almost completely built out and the original vision has largely been achieved. With implementation of the 2045 General Plan, the Central Avenue, Majestic Spectrum, and Eucalyptus Business Park Specific Plans will be repealed and replaced with new land use designations and implementing zoning; the East Chino Specific Plan will remain in place. The Preserve and College Park Specific Plans were adopted in the early 2000s, designed using new urbanist principles. Both of which were crafted in response to the City acquiring land previously held within an agricultural preserve and surplus land controlled by the State. The Preserve is approximately 60 percent built out, with significant capacity remaining in the development program. The 2045 General Plan envisions continued implementation of The Preserve Specific Plan.

Covers of Chino 2025 General Plan, The Preserve Specific Plan, and College Park Specific Plan

General Plan Update Process

The City of Chino last updated its General Plan in 2010. There have been significant changes in the city and the region since then, and new opportunities, challenges, and approaches have emerged to necessitate an update. Additionally, a series of new State laws enacted since the General Plan was last comprehensively updated mean the City must incorporate strategies to address multi-modal mobility, environmental justice, climate vulnerability, and emergency evacuation among other topics. The General Plan Update is a comprehensive reexamination of Chino's planning context and the community's vision.

The General Plan Update process involved four main phases.

- **Phase 1** focused on identifying issues and opportunities to address in updating the General Plan and culminated in Guiding Principles that describe Chino's shared values and the community's vision for the future.
- **Phase 2** explored different options for achieving the vision described by the Guiding Principles. Several different alternatives for land use and circulation were evaluated and a preferred land use plan and key strategies to guide the General Plan Update were identified, based on extensive community engagement.
- **Phase 3** involved the creation of a draft general plan based on the approved vision, land use plan, and key strategies from prior phases and completion of environmental review.
- **Phase 4** involves public review of the draft documents and formal hearings before the Planning Commission and City Council prior to adoption of the 2045 General Plan.

Community engagement was integral to the development of the Proposed Plan, and over 2,350 Chino residents weighed in on their priorities and preferences for the future. Early phase outreach included stakeholder interviews, "pop-up" outreach at events around town, and a community-wide online survey, leading to the creation of a set of Guiding Principles that describe the kind of community Chino residents and businesses would like to see in 2045. Then between May 2023 and June of 2024, more than 1,300 Chino residents weighed in on potential land use, transportation, and design concepts for the key areas. The concepts respond to market opportunities and represent strategies for helping to achieve the shared vision for the future described in the Guiding Principles. Outreach activities included two open house meetings attended by more than 250 community members, presentations to various groups and organizations, a statistical survey of a representative sample of Chino voters, and a community wide online survey that garnered 619 responses. Additionally, a General Plan Advisory Committee (GPAC) was formed to represent residents, businesses, and other community stakeholders in the development of the General Plan, providing a forum to ensure that a range of voices and interests were heard and considered in the process. The GPAC met nine times to review and advise on the content of the Proposed Plan. The ideas and feedback gathered through the community outreach process deeply informed and are embedded within this General Plan.

People

SMALL TOWN FEEL Chino's unique sense of place comes from its friendly, welcoming people. It's a family-friendly community where generations grow up and grow old together.

HIGH QUALITY COMMUNITY SERVICES Chino takes pride in its excellent community services. First responders work hand-in-hand with residents to keep the community safe. Residents of all ages and abilities enjoy a range of programs and services that enrich their quality of life.

STRONG CULTURAL BONDS Chino celebrates its culture and heritage with festivals, street fairs, performances, and community events that build hometown pride and bring people together throughout the year.

ACTIVE, ENGAGED POPULATION Chino's residents, businesses, community groups, and congregations participate actively in shaping plans and policies for the city's future.

OPEN GOVERNMENT Collaborative, customer service-oriented government and clear communication builds strong community relations and encourages positive dialogue.

Places

BALANCED COMMUNITY Chino is a vibrant community with a range of housing, employment, entertainment, recreation, and sports opportunities for people of all ages, incomes, and backgrounds. It has a clear development pattern defined by lively activity centers, dynamic employment districts, and safe, livable neighborhoods.

MEMORABLE CITY Chino is known in the region as a safe, livable city and a destination for culture, festivals, and sporting events.

VIBRANT DOWNTOWN Downtown Chino is a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

REVITALIZED COMMERCIAL CENTERS Featuring a range of new uses that serve community needs, Chino's reimagined shopping centers are vital activity hubs and social gathering places that contribute to local character and quality of life.

ATTRACTIVE CORRIDORS AND GATEWAYS Chino's commercial corridors feature well-designed buildings and streetscapes that provide walkable sidewalks, bicycle lanes, street trees, and landscaping. Inviting gateways into the city build a distinctive sense of place and enhance local pride.

GREEN AND SCENIC CITY From its network of City parks to the Prado Regional Park, Chino residents enjoy easy access to a range of recreational green spaces in and around the city, framed by the scenic backdrop of the San Gabriel Mountains.

Patterns

HEALTHY CITY Chino promotes active, healthy lifestyles for residents of all ages and abilities with a multi-pronged approach that focuses on nutrition, active living, physical and mental well-being, environmental health, and smart growth practices.

CONNECTED CITY A network of safe streets and multi-use trails links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.

STRATEGIC INFRASTRUCTURE INVESTMENTS Chino makes strategic investments in infrastructure and technology to support residential and employment growth that benefits the whole of the community.

REGIONAL LINKS Chino's well-maintained roads and thriving general aviation airport provide convenient connections to the regional transportation network.

ECONOMIC ENGINES Chino prioritizes business attraction and retention to foster a strong, stable, and diverse range of businesses in the community, building on local strengths and assets while welcoming innovation and promoting entrepreneurship.

SUCCESSFUL LOCAL BUSINESSES Chino is home to many thriving local businesses that serve one another and the community.

RESPECT FOR THE PAST Chino values, preserves, and protects its agricultural heritage, its historic buildings, and its ties to the past. Chino welcomes a heritage theme in new development, honors its military veterans, and respects all who have served the community.

Plan Organization, Structure, and Related Documents

PLAN ORGANIZATION

The 2045 General Plan addresses the eight state-mandated topics as well as four additional topics of local importance: community character, economic development, public services, and community health. The chapters of the 2045 General Plan are summarized below.

1. **Introduction.** This chapter outlines the purpose and uses of the General Plan; provides a community profile; recaps the update process; presents a shared community Vision and Guiding Principles for Chino's future; and provides an overview of the General Plan organization, relationship to other plans, and requirements for administration.
2. **Land Use and Community Character.** This element satisfies the legal requirements for a General Plan land use element; describes the existing land use pattern and provides an explanation of the General Plan's approach to citywide growth, with a map showing the desired distribution and location of land uses. It also describes the existing land use pattern, outlines a strategy for growth management and annexations, and includes land use designations with standards for density and intensity. Additionally, this element addresses community character and historic preservation, optional topics that are important priorities for the community. Policies in this element focus on revitalizing older shopping centers, fostering a vibrant downtown, supporting thriving neighborhoods, promoting ties to the past, and enhancing sense of place.
3. **Economic Development.** This optional element addresses a topic of local importance for Chino. It provides an overview of the population and employment context, and outlines goals and policies to support a strong, stable economy, including actions addressing positive city image; business attraction and retention; inclusive economic development; workforce development; and fiscal responsibility.
4. **Infrastructure.** This element addresses transportation and utility infrastructure in Chino, addressing the statutory requirements for the circulation and conservation elements. It incorporates a circulation diagram that identifies major thoroughfares and transportation routes for vehicles, transit, bicycles, and pedestrians, and it includes policies for "complete streets," roadway safety, and the efficient movement of goods. The element also identifies the location and extent of public utilities, including water, sewer, stormwater, and electricity infrastructure in Chino.

2045 General Plan Update community outreach

5. **Parks, Recreation, and Community Services.** This element satisfies legal requirements for addressing the topics of open space for outdoor recreation. This element also provides background information and a policy framework related to parks and recreation; schools; community facilities and libraries; and police and fire services.
6. **Hazards, Safety, and Noise.** This element addresses risks associated with natural and humanmade hazards in Chino, including flooding, seismic events, dam inundation, wildfires, and noise. It also addresses compounded risk associated with climate change, incorporating strategies to build community resilience. It satisfies the statutory requirements for the General Plan safety and noise elements, including requirements for an assessment of emergency evacuation capacity and climate vulnerability.
7. **Health and Environmental Quality.** This element addresses community health - a long-standing priority in Chino - together with new requirements for environmental justice identified under Senate Bill (SB) 1000 and SB535. It identifies "disadvantaged communities" in Chino and incorporates policies that address air quality and pollution exposure; physical activity; access to healthcare; healthy food access; and civic engagement and investment prioritization. It also addresses statutory requirement for the Conservation Element, with background information and policies addressing resource conservation, environmental resource protection, energy and water conservation, and reuse and recycling.
8. **Implementation.** This chapter describes the process for General Plan implementation, maintenance, and monitoring. It includes a table identifying near-term, mid-term, and long-term actions needed to implement general plan concepts and strategies. For each action, the responsible City departments and the timeframe for implementation are shown. Potential funding sources are also identified.

The Housing Element of the General Plan is published under a separate cover.

POLICY STRUCTURE

Each chapter of this General Plan includes brief background information to establish the context for the goals and policies in the chapter. This background material is not a comprehensive statement of existing conditions and trends, nor does it contain any adopted information. Within each element, a tri-partite structure of Goals, Policies, and Actions provides a clear hierarchy. Within this structure, Goals describe general desired results that the community seeks to create through the implementation of the General Plan. The Policies and Actions establish the "who," "how," and "when" for carrying out the "what" and "where" of Goals. Policies and implementing Actions both support the Goals, described below.

- **Goals** – A Goal describes a desired outcome or end state.
- **Policies**– A Policy is a specific statement that regulates activities in the City, guides decision-making on an ongoing basis and directs implementing actions to achieve a goal. General Plan policies guide City staff and decision-makers in their review of land development projects and in decision-making about City actions.
- **Actions** – An Action is a measure, procedure, or technique intended to implement one or more policies to help reach a specified goal. Typically, an action is a discrete item done once and completed. In that sense, when taken together, the actions in the General Plan constitute a "to-do list" for the City.

RELATED DOCUMENTS

Technical Background Report

As part of the General Plan Update process, a Technical Background Report (TBR) was produced to provide background information and technical analysis to inform the planning process. The TBR describes Chino's planning context and delves into the topics of land use; mobility and circulation; community services and facilities; environmental resources; hazards,safety and noise. As part of the TBR, a market analysis document was produced to provide an overview of the market characteristics exhibited by the residential, office, industrial, hospitality, and retail uses in the market area. In addition, a climate vulnerability assessment and a community health and environmental justice profile were prepared to provide an overview of climate change trend projections and local adaptive capacity to respond to climate related hazards.

Environmental Impact Report

The General Plan is accompanied by an Environmental Impact Report (EIR) prepared according to the California Environmental Quality Act (CEQA). The EIR is a detailed analysis of the potential environmental effects of implementing the General Plan, and the EIR evaluates alternatives to the proposed project and presents ways to reduce or avoid environmental damage. The EIR ensures environmental opportunities and constraints are identified and incorporated into the planning process and informs policies that can mitigate any adverse environmental effects of the Plan. This General Plan is "self-mitigating" in that it includes policies and programs designed to mitigate adverse impacts of growth.

Local Hazard Mitigation Plan

Recognizing the risks facing the community, the City maintains a Local Hazard Mitigation Plan (LHMP) that articulates a plan for reducing and/or eliminating risk from natural and humanmade hazards and enhancing community resilience. The LHMP assesses risks associated with earthquakes, wildfire, flooding, drought, extreme weather, severe wind, hazardous materials accidents, terrorist attack, and other hazards specific in Chino, and it identifies mitigation goals, objectives, and projects to reduce those risks. The LHMP presents a detailed profile of each potential hazard, describing primary and secondary effects, magnitude/severity, previous occurrences, and the likelihood of future occurrences. An assessment of impacts to vulnerable populations, property, critical facilities, and infrastructure and the effects of climate change is also included. To ensure its continued effectiveness and to remain eligible for federal funding in the event of a disaster, the Federal Emergency Management Agency (FEMA) requires that the LHMP be updated every five years. The LHMP is incorporated by reference into the Hazards, Safety, and Noise Element of the General Plan.

Parks and Facilities Master Plan

The General Plan identifies community needs and potential locations of parks and recreational facilities in Chino to provide guidance for an update of the Parks and Facilities Master Plan (PFMP). The PFMP serves as a strategic roadmap for the development, design, maintenance, and funding of parks and recreational facilities in Chino. The PFMP provides a detailed inventory of Chino's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities and potential funding sources, bridging the City's General Plan and Capital Improvement Program.

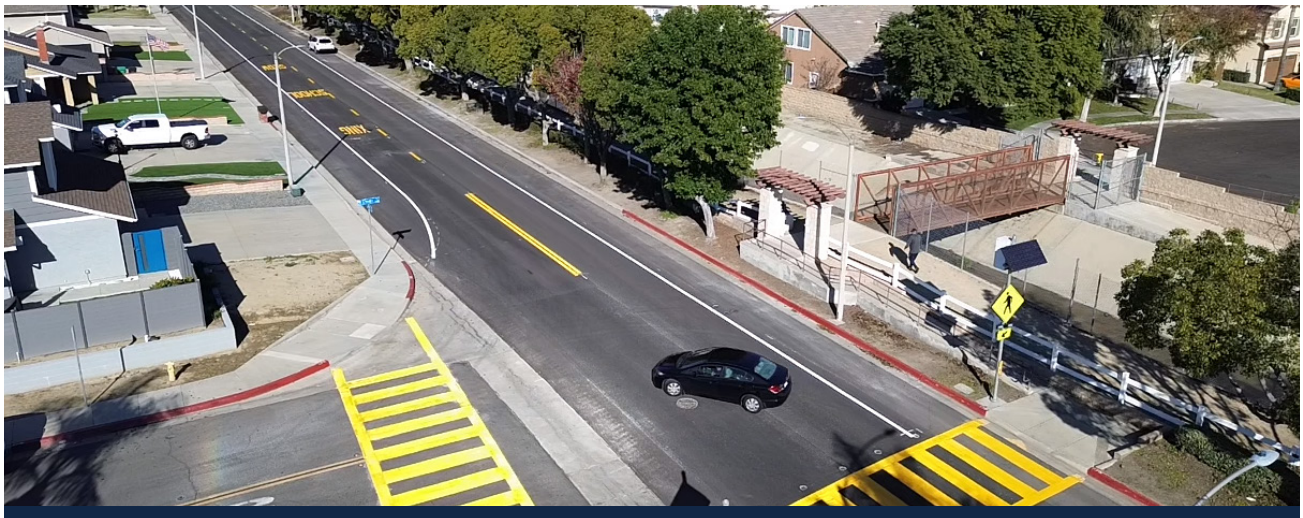
Drainage Master Plans

The City of Chino developed a comprehensive Master Plan of Drainage (MPD) beginning in 1993 for its northern quadrants, with subsequent MPDs in 1998 and 2007 (updated in 2021) for the southwest and southeast quadrants, respectively, to support planned development in The Preserve. These plans identify drainage facility improvements needed to address system capacity deficiencies and accommodate planned development citywide. In recent decades, Chino has invested heavily in storm drains, detention basins, and creek improvements. The bulk of planned storm drainage improvements are planned in southern part of the city to accommodate development envisioned in The Preserve Specific Plan area, where development has been planned outside of the 100-year flood plain. These improvements will help address localized flooding, particularly along major roadways such as Euclid Avenue and Pine Avenue. Capital improvement projects planned for the older northern part of Chino primarily address older infrastructure. Future development will be required to comply with stormwater control regulations that require the use of low impact development (LID) features to limit the volume and velocity of runoff to the City's storm drain facilities through the use of detention/retention practices and other best management practices (BMPs). Therefore, future municipal storm drainage improvements will focus on maintaining deteriorating assets or system optimization. The City will continue to use the MPDs, with periodic updates as needed to address system capacity deficiencies and accommodate planned development citywide.

Administration, Implementation, and Amendments

IMPLEMENTATION

The General Plan is implemented by the decisions of the Planning Commission and City Council and by the Zoning Code, specific plans, and the City's Capital Improvement Program (CIP). Capital planning represents an ongoing investment in the City's future to ensure the timely repair and replacement of aging infrastructure, and the implementation of priorities to meet the needs of the community. The CIP is a comprehensive planning document that identifies revenues with the capital projects expenditure budget, administered by the Public Works Engineering Division.



Storm drain facilities along Cypress Creek

Chino's Municipal Code Title 20, Zoning, includes detailed use classifications and standards. The zoning map must be consistent with the General Plan map, but it will not necessarily be identical to it. Existing specific plans will need to be updated for consistency with the General Plan and future specific plans also must be consistent with the General Plan.

AMENDMENTS TO THE GENERAL PLAN

The General Plan is a living document. As such, it should be updated periodically as site-specific circumstances change from the time of writing, to respond to new State or federal law, or to modify policies that may become obsolete or unrealistic over time. Changes in policy as well as the development of unforeseen opportunities or needs will require amendment of the General Plan. Per California Government Code Section 65358, no mandatory element of this General Plan may be amended more frequently than four times during any calendar year. Within this limitation, amendments may be made at any time as determined by the Chino City Council, and each amendment may include more than one change to the Plan.

Batting cage at Ayala Park

Senior dance class

2

Land Use and Community Character

The physical development pattern of a city profoundly influences quality of life for its residents. Providing a balance of residential, commercial, and employment-oriented land uses together with open space ensures opportunities for people to live, work, shop, and enjoy leisure time without having to travel outside the city. Providing a mix of different land uses in certain areas creates focal points with activities and amenities that bring families and neighbors together throughout the day and helps build sense of community. Separating incompatible land uses minimizes potential conflicts and promotes public health and safety.

Chino is projected to see significant growth in the coming years, and with careful planning, new development can enhance the local quality of life, strengthen sense of place, help build community bonds, and bring economic opportunities. This chapter provides a long-term framework to guide development and conservation in Chino over time, establishing land use designations, density and intensity standards, and a range of goals, policies, and actions that will guide decision-making for the next 10 to 20 years. This chapter satisfies the statutory requirements for the General Plan Land Use Element, and also addresses community character and placemaking, topics of importance to residents of Chino. Airport land use compatibility is addressed in Hazards, Safety, and Noise Element.

Existing Land Use and City Structure

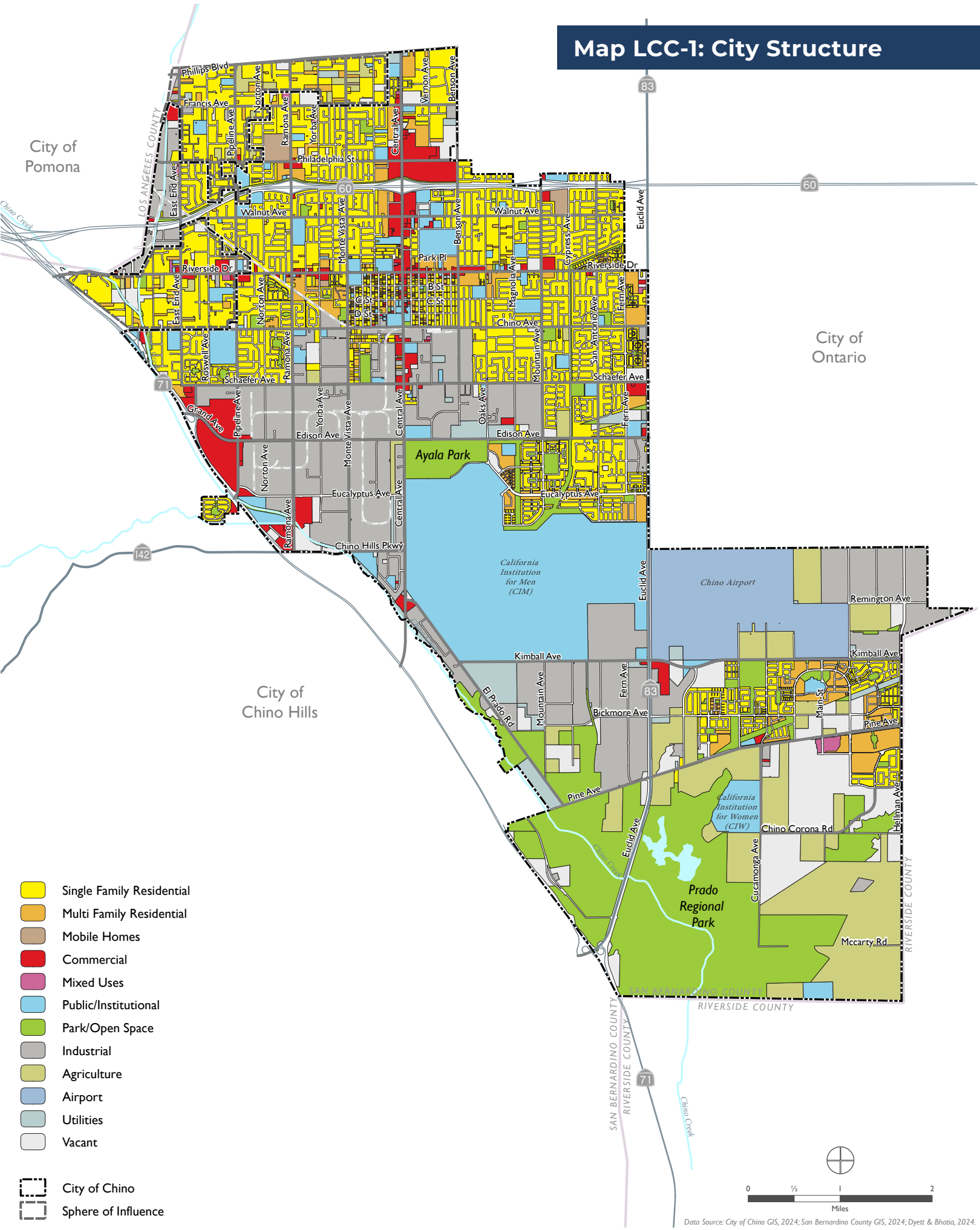
Located in a fertile valley, Chino originated in the late 1800s when a 640-acre portion of the Rancho Santa Ana del Chino was subdivided to create the original town, surrounded by smaller ranches. Over the years, the city grew southward as portions of the ranches were sold. Development accelerated following World War II and Chino continued to grow in subsequent decades with the annexation of the Chino Airport and the approval of the Eucalyptus Business Park Specific Plan and of large master-planned residential developments in College Park and The Preserve.

Map LCC-1 shows the existing development pattern in Chino. The older, northern portion of the city is predominantly residential, with commercial uses along key arterial corridors, including Central Avenue, Riverside Drive, and Philadelphia Street. The area south of Schaefer Avenue contains many of the city's major commercial, industrial and institutional uses, including the Spectrum Shopping Centers, warehouse and distribution facilities, the California Institution for Men, Chaffey College, and the Chino Airport. South of Pine Avenue, existing land use is largely Open Space and Agricultural. This area was annexed into the City more recently and The Preserve Specific Plan was adopted to guide development and conservation in the eastern part of this area. The Prado Regional Park, operated by San Bernardino County, occupies approximately 2,000 acres in the southeast of the city.

This development pattern means that residential neighborhoods in the north and south of the city are physically divided by large scale non-residential uses. The Euclid Avenue corridor links these neighborhoods, and over the long term, there may be opportunities to better connect them through development of remaining vacant parcels, redevelopment of properties declared surplus by the State of California, and intensification of uses at the Chino Airport. Given that there is relatively little vacant land in Chino outside of The Preserve Specific Plan area, infill development will be a priority.

City of Chino Civic Center

Map LCC-1: City Structure



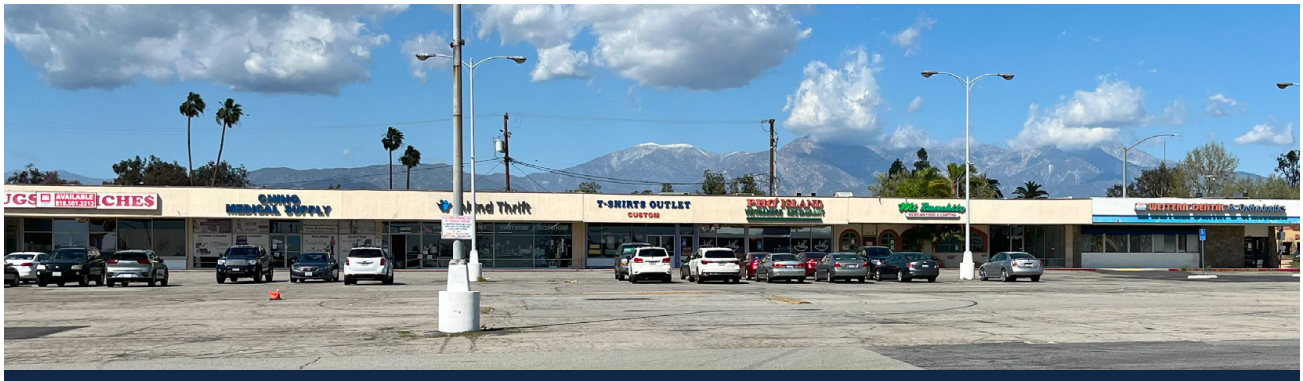
Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

Growth Management and Development Potential

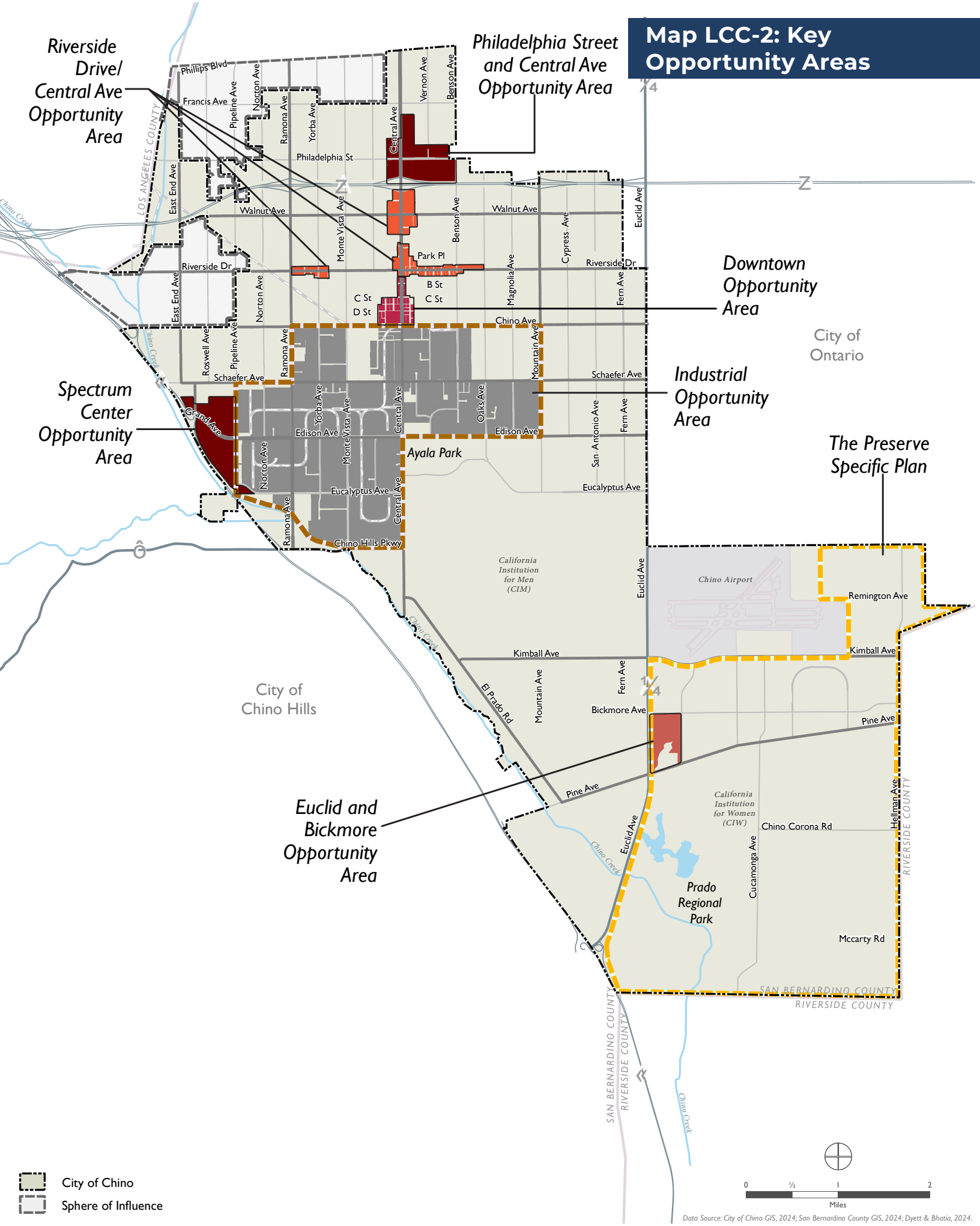
Development capacity is limited by topographical and environmental constraints in the southern part of the city, where properties below the 566-foot elevation mark are subject to flood control protections, and by Measure M, Chino's residential growth control measure. Adopted as an amendment to the General Plan in 1988, Measure M applies to territory within Chino's geographical boundaries at the time of adoption. It prohibits the City Council from increasing residential density or rezoning non-residential land for residential uses without the approval of Chino voters. Through the years, there have been several ballot measures that proposed land use changes to permit residential land use in new areas or to increase residential density. Most recently, in 2022 Chino voters approved Measure Y, a ballot initiative that permitted the creation of two new zoning overlays to allow multifamily housing development on certain commercial and residential properties. The overlays allow property owners the option to develop housing on their properties to create the additional capacity required to accommodate the City's regional housing needs allocation (RHNA) as identified in the 2021-2029 Housing Element to comply with State law.

Areas in Chino with the most potential to accommodate new development over the next 20 years are shown in **Map LCC-2**. These key opportunity areas are locations where vacant and underutilized parcels are clustered. Underutilized properties are those where the value of the land is worth more than the buildings and structures currently on it, giving the owner an incentive to redevelop with new uses that command higher rents or sale prices. For example, a large surface parking lot with more spaces than are needed to serve the businesses at a shopping center could be considered underutilized and could be redeveloped with other uses to serve community needs, such as housing that in turn would provide more customers for the stores and restaurants on the site. City-owned properties may also present opportunities, particularly when located adjacent to vacant and underutilized land.

Approximately five percent of land in Chino was vacant in 2025, the majority of which is located in The Preserve, where future development is planned under the existing specific plan. In the northern part of the city, less than three percent of the total land area is vacant.



Shopping centers with large, underutilized surface parking lots present opportunities for redevelopment that meets community needs


Map LCC-2: Key Opportunity Areas
Riverside Drive/ Central Ave Opportunity Area
Philadelphia Street and Central Ave Opportunity Area
Downtown Opportunity Area
Industrial Opportunity Area
Spectrum Center Opportunity Area
The Preserve Specific Plan
Euclid and Bickmore Opportunity Area
City of Ontario
City of Chino Hills
Ayala Park
Prado Regional Park
California Institution for Men (CIM)
California Institution for Women (CIW)
Chino Airport
Phillips Blvd
Francis Ave
Philadelphia St
Walnut Ave
Riverside Dr
Park Pl
B St
C St
D St
Chino Ave
Schaefer Ave
Edison Ave
Eucalyptus Ave
Chino Hills Pkwy
Kimball Ave
Bickmore Ave
Pine Ave
Remington Ave
Chino Corona Rd
Mccarty Rd
Grand Ave
Euclid Ave
Central Ave
Monte Vista Ave
Mountain Ave
Benson Ave
Vernon Ave
Norton Ave
Ramona Ave
Yorba Ave
Pipeline Ave
East End Ave
Roswell Ave
Oaks Ave
San Antonio Ave
Fern Ave
Cypress Ave
Magnolia Ave
El Prado Rd
Cucamonga Ave
Hellman Ave
Chino Creek
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
RIVERSIDE COUNTY
City of Chino
Sphere of Influence
0 ½ 1 2
Miles
Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

However, existing development intensity in Chino's commercial centers is low and the rise of e-commerce and changing consumer preferences is presenting opportunities to re-imagine some of the city's older commercial corridors. Since 2010, annual e-commerce sales have consistently outpaced conventional brick-and-mortar retail in Chino and in cities across the nation, resulting in decreased demand for physical retail space in conventional shopping centers. Strip mall developments with low-slung buildings, storefront vacancies, and large parking lots along commercial corridors offer opportunities to add new uses which can support the vitality of local shops and restaurants and help revitalize the look and feel of major thoroughfares, including employment, entertainment, and recreational uses as well as housing where permitted by the zoning overlays. In residential neighborhoods adjacent to these corridors, the addition of accessory dwelling units (ADUs) and smaller-scale housing can further bolster vitality and economic sustainability on the corridors.

Overall, buildout of the General Plan is projected to result in approximately 9,705 new homes and 8,985 new jobs in the city by 2045. This translates to a ratio of 1.62 jobs per home in Chino, which represents an improved jobs-housing balance. As a result, Chino will remain an important employment center in the region, attracting workers from surrounding communities each day, as well as providing more opportunities for people who live in Chino to also work in the city where they live.

Land Use Framework and Vision

This General Plan presents a framework to promote a balanced community with safe, livable neighborhoods; thriving employment districts; attractive corridors; and vibrant activity centers. The concept of mixed use is central to the vision for the future of Chino. Fostering a mix of complementary land uses within a prescribed area has helped to generate vibrant, successful districts in communities throughout California and across the nation. Mixed use can involve multiple uses in the same building — for example, retail shops at ground level with apartments above—or it can involve two or more compatible uses in separate buildings on the same property (see **Figure LCC-1**). Mixed use can also be achieved with a mix of uses located within sight distance of one another along a corridor. The key is that a range of options for living, working, doing business, and enjoying leisure time are located in proximity to one another in a way that reduces the need for parking and driving while increasing opportunities for people to interact.

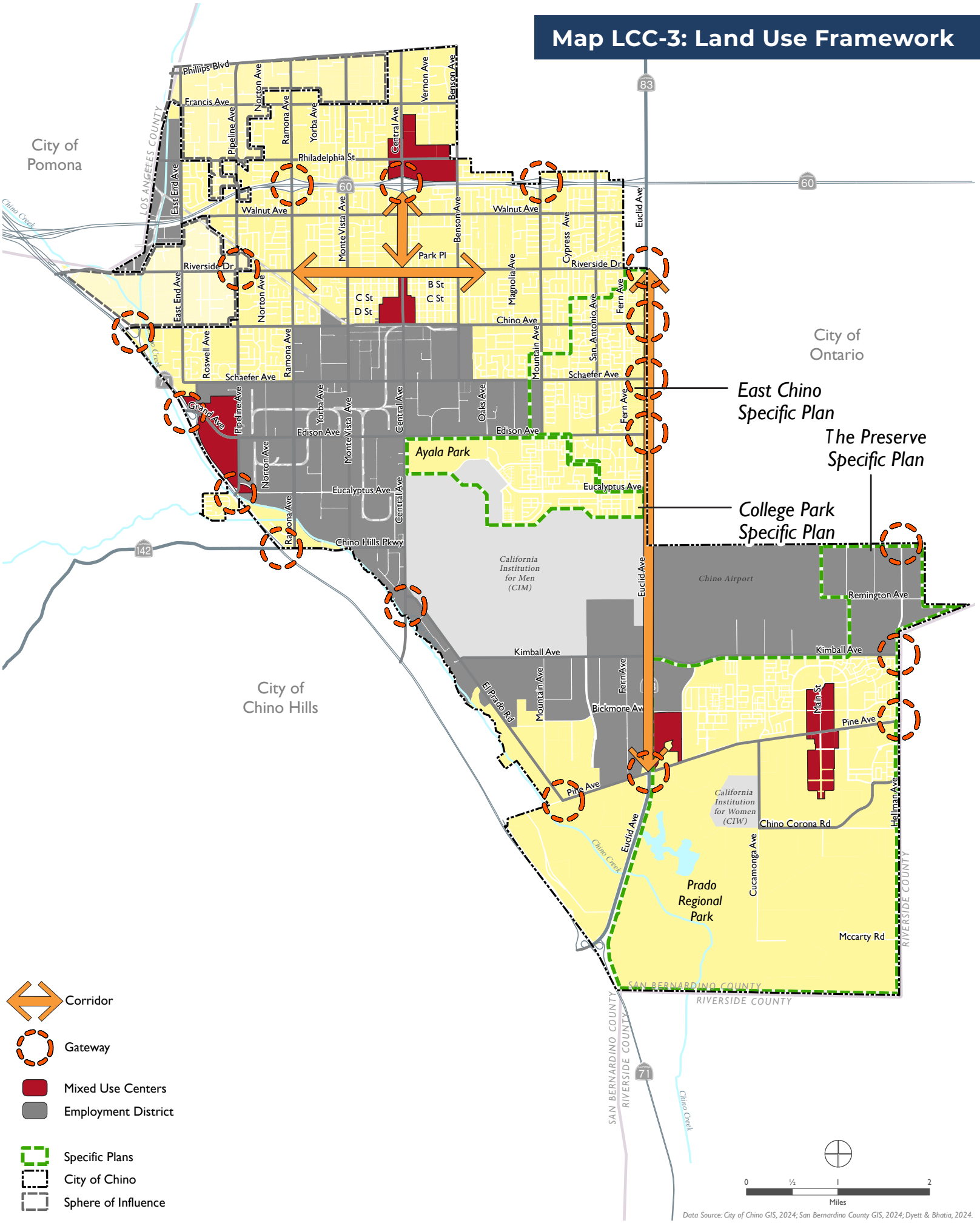
The Plan outlines strategies that seek to focus infill development within key opportunity area to revitalize older commercial areas, expand the local employment base, and create new community gathering places. It recognizes the physical elements that help define the character of Chino, including Residential Neighborhoods, Centers, Corridors, Employment Districts, and Gateways. Together, these elements represent the future urban structure of the city and the relationship between them is shown in **Map LCC-3**.

Table LCC-1: Growth Projections for Chino (2025-2045)

	Baseline (2024)	*Projected 2045 Total*	*Increment*
Housing Units	28,390	38,095	9,705
Jobs	52,965	61,950	8,985
Jobs/Housing Ratio	1.86	1.62	-

Sources: Southern California Association of Governments, City of Chino, Dyett & Bhatia, 2024

Map LCC-3: Land Use Framework



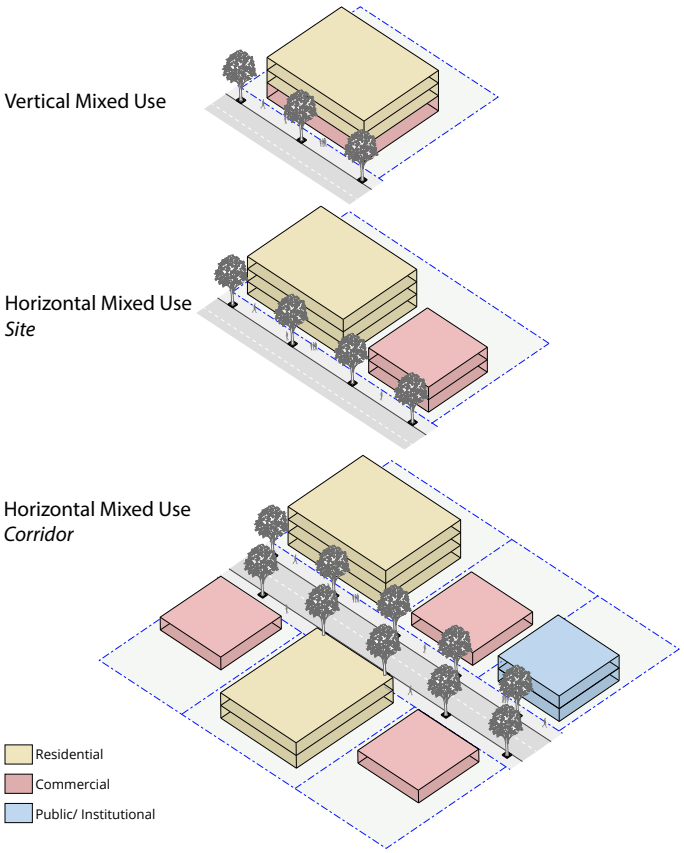
Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

- **Residential neighborhoods** form the basic fabric of the community. These are areas of the city characterized primarily by housing, parks, places of worship, and community facilities. Neighborhood boundaries are based on the historic development pattern, subdivision boundaries, and local tradition. Each neighborhood has its own distinct character, defined by the buildings, streets, and public places, as well as by the people who live there.

- **Centers** are envisioned as vibrant mixed use areas that act as major focal points in the community, offering an array of choices for living, working, shopping and enjoying free time. They are dynamic destinations with amenities that draw local residents from Chino and visitors from the wider region. A vibrant downtown at the heart of the community is envisioned as the city's premier activity center, with additional centers at Philadelphia Street/ Central Avenue and the Spectrum.

- **Corridors** are major thoroughfares that connect the city's neighborhoods and centers, tying the community together. They link residents to key destinations around town with safe, convenient connections and provide opportunities for a range of housing types. Central Avenue, Riverside Drive, and Euclid Avenue are Chino's key transportation routes and all have significant capacity for infill development, which can be leveraged over time to help transform these areas into attractive corridors lined with an integrated mix of housing, employment, educational, cultural, and recreational options.

Figure LCC-1: Mixed Use



- **Employment Districts** are areas of the city with significant concentrations of jobs and easy access to the regional transportation network. Concentrated primarily along Schaefer Avenue, Edison Avenue, Eucalyptus Avenue, Chino Hills Parkway, and Kimball Avenue, these areas are home to regionally and nationally renowned companies and make a vital contribution to the local economy. Design of these areas provides buffering from adjacent uses and adds to the character of the city.

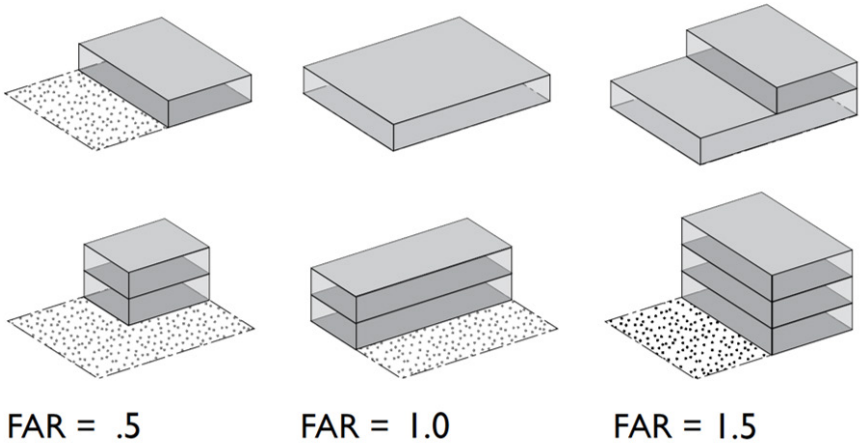
- **Gateways** are entry points into Chino located along major regional and local thoroughfares. They heighten sense of place and announce arrival into the community through building design and placement and site design features such as landscaping, plazas, art, and signage.

Land Use Designations

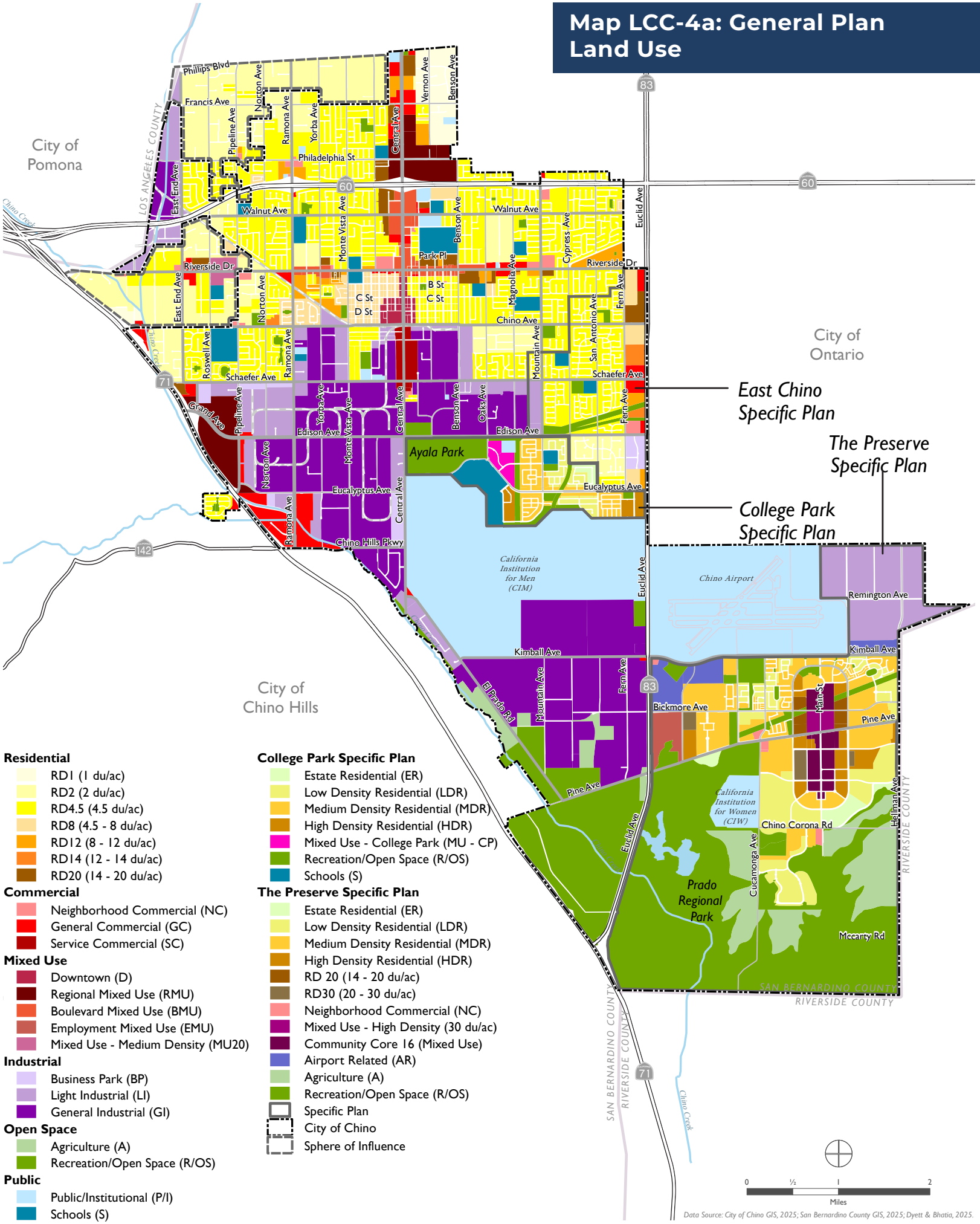
The General Plan Land Use Map (**Map LCC-4a**) illustrates the long-term vision for development and conservation in the planning area, translating the elements of city structure with land use designations that describe the character envisioned for each neighborhood and district. Each designation includes standards for density or intensity of use. Residential densities are expressed in terms of dwelling units per acre. Building intensities for non-residential uses are expressed in terms of floor area ratio (FAR), which is the ratio of gross building area (excluding surface parking areas) to net lot area, both expressed in square feet (see **Figure LCC-2**). FAR does not regulate building placement or form; it defines the total amount of development allowed on a given lot. In the designations below, FAR represents an expectation of the overall intensity of future development. The maximums assigned to the land use designations below do not constitute entitlements, nor are property owners or developers guaranteed that an individual project, when tested against the Plan's policies, will be able or permitted to achieve these maximums.

Map LCC-4b shows General Plan Land Use Overlays, which modify the requirements of the underlying land use designation in order to achieve specific planning goals or address unique characteristics of a location. They allow for flexibility in land use regulations to better support community goals. Four General Plan Land Use Overlays are shown: a Mixed Use Overlay, an Affordable Housing Overlay, an Urban Reserve Overlay, and an Airport Overlay.

Figure LCC-2: FAR



Map LCC-4a: General Plan Land Use



Residential
- RD1 (1 du/ac)
- RD2 (2 du/ac)
- RD4.5 (4.5 du/ac)
- RD8 (4.5 - 8 du/ac)
- RD12 (8 - 12 du/ac)
- RD14 (12 - 14 du/ac)
- RD20 (14 - 20 du/ac)

Commercial
- Neighborhood Commercial (NC)
- General Commercial (GC)
- Service Commercial (SC)

Mixed Use
- Downtown (D)
- Regional Mixed Use (RMU)
- Boulevard Mixed Use (BMU)
- Employment Mixed Use (EMU)
- Mixed Use - Medium Density (MU20)

Industrial
- Business Park (BP)
- Light Industrial (LI)
- General Industrial (GI)

Open Space
- Agriculture (A)
- Recreation/Open Space (R/OS)

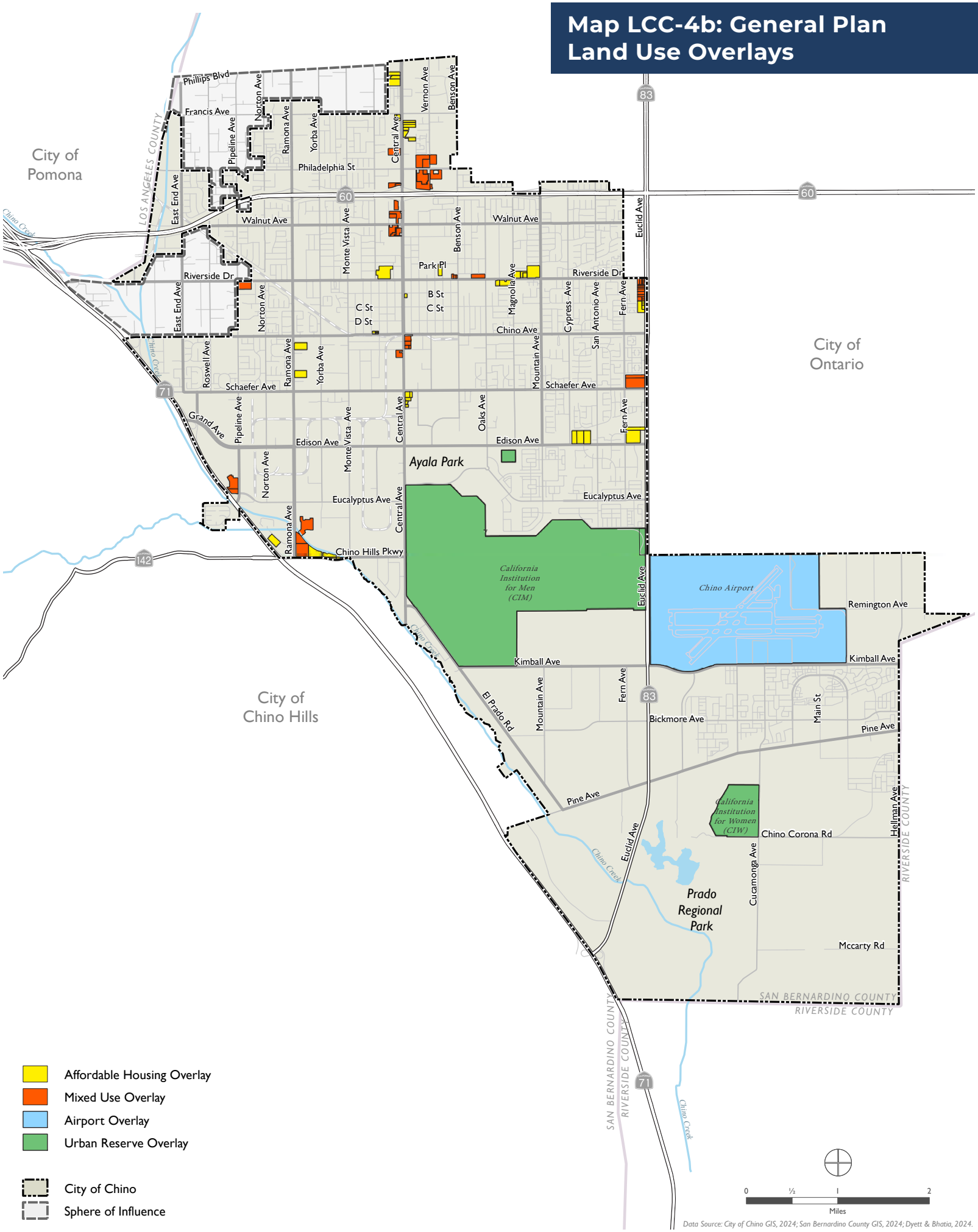
Public
- Public/Institutional (P/I)
- Schools (S)

College Park Specific Plan
- Estate Residential (ER)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use - College Park (MU - CP)
- Recreation/Open Space (R/OS)
- Schools (S)

The Preserve Specific Plan
- Estate Residential (ER)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- RD 20 (14 - 20 du/ac)
- RD30 (20 - 30 du/ac)
- Neighborhood Commercial (NC)
- Mixed Use - High Density (30 du/ac)
- Community Core 16 (Mixed Use)
- Airport Related (AR)
- Agriculture (A)
- Recreation/Open Space (R/OS)
- Specific Plan
- City of Chino
- Sphere of Influence

Data Source: City of Chino GIS, 2025; San Bernardino County GIS, 2025; Dyett & Bhatia, 2025.

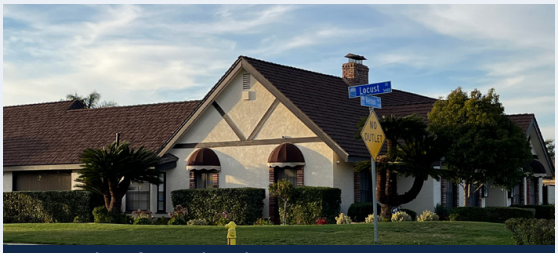
Map LCC-4b: General Plan Land Use Overlays



Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

RESIDENTIAL

RD1. The RD1 designation is intended to provide for and protect large-lot rural residential development. Detached single-family homes and related rural uses, such as horse-keeping and small-scale agriculture consistent with residential areas, are envisioned. Permitted density in the RD1 designation is up to 1 dwelling unit per net acre.


Example of RD1 land use

RD2. The RD2 designation is intended to provide for semi-rural and suburban lifestyles on lots that are larger than commonly available in suburban subdivisions. Development will typically consist of detached single-family homes and related structures. Permitted density in the RD2 designation is up to 2 dwelling units per net acre.

Example of RD2 land use

RD4.5. The RD4.5 designation is intended to provide primarily for single-family detached housing on standard sized suburban lots. Permitted density in the RD4.5 designation is between 2 and 4.5 dwelling units per net acre.

Example of RD4.5 land use

RD8. The RD8 designation is intended to provide primarily for single-family detached housing on lots that are smaller than commonly available in other residential neighborhoods in Chino. Areas designated for RD8 development typically transition from lower density residential neighborhoods to mixed use and non-residential areas. Permitted density in the RD8 designation is between 4.5 and 8 dwelling units per net acre.

Example of RD8 land use

RD12. The RD12 designation provides for a variety of residential product types, including attached single-family homes, bungalow courtyard development, attached dwellings, and townhomes. Small lot single-family homes are also permitted. The designation is intended to encourage innovation in housing types that can expand opportunities for homeownership in Chino. Developments within RD12 areas may provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. Permitted density in the RD8 designation is between 8 and 12 dwelling units per net acre.

Example of RD12 land use

RD14. The RD14 designation provides for a variety of residential product types at slightly higher densities than RD12, including attached single-family homes, bungalow courtyard development, attached dwellings, and townhomes. Small lot single-family homes are also permitted. The designation is also intended to encourage innovation in housing types that can expand opportunities for homeownership in Chino. Developments within RD14 areas may provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. Permitted density in the RD12 designation is between 12 and 14 dwelling units per net acre.

Example of RD14 land use

RD20. The RD20 designation provides for a range of multifamily housing product types, including townhomes, triplexes, fourplexes, garden apartments, and small-scale multifamily apartments and condominiums. RD20 developments provide common open space and recreational facilities onsite and are typically located adjacent to mixed use and commercial areas. Permitted density in the RD20 designation is between 14 and 20 dwelling units per net acre.

Example of RD20 land use

COMMERCIAL

General Commercial. The General Commercial (GC) designation provides for a variety of commercial uses to serve the daily and occasional needs of residents and visitors to Chino. Permitted uses include retail, restaurant, business and personal services, entertainment, professional offices, and other uses typically found in shopping centers. Gas stations, electric vehicle charging stations, and automobile sales are also permitted. Maximum permitted FAR is 0.4.

Example of GC land use

Neighborhood Commercial. The Neighborhood Commercial (NC) designation provides for retail and personal service uses to meet the needs of local residents within a service radius of approximately one mile. Permitted uses include grocery stores, drug stores, convenience stores, banks, dry cleaners, barber shops, beauty salons, laundromats, eating and drinking establishments and commercial sports and recreational uses. Neighborhood commercial uses are typically located at intersections along arterial streets. Maximum permitted FAR is 0.3.

Example of NC land use

Service Commercial. The Service Commercial (SC) designation provides for a mix of heavy commercial and service-oriented businesses that require efficient access to high volume roadways. Typical uses include auto and equipment sales, repair and maintenance; lumber yards and construction materials sale; nurseries; and other specialty retailing as well as restaurants, hotels/motels, and commercial recreation and entertainment uses. The maximum permitted FAR is 0.6.

Example of SC land use

MIXED USE

Downtown. The Downtown (D) designation is intended to foster a distinct district at the heart of Chino to serve as a focal point for civic, cultural, and community life. A vibrant mix of business, entertainment, residential, cultural, and civic uses is desired to activate the area throughout the day and into the evening. A mix of uses is encouraged but not required on individual sites. Specific uses permitted on a site are defined in the Zoning Code. Permitted FAR is from 0.4 to 2.0 for non-residential uses and residential density is permitted at between 20 to 30 dwelling units per acre on certain Downtown sites where such uses are consistent with Measure M. The highest intensity of development should be focused along D Street and Seventh Street to create a distinctive, walkable mixed use core between Sixth Street and Central Avenue, south of C Street. Where proposed development abuts existing low density residential neighborhoods, the development intensity should be at the lower end of the permitted range. Development in the D designation should help build sense of place and enhance a "small town" character for the area, with an emphasis on human-scaled design and a variety of traditional architectural features (varied rooflines, building materials, colors, and façade articulation) to heighten visual interest.

Example of D land use

Example of D land use

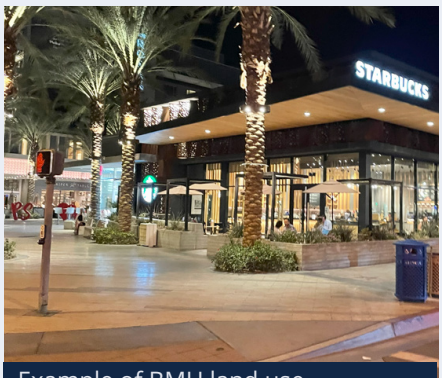
Regional Mixed Use. The Regional Mixed Use (RMU) designation provides for a wide range of retail, dining, entertainment, office, lodging, institutional, educational, medical, recreational, and cultural facilities that cater to both visitors and Chino residents, together with multifamily housing where permitted on certains sites as identified in the Zoning Code. The intent is to facilitate the evolution of the city's regional shopping centers, support existing businesses, and position Chino as a regional destination for festivals, cultural, and sporting events. A mix of uses is not required on every site but is desired within the RMU designation. Mixed use may be in either a vertical format (multiple uses in the same building) over multiple stories or horizontal format (multiple single-use buildings on the same parcel or within the same development), whether in single- or multiple story buildings. Permitted development intensity for larger parcels in size would range from 0.3 to 0.7 FAR, and from 0.3 to 1.0 FAR for smaller parcels. The minimum FAR is allowed by right on all parcels and higher FAR up to the maximum is permitted in exchange for onsite amenities such as outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; and public art.

Example of RMU land use

Example of RMU land use

Boulevard Mixed Use. The Boulevard Mixed Use (BMU) designation provides for a mix of commercial-retail and services that cater to the daily needs of local residents together with multifamily housing where permitted on certain sites as identified in the Zoning Code. The intent is to promote redevelopment of underutilized properties along key commercial corridors in the central part of the city and to foster attractive, human-scaled mixed use development that contributes to local character and enhances "small town" sense of place. Permitted uses include retail, restaurants, personal services, public uses, professional business offices, hotels/motels, and housing. A mix of uses is not required on every site but is desired within the corridor segments. Mixed use may be in either a vertical format over multiple stories (multiple uses in the same building) or horizontal format (multiple single-use buildings on the same parcel or within the same development) whether in single- or multiple story buildings. Permitted development intensity for commercial-retail development ranges from 0.3 to 1.0 FAR, with minimum FAR allowed by right and higher FAR permitted in exchange for onsite amenities like outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; and public art.

Example of BMU land use



Example of BMU land use

Employment Mixed Use. The Employment Mixed Use (EMU) designation permits a mix of commercial retail, light industrial, and manufacturing uses on large sites with at least 25 acres of developable area. Preparation of a master plan, area plan, or site plan demonstrating consistency with the following is required prior to approval:

- Proposed development must include a commercial-retail component, which may consist of retail stores, restaurants, daily services, professional offices, lodging, and cultural/entertainment uses. The commercial-retail component should be located along major street frontages with good visibility and access. Permitted development intensity for commercial-retail development ranges from 0.3 to 0.6 FAR, with the minimum FAR allowed by right and higher FAR up to the maximum permitted in exchange for onsite amenities such as outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; and public art.
- Light industrial and manufacturing uses are permitted if commercial-retail space is also provided onsite. The minimum amount of commercial-retail space required to permit light industrial and manufacturing uses shall be between 75,000 and 120,000 square feet, to be established through a development agreement. The intent is to attract businesses involving production, distribution, or repair with supporting office space where operations are typically enclosed in a structure and where exterior storage is limited or operations are fully screened from public view. Permitted uses include light manufacturing, research and development, small and medium scale warehousing and distribution, lodging, and other similar uses. Breweries, bakeries, or commercial kitchens are encouraged. Ancillary office space is also permitted. Permitted development intensity for these uses is up to 0.6 FAR with maximum building square footage established in zoning.
- Adequate separation and buffering must be provided to minimize conflicts between light industrial/manufacturing uses and other uses on the site and surrounding properties.
- Performance standards governing screening, landscaping, architectural design, noise, air quality, and traffic and access established for light industrial and manufacturing uses in the zoning code must be met.

Example of EMU land use

Example of EMU land use

Example of EMU land use

Mixed Use – Medium Density. The Mixed Use - Medium Density (MU20) designation applies along major corridors in the SOI. It is intended to provide for a mix of housing and compatible commercial uses in close proximity, whether in the same building, on the same site, or within sight distance. Maximum permitted residential density is 20 dwelling units per adjusted acre and maximum permitted FAR is 1.25 for non-residential uses.

Example of MU20 land use

INDUSTRIAL

General Industrial. The General Industrial (GI) designation provides for industrial activities, including general industrial, heavy industrial, and manufacturing uses that may generate heavy traffic, noise, or odors. Establishments located in these areas typically require large parcels of land with good truck and/or rail access. Due to the nature of their operation, uses in this designation require a degree of separation from residential, retail, restaurant, hotel and other sensitive uses. Maximum permitted FAR in the GI designation is 0.6.

Example of GI land use

Light Industrial. The Light Industrial (LI) designation provides for production, distribution, and repair-oriented businesses that typically generate less pollution, noise, or odors than General Industrial uses. A wide range of uses is permitted, including manufacturing, assembly, fabrication, packaging, storage, repair and maintenance yards, utility plants, recycling centers and similar facilities. Production-oriented uses such as creative uses and maker spaces; studios; media production; printing and publishing; distilleries; wine-making facilities; micro-breweries; tech start-ups; and research and development facilities. Accessory office and retail are also permitted. Maximum permitted FAR in the LI designation is 0.6.

Example of LI land use

Business Park. The Business Park (BP) designation is intended primarily for the business needs of industrial park employers and employees. The predominant uses will be businesses that primarily provide support services to industrial development, such as offices for engineers, sales representatives or other manufacturing service types of businesses, restaurants, and space for distributors and other retail outlets. Small manufacturing firms also may be allowed if operations can be accomplished entirely indoors and are related to the service needs of manufacturers. Maximum permitted FAR is 0.6.

Example of BP land use

OPEN SPACE

Agriculture. The Agricultural (A) designation provides for private open space uses and low-intensity agriculture on lands in the southern part of Chino. The A designation consists primarily of land used for farming, stables, pastures, and grazing. Public facilities such as those necessary for drainage, flood control, groundwater recharge, and public communication are also permitted. Permanent agricultural easements are encouraged in these areas. Sports and entertainment facilities may be permitted on large properties in some locations, as specified in the zoning code.

Example of A land use

Recreation/Open Space. The Recreation/Open Space (R/OS) designation provides for areas for outdoor recreation and the preservation of natural resources. Permitted uses include active and passive recreation spaces, natural areas, parks, playgrounds, trails, recreational facilities and other similar uses. Within regional parks identified on Map PRC-1 in the Parks, Recreation and Community Services Element, food and beverage concessions, lodging, and entertainment uses are conditionally permitted. There is no maximum permitted FAR in this designation.

Example of R/OS land use

PUBLIC

Public/Institutional. The Public/Institutional (P/I) designation provides for a range of public and quasi-public uses, including fire and police stations; government buildings; libraries; educational institutions; community centers; utilities; the Chino Airport, and other government facilities such as the California Institution for Men (CIM) and the California Institution for Women (CIW). Assisted living facilities and neighborhood-oriented retail are conditionally permitted uses in this designation when adjacent to existing residential and mixed use areas. Co-location of multiple public facilities on a single site is encouraged where it will increase access to community services while offering cost savings and other benefits to community service providers. The maximum permitted FAR in the P/I designation is from 0.1 to 1.0, determined on a case-by-case basis in consideration of the neighborhood context.

Example of P/I land use

Schools. The Schools (S) designation provides for existing and proposed private and public elementary, junior high, and high schools in Chino. Sites for new public schools are subject to review by the school district, and ultimate locations may not be the same as those proposed on the General Plan Land Use map.

Example of S land use

OVERLAYS

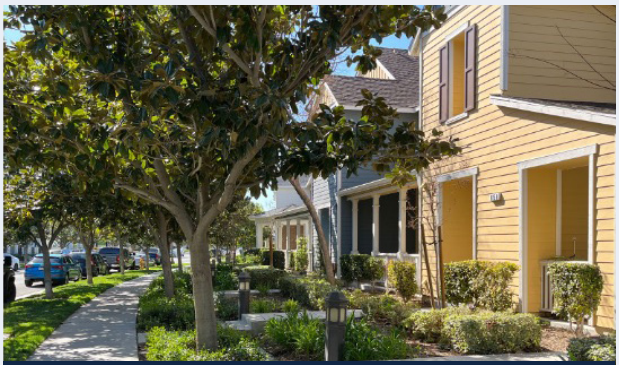
Airport. The Airport (AP) Overlay applies to the Chino Airport and adjacent properties. The intent is to promote compatible development and uses that support the economic viability of the airport while also ensuring safe airport operations. Permitted uses include airport operations, aircraft maintenance, hotels, restaurants, museums, event spaces, truck lodging, and storage. All development and uses are subject to the specific safety, noise, and compatibility standards established in the zoning code.

Example of AP Overlay land use

Urban Reserve. The Urban Reserve (UR) Overlay applies to areas where comprehensive planning must occur prior to development or change in use, such as properties owned by the State of California which may be surplussed in the future. The intent of the UR Overlay is to signal that the City envisions a change in use in these areas while allowing flexibility to adequately plan for future uses.

Example of UR Overlay land use

Affordable Housing. The Affordable Housing Overlay (AHO) is intended to promote the development of affordable housing for low, very low-, and moderate-income households in specific areas identified on Map LCC-4b where high density residential uses would not otherwise be allowed. The AHO is intended for standalone affordable and mixed income housing projects at densities of up to 30 dwelling units per acre.


Example of AHO Overlay land use

Mixed Use. The Mixed Use Overlay (MUO) is intended to promote the development of affordable housing for low, very low-, and moderate-income households in specific areas identified on Map LCC-4b where high density residential uses would not otherwise be allowed. The MUO provides for mixed use development with affordable housing either on upper floors or in separate buildings at densities of up to 30 dwelling units per acre.

Example of MUO Overlay land use

COLLEGE PARK SPECIFIC PLAN LAND USE DESIGNATIONS

ER/Estate Residential. For single-family detached units on large lots, with a density range of 0 to 2 units per gross acre. This designation is intended to be a transitional buffer for adjacent existing single-family subdivisions with similar densities.

LDR/Low-Density Residential. Allows single-family detached units with densities between 2.1 and 5 dwelling units per acre on a variety of lot sizes. This designation is located throughout the Specific Plan Area.

MDR/Medium-Density Residential. Allows densities between 5.1 and 10 units per acre and permits single-family detached and single-family attached dwelling units on a variety of lot sizes.

HDR/High-Density Residential. Intended for clustered single-family detached products, townhouses, apartments, and similar unit types. It permits densities between 10 and 20 units per acre.

I/Institutional. Applies to the 100-acre Chaffey College campus adjacent to Ayala Park.

OSR/Open Space Recreational. Includes Ayala Park, neighborhood parks, civic plazas, community centers, and other open space areas that provide recreational space, passive open space, and joint-use community activities.

MU/Mixed Use. Allows for a combination of retail, service commercial, office, high and very-high density, civic, institutional, public, and recreational uses. The Mixed Use designation is intended to allow for the development of a compact, walkable, and pedestrian-oriented district. The designation has a FAR of 1.0 for commercial and office uses. The residential component of the designation, which is intended for multi-family units, permits densities between 10.1 and 20 units per acre.

Cypress Channel. Intended to retain the Cypress channel as natural open space to be utilized exclusively for burrowing owl habitat.

Example of OSR and adjacent residential land use in the College Park Specific Plan area

THE PRESERVE SPECIFIC PLAN LAND USE DESIGNATIONS

ER/Estate Residential. Allows for average density of 2 units per adjusted gross acre, with densities between 0 to 3 units per adjusted gross acre permitted. This designation is intended to provide a rural residential area characterized by single-family detached homes on large lots. Equestrian uses and trails are encouraged in this district.

LDR/Low Density Residential. Provides for an average density of 5.5 units per adjusted gross acre, with densities between 3 and 8 units per adjusted gross acre permitted. It allows for single-family detached and attached units, townhouses, clustered units, and courtyard units on a variety of lot configurations.

MDR/Medium Density Residential. Intended to provide for a range of housing types, from small-lot single-family detached/attached to multi-family residential dwellings. The MDR density ranges from 8 to 12 dwelling units per adjusted gross acre and may be broadened (for projects that are a minimum of 60 acres) to 6 to 14 units per adjusted gross acre with the approval of a master plan and as long as the average density of 10 units per adjusted gross acre is maintained.

HDR16/High Density Residential 16. This district is intended as a transition zone from low density single-family areas to higher intensity commercial, industrial and multiple-family residential areas. Attached and detached dwellings are permitted in this district. The HDR16 district allows 12 to 20 dwelling units per adjusted gross acre with an average density of 16 units per adjusted gross acre.

HDR20/High Density Residential 20. Encourage a wide range of residential land uses from attached dwellings to townhouse type developments, courtyard apartments and flats. The HDR20 designation allows 16 to 24 dwelling units per adjusted gross acre with an average of 21 units per adjusted gross acre.

HDR30/High Density Residential 30. Provide an area for attached townhome and condominium projects. High density residential uses in this district provide a mix of urban and suburban amenities including attached units with enclosed garages and common recreational open space. The HDR30 designation allows 24 to 40 dwelling units per adjusted gross acre with an average of 30 dwelling units per adjusted gross acre.

CC16/Community Core 16. Provide for a combination of retail, commercial, office, high-density residential uses, as well as civic, institutional, public, recreational uses and places of worship. The CC16 designation permits 12 to 20 dwelling units per adjusted gross acre.

CC30/Community Core 30. Provide for a high-density combination of retail, commercial, office and residential uses, as well as civic, institutional, public, recreational uses and places of worship. The intent of this land use designation is to create a compact, walkable and pedestrian-oriented downtown, at a higher density than the Community Core 16 land use designation. The CC30 district permits 24 to 40 dwelling units per adjusted gross acre.

NC/Neighborhood Commercial. Accommodate small-scale retail, office, and service commercial needs of adjacent residential neighborhoods. Permitted FAR is 0.25.

AR/Airport Related. Accommodates uses that are directly related to the Chino Airport, including car rental offices, service stations, offices, and travel agencies. The permitted FAR is 0.45 for Light Industrial uses, 0.35 for business parks, offices, and hotels, and 0.25 for Commercial uses.

LI/Light Industrial. Intended to accommodate Industrial uses that produce minimal traffic, noise, odors, or pollutants. Permitted land uses include Light Manufacturing, Assembly and Processing, and Office. Permitted FAR is 0.45.

AG/Agriculture. Accommodates uses such as farming, pastures, grazing, and stables. Uses in areas designated Agriculture are also subject to the Resource Management Plan, which provides for the stewardship of biological resources.

OSN/Agriculture/Open Space Natural. Accommodates limited Agricultural and Open Space uses, such as trails, crop farming, open space, and passive recreation. It is also intended to protect sensitive and important biological resources from incompatible land uses that could damage them. Land uses in this designation must comply with the Resource Management Plan.

OSW/Open Space Water. Applies to Prado Lake and is intended to protect water resources by limiting allowed land uses to wildlife and habitat conservation areas, public parks, water recreation, and educational and interpretive facilities.

OSR/Open Space-Recreation. Establishes open space areas for active and passive recreation.

OSN/Open Space-Natural. Applies to permanent natural open space, natural drainage areas, stream courses, cultural and historic resources, and wildlife preservation. It is intended to protect natural plant and animal habitats. Under the Open Space-Natural designation, open space areas may be used for crop farming, outdoor recreation uses, and other low-density uses in some cases.

PF/Public Facilities. Accommodates local and regional-serving public and quasi-public facilities and services, such as schools, libraries, places of worship, police and fire stations, and utility stations.

Example of OSN land use in The Preserve Specific Plan Area

LCC-1 **BALANCED COMMUNITY. Foster a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.**

CITY STRUCTURE

Policies

LCC-1.1 Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the city to support a complete community.

LCC-1.2 Ensure logical City boundaries that facilitate the efficient delivery of City services, address economic development needs, and optimize municipal costs and revenues.

LCC-1.3 Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino.

LCC-1.4 Promote infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods.

LCC-1.5 Locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.

LCC-1.6 Support the continued buildout of planned residential areas as needed to meet the community's housing needs.

LCC-1.7 Plan strategically for the reuse and redevelopment of properties in Chino that may be declared surplus by the State of California or other public agencies.

LCC-1.8 Integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions in Chino, including Chaffey College and the Chino Valley Medical Center. Such uses and amenities may include the following: retail, restaurants, lodging, neighborhood services, arts/culture venues, athletic facilities, and other publicly accessible facilities.

LCC-1.9 Encourage the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and optimize the use of public funds.

Actions

LCC-1.A Retire the following older specific plans that are largely built out and have achieved their original goals, incorporating any area-specific standards that remain relevant into the zoning code: Central Avenue Specific Plan, Eucalyptus Business Park Specific Plan, and Majestic/ Spectrum Specific Plan.

LCC-1.B Collaborate with Chaffey College to explore opportunities for the development of surplus campus lands with uses that benefit both the college and the community.

LCC-1.C Prepare an area plan, master plan, or specific plan for the State Route 83/Euclid Avenue corridor to plan holistically for the area between Riverside Drive and Pine Avenue. The plan should consider opportunities presented by the expansion of activities at the Chino Airport, the planned Pine Avenue Connector project, demand for an outdoor amphitheater or sports complex in the region, and land that may be declared surplus by the State of California in the future as well as planned development in adjacent communities.

LCC-1.D Map all planning actions, such as general plan amendments and rezonings, on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which require special studies and possible amendment on the General Plan map.

GROWTH MANAGEMENT

Policies

LCC-1.10 Preserve agricultural and open space land within the Prado Regional Park and The Preserve, recognizing its scenic value as well as its contribution to biodiversity, healthy air quality, community character, and quality of life.

LCC-1.11 Provide for the extension of public services in a logical and functional manner to support employment and housing growth.

LCC-1.12 Ensure that private development provides sufficient funding for infrastructure and public services to support the development.

LCC-1.13 Plan comprehensively for the annexation of any new areas and approve annexation only after City approval of an appropriate area-wide plan (e.g., master plan, specific plan) that addresses land use, circulation, housing, infrastructure, and public facilities and services. Exceptions to this requirement for area-wide plans include annexations of:

- Existing developed areas;
- Areas of less than five acres; and
- Unincorporated islands.

LCC-1.14 Prior to the provision of City services to unincorporated areas, require those unincorporated properties to be annexed into the City, or require a conditional service agreement to be executed agreeing to annex when deemed appropriate by the City.

Actions

LCC-1.E Coordinate with San Bernardino County to ensure that land use designations and development standards in unincorporated portions of the Planning Area are consistent with those set forth in the Chino General Plan.

LCC-1.F Regularly update the five-year capital improvement program to outline the capital projects needed to meet the goals of the General Plan.

LCC-1.G Require fiscal impact analyses, as appropriate, for development proposals in order to evaluate public facility needs and costs, and the revenue likely to be generated by that development.

LCC-1.H Continue to use Community Facility Districts, Development Impact Fees (DIFs) and other financing tools to fund and maintain public facility improvements.

Downtown Chino

Downtown Chino originated in the late 1800s as the commercial and civic core of the young town. Centered on Central Avenue, it grew into a bustling small-town commercial center offering everything residents needed—banks, pharmacies, a barber, cafés, a post office—all within walking distance of the Southern Pacific Railroad Depot. By the 1940s, anchored by four movie theaters, Downtown Chino was where people from the region went for entertainment, but in the post-War period its role was replaced by new suburban shopping centers and Downtown declined as many long-standing businesses closed or relocated.

Beginning in the 1990s, the City of Chino launched a downtown revitalization effort that included façade improvement grants to restore historic architecture, upgraded streetscapes with decorative lighting and landscaping, and the opening of the Chino Youth Museum in a restored bank building. Popular community events such as Old-Fashioned Christmas, Chino Summer Nights, Chino Days and the Kiwanis Corn Feed Run car show draw large crowds and the concentration of community facilities—the Library, Senior Center, Neighborhood Activity Center, Carolyn Owens Community Center and Civic Center—means that Downtown plays an important role in the life of the community.

Looking to the future, through community engagement activities, Chino residents have expressed strong support for the idea of creating a mixed use Downtown district in the heart of the city to once again serve as a focal point for civic, cultural and community life. There is great potential to offer a variety of shopping and dining options, as well as cultural and recreational activities and events all in a walkable, memorable environment.

In 2022, the City adopted a Civic Center Master Plan which envisions the relocation of City facilities within the area, the creation of a large civic lawn with plaza space, new private development in commercial, residential, or mixed use buildings, and construction of public parking structures. The introduction of new commercial and residential uses is integral to the viability of the downtown concept and, using the Master Plan as a starting point, this General Plan lays out a strategy for translating the vision into reality.

There are some underused commercial properties on Central Avenue that could be redeveloped with new uses, and the City is the major landowner in the area, meaning it is well-positioned to help move the community vision for downtown forward. Some City-owned land can be redeveloped through public-private partnerships to bring new uses and activities to the area. The existing historic buildings on D Street are a key part of what makes this area special, and the Plan focuses on preserving and reusing these buildings while also creating design guidelines and standards with a heritage theme for new development. Locally owned small businesses are also a priority for Chino residents to help ensure that downtown retains its distinctive small-town character while also welcoming new businesses to the area. A thoughtful parking management strategy for the area will also be essential to ensure an adequate supply in convenient locations. To permit new housing in the area, a vote of the people would be required, consistent with the City's residential growth control measure (Measure M).

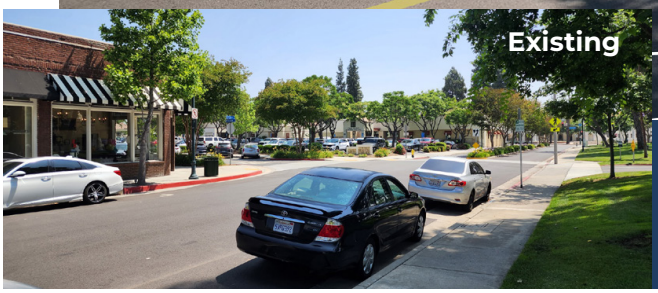


Illustration of potential downtown improvements, shown at the cross-section of D Street and 7th Street, looking towards Central Avenue.

Map LCC-5 Downtown Concept

Promote mix of commercial, office, and residential uses along Central Avenue to strengthen its role as a mixed use corridor

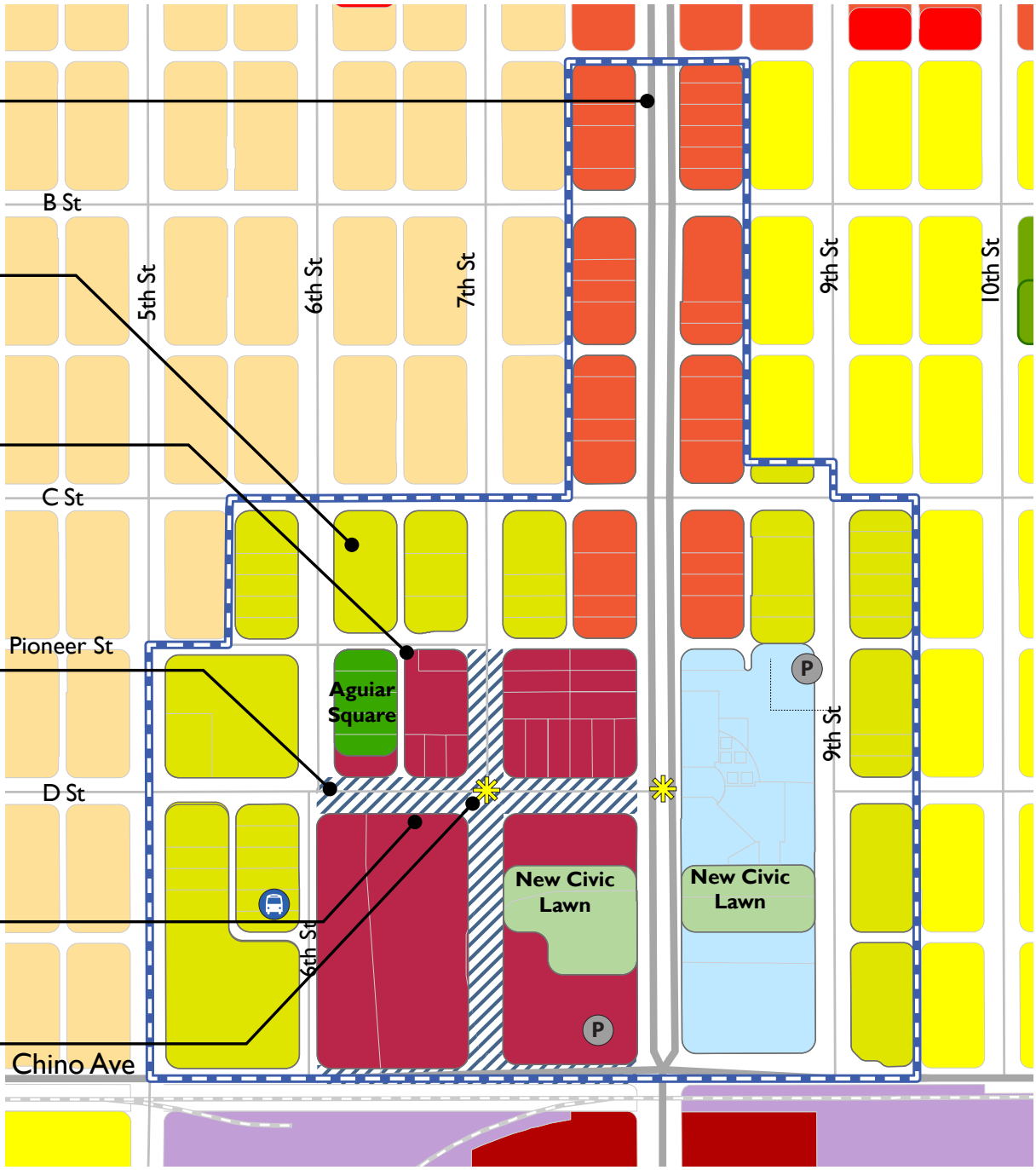
Transition from core to surrounding residential neighborhoods with medium density housing

Terraces and patios facing Aguiar Square create a a charming location for outdoor dining

Widen D Street between Fifth/Central and Seventh Street between Pioneer/Chino Ave to accommodate wider sidewalks and angled parking

Wide sidewalks, outdoor dining, planter boxes, and shop windows enhance the pedestrian experience along D Street and Seventh Street

Install high-visibility cross walks, raised sidewalks, and special paving treatments to prioritize pedestrians



Downtown Land Use

- Residential Medium-High
- Commercial Mixed Use
- Core Mixed Use
- Civic
- New Civic Lawn
- Parks

General Plan Land Use

- RD 4.5 (3-4.5 du/ac)
- RD 8 (4.5-8 du/ac)
- RD 12 (8-12 du/ac)
- RD 20 (14-20 du/ac)
- Neighborhood Commercial
- General Commercial
- Light Industrial
- General Industrial

Other

- Potential Public Parking Structure
- Transit Center
- Angled Parking
- High Visibility Crosswalks

0 250 500 1,000
Feet

LCC-2

VIBRANT DOWNTOWN. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

USES AND ACTIVITIES

Policies

LCC-2.1 Promote a mix of daytime and evening uses downtown, including businesses, entertainment, housing, cultural, and civic uses to activate the area throughout the day and into the evening.

LCC-2.2 Establish a land use and zoning framework to guide the creation of distinct core, civic, commercial and residential subdistricts within the downtown area (see **Map LCC-5**).

LCC-2.3 Focus the highest intensity of development along D Street and Fifth Street to create a distinctive, walkable mixed use core between Sixth Street and Central Avenue, south of C Street.

LCC-2.4 Locate civic uses in and adjacent to the downtown core, recognizing their importance for downtown character and their contribution to business vitality.

LCC-2.5 Transition from the core area to surrounding residential neighborhoods with medium density housing, such as duplexes, triplexes, and townhomes.

LCC-2.6 Promote a mix of commercial, office, and residential uses along Central Avenue to strengthen its role as a mixed use corridor at the heart of Chino.

LCC-2.7 Incorporate a large civic lawn visible from Central Avenue with an outdoor performance space, a plaza, and connecting pedestrian paths.

LCC-2.8 Cultivate a balance of recognizable brands and locally-owned businesses downtown.

Actions

LCC-2.A Continue to provide a year-round program of community events downtown, such as movie nights, concerts, fun runs, seasonal events, and other activities.

LCC-2.B Prepare a concept plan outlining the vision and strategy for Downtown and hold a Measure M vote to seek voter approval of land use and zoning changes needed for implementation.

LCC-2.C Implement a 3-pronged strategy to catalyze creation of a vibrant downtown following a successful Measure M vote:

- Partner with commercial developers to curate a lively mix of new shops and restaurants;
- Lease some City land for residential development to help build a customer base for businesses and create a revenue stream;

- Use revenue generated from the land lease to fund a new theatre or auditorium, as well as ongoing events and activities downtown.

LCC-2.D As a long-term action, identify funding sources and pursue implementation of the Civic Center Master Plan.

LCC-2.E Develop a program of incentives to encourage small, locally-owned businesses downtown. Incentives may include:

- Streamlined entitlements/ design review;
- Businesses start up support; and
- Reducing or eliminating parking requirements for commercial spaces of 500 square feet or less when on-street and/or structured parking is available.

LCC-2.F Explore opportunities for the City to acquire property Downtown when feasible to help achieve the community vision for the area and facilitate development of the Civic Center Master Plan.

DISTRICT DESIGN

Policies

LCC-2.9 Recognize historic-age buildings, including the youth museum, Gray building, and Seventh Street Theater as integral components of downtown character. Promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown.

LCC-2.10 Use a heritage theme in new development downtown and vary rooflines, building materials, colors, and façade articulation to heighten visual interest.

LCC-2.11 Emphasize human-scaled design in commercial, residential, and mixed use development and employ measures such as articulated massing, awnings, and landscape elements to break down the scale of larger developments.

LCC-2.12 Build the visual presence of the downtown core with distinctive branding and signage, street furniture, and trees and plantings.

LCC-2.13 Within the core area, orient new buildings to the street, minimize setbacks along street frontages, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.

Human-scaled design

LCC-2.14 Require that buildings fronting D Street and Seventh Street provide uses or design features that activate the ground floor. To comply with this requirement, new development must provide either:

- One or more of the following uses: restaurants; cafes; bars and brew pubs; co-working spaces; professional offices; personal services; art and craft studios; other substantially similar uses; or
- Two or more of the following design elements: show windows; awnings or overhangs; street furniture; "green/living" wall; public art; other innovative design strategy.

LCC-2.15 Encourage terraces and patios facing Aguilar Square to enhance the park and create a distinctive location for outdoor dining.

LCC-2.16 Provide direct pedestrian connections between the Transit Center and the downtown core.

LCC-2.17 Design public spaces that are welcoming and accessible to people of all ages and abilities, incorporating family-friendly amenities such as playgrounds, picnic tables, seating areas, and restrooms.

LCC-2.18 Introduce amenities that support active recreational activity such as a fitness center, bike racks/lockers, and/or a rooftop recreational component.

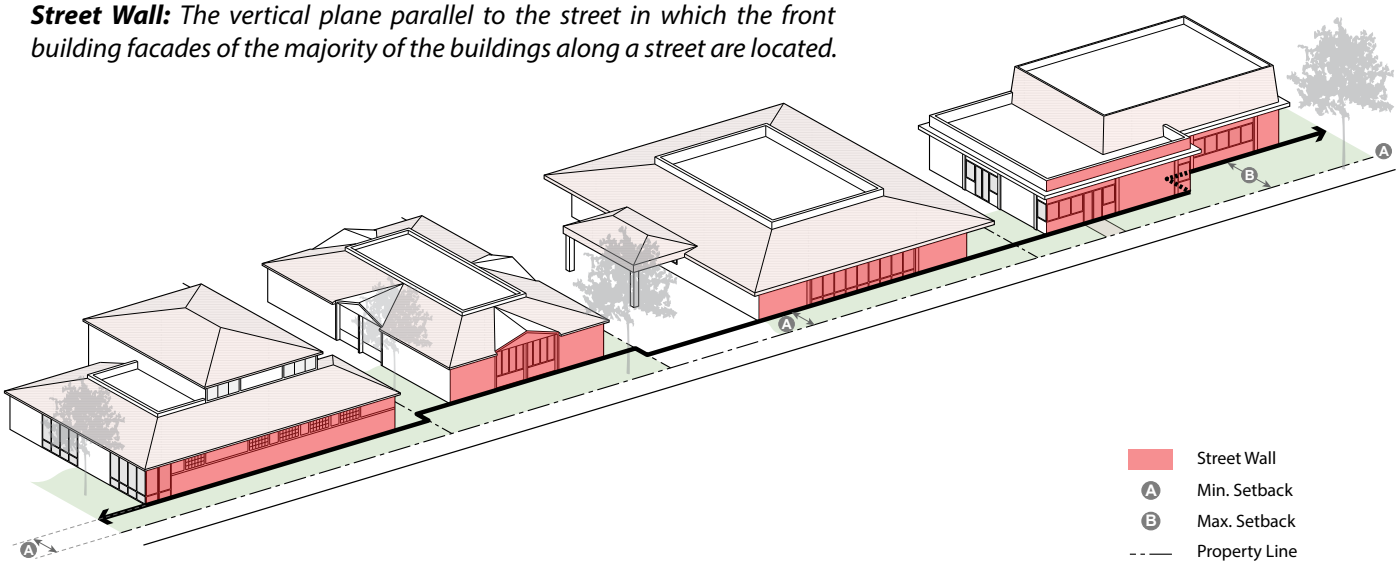
Actions

LCC-2.G Build sense of place and enhance "small town" character downtown with design standards in the Zoning Code and distinctive branding.

LCC-2.H Install interpretive signage, plaques, and public art to highlighting local heritage and downtown historic context.

Figure LCC-3: Street Wall

Street Wall: *The vertical plane parallel to the street in which the front building facades of the majority of the buildings along a street are located.*



Revitalized Commercial Centers

A healthy local retail sector is an important community asset. It enhances the quality of life in the community by providing residents with a variety of stores, restaurants, and services close to home, while also contributing sales tax revenue that helps fund public services and infrastructure. Vibrant retail districts also help define a community's character and provide gathering places that foster hometown pride and community bonds. The rise of internet shopping and e-commerce is changing the face of retail throughout California, reducing demand for physical retail spaces. Responding to this trend, shopping centers are increasingly providing experiences and services that can't be replicated online, such as entertainment venues, fitness centers, and restaurants and redesigning layouts to accommodate flexible uses, pop-up shops, and live entertainment.

Chino features a range of regional, community, and neighborhood shopping centers that cater to different needs throughout the community. The best performing centers are newer ones located at high visibility, high traffic locations, such as the Chino Spectrum Towne Center along the 71 freeway; however, a large share of Chino's existing retail space is concentrated in older shopping centers along Central Avenue between Francis and Schaefer with vacancy rates higher than the regional average that have struggled to attract tenants. Market analysis indicates that there will be opportunities for Chino to add retail in the coming years as the local population continues to grow, but overall existing power centers and regional malls are absorbing local demand as well as visitor demand in the Inland Empire region. This presents an opportunity for Chino to transform some older shopping centers into mixed use activity centers by integrating new uses that better serve community needs and support the vitality of existing retail.

The City has already taken important steps in this direction by adopting housing overlays that apply to portions of some older shopping centers, permitting a wider range of uses and attracting new residents to support the success of retail businesses. The General Plan outlines strategies to further this initiative and support the redevelopment of these centers as focal points in the community, with a range of shops, services, amenities, events, and programming that draw people and encourage interaction.

Outdoor dining

LCC-3 **REVITALIZED COMMERCIAL CENTERS. Transform Chino's shopping centers into vital activity hubs and gathering places that enhance quality of life for residents and attract visitors.**

GENERAL

Policies

LCC-3.1 Within commercial centers where permitted on sites identified in the Zoning Code, foster mixed use development and the co-location of residential and commercial uses within site distance of one another on the site to promote day and evening vitality.

LCC-3.2 On sites where residential uses are permitted under zoning, encourage a mix of for sale and rental housing units in centers and corridors.

LCC-3.3 Promote the integration of amenities, events, and programming into regional, community and neighborhood shopping centers that strengthen their role as places for area residents to shop and gather. Features to integrate should include the following:

- Pedestrian amenities;
- Electric vehicle charging;
- Bike parking;
- Traffic-calming features;
- Plazas and public areas;
- Shade trees;
- Lighting;
- Public art;
- Farmers markets;
- Retail and other services that provide for everyday needs; and
- Community events.

LCC-3.4 Encourage new mixed use and commercial development within centers to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:

- Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;
- Maintaining overall harmony while providing smaller-scale variety; and
- Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.

LCC-3.5 Ensure that commercial and residential uses within centers are designed to incorporate ground floor transparency and encourage pedestrian activity.

LCC-3.6 Strive to preserve existing neighborhood retail uses and local businesses through business retention and anti-displacement strategies.

LCC-3.7 Ensure that the introduction of higher-intensity mixed use development within commercial centers and along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:

- Buildings set back from rear or side yard property lines adjoining single-family dwelling residential uses;
- Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
- Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.

LCC-3.8 Encourage the development of older adult daycare facilities, assisted living facilities, hospice, childcare, and other care facilities within centers and corridors in Chino.

Actions

LCC-3.A Work with property owners of commercial centers to facilitate redevelopment of underutilized parcels.

LCC-3.B Adopt regulations, mechanisms, programs, or incentives to facilitate the development or temporary active use of vacant buildings and property.

LCC-3.C Adopt a community benefits program that:

- Provides regulatory incentives in exchange for the provision of onsite amenities in commercial centers such as outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; and public art; and off-site bicycle and trail facilities; and
- Allows for transfer of floor area ratio (FAR) between parcels on the same site or within the Boulevard Mixed Use district in exchange for the provision of additional community benefits onsite. Transfers must be recorded and monitored to ensure the total permitted FAR along the corridor is never exceeded. The maximum permitted FAR on any one site should be limited to 1.25 FAR.

LCC-3.D Facilitate cooperative arrangements between property owners and local artists that allow for the temporary or permanent display of works of art in commercial centers.

REGIONAL MIXED USE CENTERS

Responding to the community's desire to see older shopping centers revitalized, to promote public health, and to position Chino a destination for culture, festivals and sporting events, General Plan policies outline a strategy to support the creation of regional mixed use centers adjacent to the 60 and 71 freeways. In particular, the older regional centers located in the Philadelphia Street/Central Avenue Opportunity Area offer significant redevelopment potential. With large parcels (up to 8.5 acres in size) and vacancy rates approaching 30 percent, these centers can accommodate larger scale regional uses such as a medical campus and/or a privately run regional sports complex. Leveraging proximity to Ontario International Airport and ready access to the freeways system, the addition of new region-serving uses could support a new hotel at this location, and both visitors to the facilities as well as new residents of the area would support the vitality of restaurant, shops and services.

RMU centers could accommodate larger scale regional uses such as a medical campus

The General Plan also envisions construction of a multi-use trail that connects into the centers along the flood channel, providing access from other residential neighborhoods, and the addition of digital signage visible from the freeway and major roads to advertise events and attract visitors. Plan policy also seeks to bolster the vitality of other regional centers as they adopt an experiential retail model or seek to incorporate new uses.

Policies

LCC-3.9 Revitalize underutilized regional shopping centers in the area around Philadelphia Street and Central Avenue to support existing businesses and position Chino as a regional destination for festivals, cultural, and sporting events.

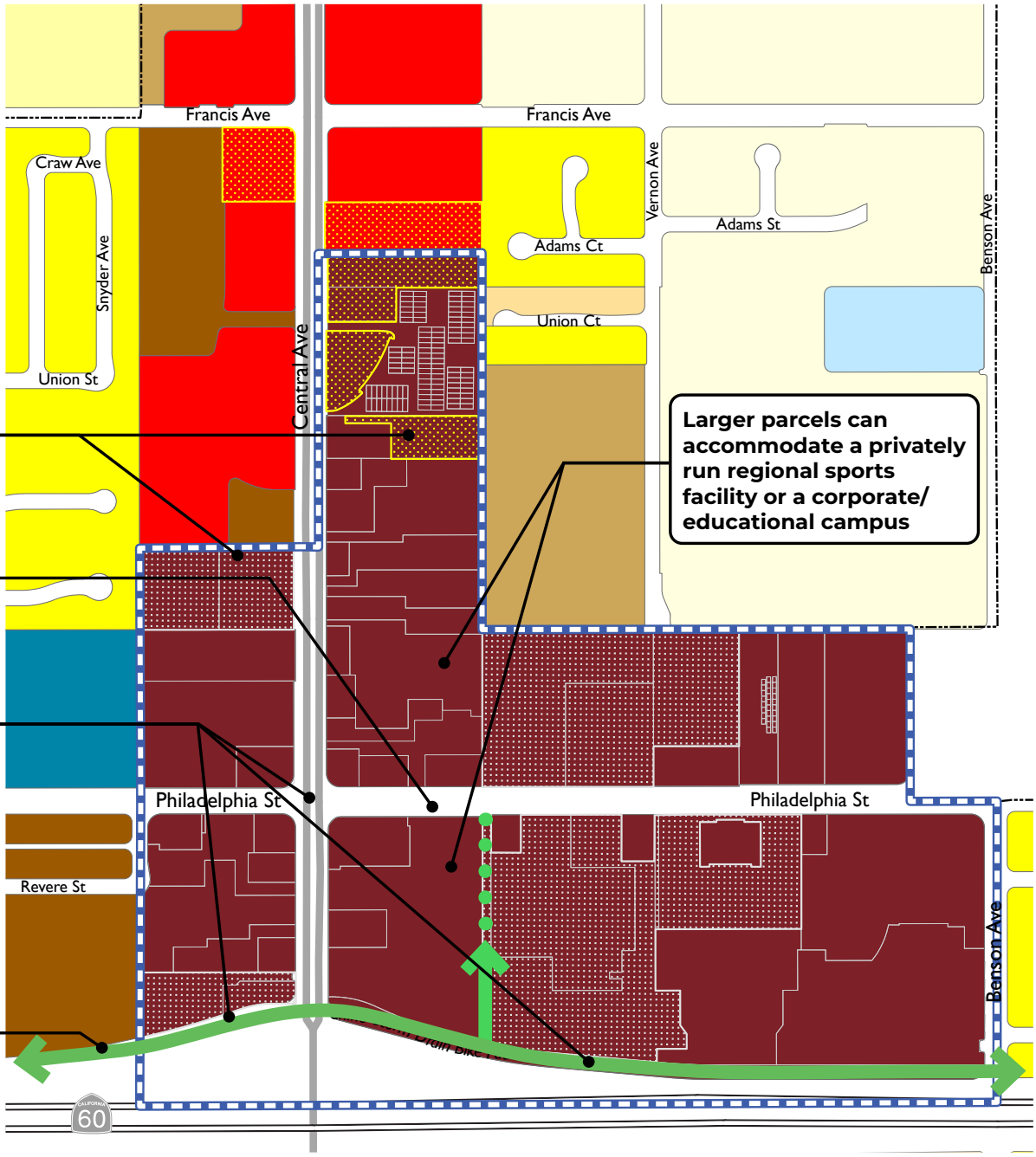
LCC-3.10 Permit a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both Chino residents and visitors, together with multifamily housing where permitted under zoning.

LCC-3.11 Foster a mix of uses on individual sites and throughout the wider area to activate the area throughout the day and into the evening while supporting long-term economic sustainability.

LCC-3.12 Integrate new employment-oriented uses such as corporate offices and educational facilities into the regional centers, whether in an integrated campus format or as part of mixed use developments.

LCC-3.13 Recognize recreation and entertainment as key contributors to the vitality of the regional centers and accommodate a variety of sporting, recreational, and entertainment uses into the regional centers to provide activities and entertainment for Chino residents and visitors.

Map LCC-6 Regional Mixed Use Concept



Overlays permit housing on some properties

Leverage proximity to the freeway and Ontario International Airport to attract a new hotel

Install digital signage visible from freeways and major roads

A striped bicycle lane over utility easement provides connection through the site

Construct multi-use trail along flood channel

Larger parcels can accommodate a privately run regional sports facility or a corporate/ educational campus

Philadelphia/Central Land Use

Other

- Philadelphia Opportunity—Area Boundary
- City of Chino Boundary
- Multi-Use Trail
- Affordable Housing Overlay
- Mixed Use Overlay

General Plan Land Use

- Regional Mixed Use
- RD 1 (0-1 du/ac)
- RD 2 (1-2 du/ac)
- RD 4.5 (3-4.5 du/ac)
- RD 8 (4.5-8 du/ac)
- RD 12 (8-12 du/ac)
- RD 20 (14-20 du/ac)
- General Commercial
- Public
- Public School

0 250 500 1,000
Feet

LCC-3.14 Leverage market demand to attract new medical office space and supportive uses such as pharmacies, diagnostic labs, rehabilitation centers, optical shops, and coffee shops, juice bars, or cafés to the regional centers.

LCC-3.15 Employ a variety of strategies to catalyze redevelopment and incentivize the provision of onsite amenities within regional centers, such as:

- Economic incentives such as fee deferrals/reductions or tax increment financing;
- Review parking requirements and incentivize the utilization of shared parking provisions;
- Prioritization of capital investments;
- Streamlined development review, environmental review, and permitting processes;
- By-right entitlements for development projects consistent with applicable zoning;
- Public-private partnerships; and
- Proactive solicitation of development.

Actions

LCC-3.E Focus economic development efforts to attract a privately run regional sports facility, like an aquatics complex or volleyball center to a larger site in the area.

LCC-3.F Leverage proximity to the freeway and the potential new sports facility to attract a new hotel to the area, providing lodging for out-of-town teams coming for competitions and travelers arriving/departing from Ontario International Airport.

LCC-3.G Explore opportunities to install digital signage visible from freeways and major roads to advertise events, attract visitors, provide information to the community, and generate advertising revenue.

RMU centers allow for both medical office space and supportive uses, such as diagnostic labs, shops, and cafes

BOULEVARD MIXED USE CENTERS

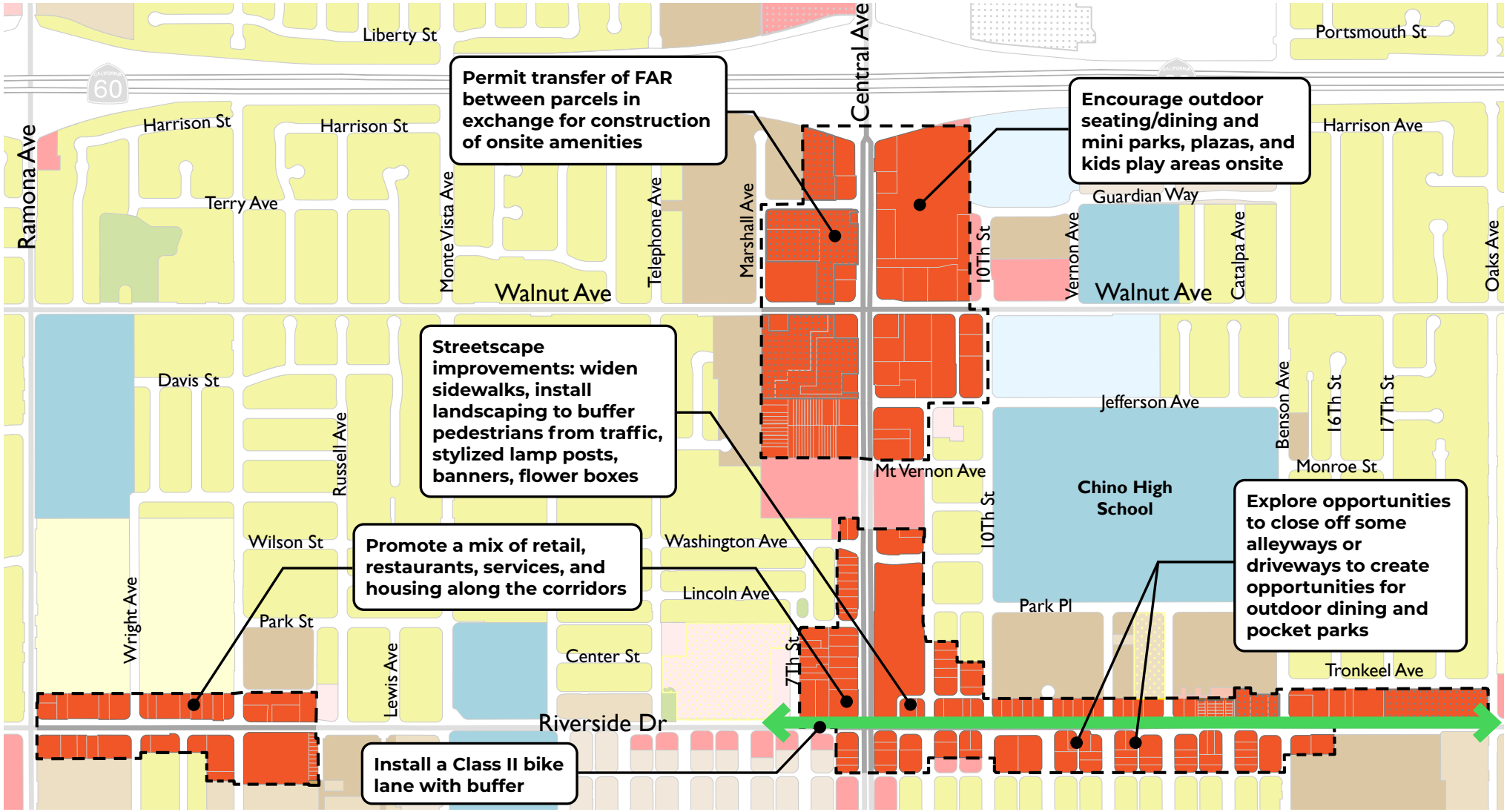
Central Avenue and Riverside Drive are major thoroughfares that run through the heart of Chino, providing access to and from State highways. As they pass through the Riverside/ Central Opportunity Area, these corridors are lined with small and mid-size shopping centers, easily accessible from surrounding residential neighborhoods. While the area is home to some popular local restaurants, there are a number of prominent underutilized mid-sized shopping centers along both streets with high vacancy rates that have struggled to attract new tenants. General Plan policies seek to promote redevelopment of underutilized properties on the corridor with human-scaled development, amenities, and streetscape improvements and help transform them into attractive, mixed use boulevards over time.

Ownership patterns along the corridors make redevelopment challenging. Sometimes the parcels that make up a given center are owned by different entities, which can be a barrier to coordinated redevelopment. In other cases, the owners may have minimal debit obligations which makes even a limited revenue stream from existing tenants more attractive than the significant investment needed for infill redevelopment. The General Plan outlines a program of incentives to spur redevelopment of these sites and help achieve community priorities.

Improving roadway safety is another key priority for this area, as intersections along these segments of Riverside Drive and Central Avenue have some of the highest rates of pedestrian and bicycle related collisions in the city. The General Plan proposes streetscape enhancements that encourage a lively, comfortable pedestrian environment, while also supporting new connections to the area. Plan policy calls for wider sidewalks, improved landscaping and street trees, buffered bicycle lanes, and exploring opportunities to close off some alleyways and driveways on commercial properties along Riverside Drive to help to reduce pedestrian-involved crashes, while additionally creating opportunities for outdoor dining and pocket parks.

Illustration of a potential pocket park in a closed off alleyway along Riverside Drive

Map LCC-7 Boulevard Mixed Use Concept



Boulevard Mixed Use

Riverside-Central Opportunity Area Boundary

City of Chino Boundary

Multi-Use Trail

Mixed Use Overlay

0 500 1,000 2,000

Feet

Policies

LCC-3.16 Foster attractive, human-scaled mixed use development that contributes to local character and enhances "small town" sense of place along key segments of Riverside Drive and Central Avenue.

LCC-3.17 Provide for a mix of commercial-retail and services in commercial centers on Riverside Drive and Central Avenue that cater to the daily needs of local residents together with multifamily housing where permitted under zoning.

LCC-3.18 Focus efforts to attract essential services such as medical clinics, grocery stores, banks, and dry cleaners to commercial centers in order to provide for the needs of area residents and ensure the vitality of the site over time.

LCC-3.19 Promote the consolidation of parcels under common ownership within centers to facilitate redevelopment and revitalization.

Actions

LCC-3.H Explore opportunities to close off some alleyways or driveways on commercial properties as a way to create opportunities for outdoor dining and pocket parks along Riverside Drive. The intent is to enhance the vitality and ambiance along the corridors while also helping to provide more park space in the northern part of the city and reduce pedestrian involved crashes.

LCC-3.I If feasible, establish a Business Improvement District (BID) open to local businesses along the corridors to help fund installation and maintenance of streetscape improvements, landscaping, plazas, mini parks, banners, flower boxes, public art, events programming, and local business marketing efforts.

LCC-3.J Revise streetscape standards for Riverside Drive and Central Avenue to require that landscaping and trees be located to buffer pedestrians from traffic, enhancing safety and creating a more walkable environment.

Illustration of potential streetscape improvements, public art, banners, and landscaping

EUCLID AVENUE/ BICKMORE AVENUE OPPORTUNITY AREA

The General Plan seeks to facilitate development of retail and restaurant space at a high traffic, high visibility location in the south of the city. The Preserve Specific Plan, adopted in 2003, envisions a regional retail shopping center at the southeast corner of Euclid and Bickmore Avenues to serve the residents of the area and to capture traffic passing through on State Route 83 (Euclid Avenue). With the rise of internet shopping, however, constructing new physical retail space faces significant financial feasibility challenges and the parcel has remained undeveloped for more than 20 years. This concept would seek to tap into strong market demand for light industrial/ manufacturing spaces and capitalize on the site's location on a major regional thoroughfare to realize vision for retail in The Preserve. It would also seek to create useable open space on the southern portion of the site that is subject to flood control protections.

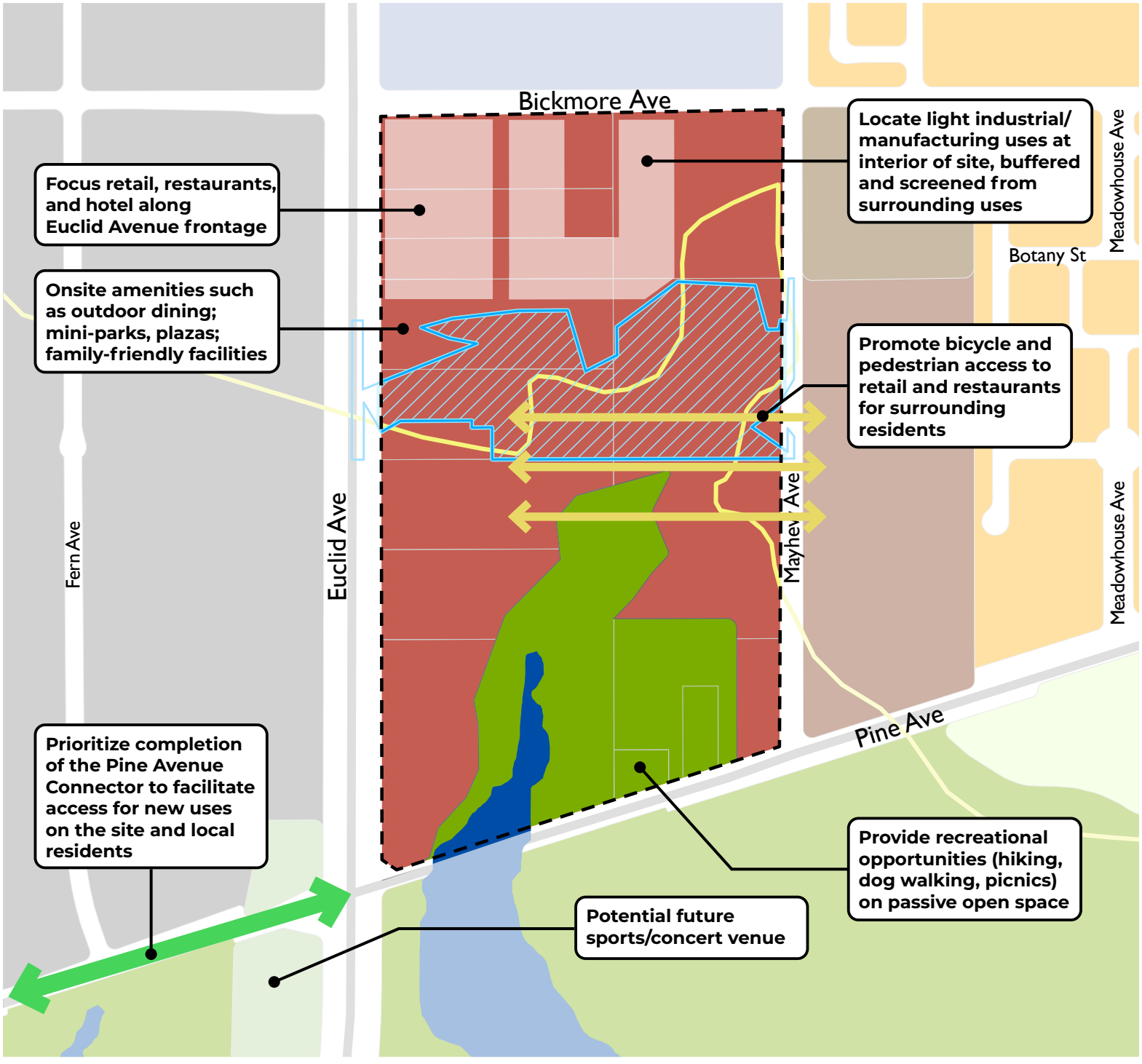
The Employment Mixed Use designation applicable to the site would permit retail and restaurant uses along major street frontages, with light industrial and manufacturing uses permitted behind it at the interior of the site and screened from view. Approval of a site plan that demonstrates adequate separation and buffering to minimize conflicts between light industrial uses and other uses on the site and surrounding properties would be required, and the City will put in place and enforce performance standards and "good neighbor" policies to ensure compatibility of industrial and commercial uses on the site with surrounding residential uses. General Plan policy provides for bicycle and pedestrian connections to new retail and restaurants from surrounding residential areas to facilitate access for residents and families in the area. The City would also with the Orange County Flood Control District to create publicly-accessible passive open space on the southern portion of the site for the enjoyment of community members.

Overall, the objective is to leverage market demand for light industrial/manufacturing spaces and capitalize on the site's location on a major regional thoroughfare to realize vision for retail in the south of the city.

Good Neighbor Policies and Standards

1. Locate driveways and loading docks away from residences and sensitive uses
2. Prohibit truck parking or idling on roadways
3. Prohibit truck parking on vacant or unimproved lots overnight
4. Designate and enforce the use of truck routes
5. Require businesses to post signage to guide drivers toward truck routes
6. Require business to provide truck drivers with maps and information on lodging and food in the area
7. Require installation of on-site electric hook-ups to eliminate engine idling during loading/unloading

Map LCC-8 Employment Mixed Use Concept



Policies

LCC-3.20 Leverage market demand for light industrial/manufacturing spaces, corporate offices and capitalize on the Euclid/Bickmore site's location on a major regional thoroughfare to support commercial-retail development on the Euclid/Bickmore site.

LCC-3.21 Attract retail, restaurant, and lodging uses to the northern portion of the site and focus them along major street frontages with good visibility and access, locating light industrial and manufacturing uses behind the commercial retail uses at the interior of the site.

LCC-3.22 Require that light industrial uses on the site meet performance standards governing screening, landscaping, architectural design, noise, air quality, and traffic and access.

LCC-3.23 Provide bicycle and pedestrian connections to retail and restaurants from surrounding residential areas.

LCC-3.24 Incorporate onsite amenities into the commercial area, such as outdoor dining; landscaped gardens, plazas, and seating areas; play areas and family-friendly facilities; EV fast charging stations; event spaces and entertainment programming; public art.

Actions

LCC-3.K Prioritize the completion of the Pine Avenue Connector project linking Highway 71 with SR 83 (Euclid Avenue), and the Pine Avenue/SR71 Interchange Project This connection will increase access for commuters and help generate a customer base for the commercial-retail uses on the site.

LCC-3.L Work with the Orange County Flood Control District to create publicly-accessible passive open space on the southern portion of the site that is within the floodplain for the enjoyment of community members.

LCC-3.M Explore the potential for an interpretive trail on the southern portion of the site in addition to informal opportunities for hiking, dog walking, and picnicking.

Hiking trail

Attractive Corridors and Gateways

Corridors and gateways play an important role in building a community's sense of place. They help define community identity and create memorable, welcoming places that build sense of pride and belong for residents and shape first impressions for visitors. Attractive corridors help people navigate; landmarks, lighting, and cohesive design cues contribute to a sense of orientation and comfort. The design of corridors and gateways can also support environmental health through features like shade trees and native landscaping, which improve comfort, sustainability, and encourage walking, biking, and active transportation. The General Plan seeks to foster attractive corridors and gateways through the design of streetscapes, buildings, and landscaping and the incorporation of public art.

Gateway to The Preserve

GATEWAYS

Gateways are urban design elements that mark the arrival or transition from one place to another. Gateways add to an area's identity and sense of place, while also serving as wayfinding elements that help people orient themselves, facilitating access to key destinations. Key features of effective gateways include visual and directional cues, such as:

- Signage and wayfinding;
- Unified landscaping, including street trees and plantings as well as planted medians;
- Streetscape treatments such as enhanced paving, street furniture, and accent lighting;
- Prominent architecture at gateways and key intersections; and
- Integration of private signage into the gateway palette.

In addition to the gateways announcing arrival into Chino shown in **Map LCC-3**, gateway treatments at entrances to new mixed use centers and corridors can help build sense of place and aid with wayfinding.

LCC-4 **ATTRACTIVE CORRIDORS AND GATEWAYS. Promote distinctive corridors and gateways with well-designed buildings and streetscapes that build sense of place and local pride.**

Policies

LCC-4.1 Insist on high-quality development that is sensitive to surrounding context throughout the city and particularly in centers and corridors.

LCC-4.2 Strengthen the sense of arrival into Chino with gateway design at the locations shown on **Map LCC-4**. Gateway design elements shall include streetscape design, signage, building massing, and similarly-themed design elements.

LCC-4.3 Incorporate prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gateways.

LCC-4.4 Maintain continuity in streetscape design along major streets and avenues that traverse the city north to south and east to west.

LCC-4.5 Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme trails.

LCC-4.6 Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual confusion where businesses are competing for attention.

LCC-4.7 Ensure that commercial and mixed use development conforms to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential character of the neighborhood.

LCC-4.8 Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.

Actions

LCC-4.A Establish a unified gateway design palette and standards that address streetscape design, signage, lighting, and building massing and setbacks to heighten sense of place.

LCC-4.B Develop a program of branding, signage, and wayfinding to promote connections to major destinations in Chino, including Downtown, the Civic Center, Ayala Park, and regional commercial centers. The program should apply on key access routes, such as Central Avenue, Riverside Drive, Philadelphia Street, Grand Avenue, Edison Avenue, Ramona Avenue, Euclid Avenue, and Pine Avenue and should seek to build visual connections.

LCC-4.C Work with existing business owners to promote the improvement and maintenance of facades of commercial uses.

LCC-4.D Pursue funding and programs to underground utilities and overhead wires.

Healthy, Thriving Neighborhoods

Chino's varied neighborhoods feature well-maintained homes, tree-lined streets, and walking access to parks and trails. Reflecting the development of the community over time, homes are built in a range of styles, from ranch-style homes and mid-century properties with larger lots in older northern neighborhoods, to smaller single-family homes adjacent to Downtown, to master-planned communities, gated enclaves, townhomes, and condos in the newer neighborhoods in College Park and The Preserve. All residential areas share a strong sense of community and a family-friendly design.

The General Plan seeks to preserve the scale and character of existing residential neighborhoods and enhance the quality of life in the community. The General Plan anticipates development of accessory dwelling units and smaller attached and detached homes in residential neighborhoods, consistent with State law, recognizing that will help provide more affordable housing options and promote a diverse array of housing to meet the evolving needs of Chino residents. At the same time, the General Plan lays out strategies for optimizing neighborhood parking and promoting neighborhood gatherings.

Chino's neighborhoods share a strong sense of family-friendly design

LCC-5 HEALTHY, THRIVING NEIGHBORHOODS. Maintain welcoming, family-friendly neighborhoods where generations grow up and grow old together.

RESIDENTIAL NEIGHBORHOODS

Policies

LCC-5.1 Promote a range of residential densities throughout the community to encourage a mix of housing types at varying price points and rents.

LCC-5.2 Facilitate the development of a greater variety of housing types and sizes in Chino neighborhoods to meet the needs of future demographics and changing household sizes, including single-family homes on small lots, accessory dwelling units, townhomes, cottage/bungalow courts, duplexes, triplexes, alley-facing units, and senior and student housing.

LCC-5.3 Encourage the use of innovative and cost-effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.

LCC-5.4 Support the development of three- and four-bedroom homes and the inclusion of accessory dwelling units that cater to larger, multi-generational families and households.

LCC-5.5 Within individual residential subdivision projects, a variety of floor plans and elevations should be offered.

LCC-5.6 Encourage the development of housing for seniors and the disabled throughout Chino, including independent and assisted living facilities in residential neighborhoods to meet the needs of the community's aging population.

LCC-5.7 Support efforts to develop a more resilient power grid by encouraging backup generators, home microgrids, and solar energy systems with battery backups. The California Air Resources Board (CARB) should be consulted for rules related to generator usage during a public safety power shutoff and generator emissions.

Actions

LCC-5.A Map and track location of accessory dwelling unit (ADU) construction in residential neighborhoods to help monitor infrastructure and parking demand.

LCC-5.B Review parking standards for residential neighborhoods and evaluate options for optimizing the availability of parking, including:

- Increasing the number of spaces required for new single-family homes;
- Revising front setback and landscaping requirements to provide additional parking; and
- Requiring that construction management plans include transportation demand management requirements for worker vehicles.

LCC-5.C Periodically assess the need to expand the residential parking permit program to neighborhoods adjacent to local traffic generators (e.g., hospitals, schools, or businesses) and mixed use and commercial areas where the Mixed Use and Affordable Housing overlays permit the development of new multifamily housing.

LCC-5.D Study the feasibility of a program to permit temporary neighborhood street closures for block parties and neighborhood festivals.

NEIGHBORHOOD DESIGN

Policies

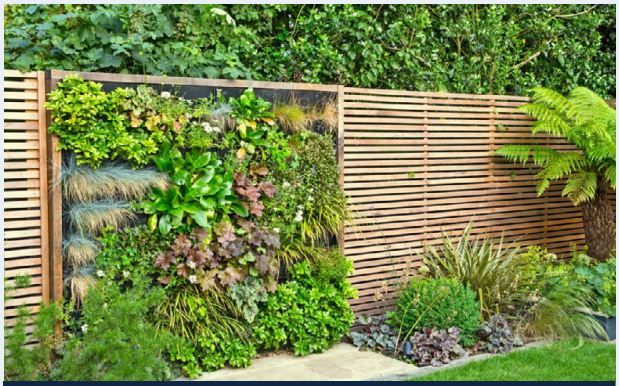
LCC-5.8 Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

LCC-5.9 Design large-scale small lot single family and multifamily residential projects to group dwellings around onsite open space and/or recreational features.

LCC-5.10 Promote the proactive preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions and to help encourage reinvestment.

LCC-5.11 Require screening and buffering of nonresidential projects to protect adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.

LCC-5.12 New and retrofitted fences and walls around residential developments should incorporate landscape elements and changes in materials or texture to help provide privacy and deter graffiti and add visual interest.



A fence with landscape elements

Strong Employment Districts

Chino's principal employment districts are centrally located in the city, with easy access to the regional transportation network. The city boasts a diverse job base with over 2,400 firms in the manufacturing; wholesale trade; transportation and warehousing; health care and social assistance; accommodation and food services; and public administration sectors. General Plan policies seek to strengthen established employment districts and build the local economy with strategies that leverage local assets to attract and grow businesses while also providing for flexibility in the use of buildings and properties.

Chino has a notably higher share of manufacturing jobs than other communities in San Bernardino County and has seen rapid growth in the light industrial and warehousing sectors in recent decades given the city's locational advantages and relatively low rents. Looking to the future, market demand for light industrial and warehousing space is projected to continue to grow over the next decade; however, new State law limits where development of this space can occur. Enacted in 2025, Assembly Bill 98 (AB98) mandates design standards governing building and site plans for new and expanded warehouses intended to ensure adequate separation and buffering from sensitive adjacent uses like residential areas and schools. It also requires that new or expanded warehouses be located on commercial thoroughfares, prioritize the use of zero-emission forklifts, and implement measures to reduce noise and light pollution. As a result, the General Plan seeks to concentrate new light industrial and warehousing uses primarily in established employment districts and to facilitate redevelopment of older and underutilized sites. Plan policy also supports the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses, and it seeks to facilitate flexible workspace models that provide for shared spaces and co-working environments that can provide affordable options to firms as they scale their operations. The expansion of airport-related businesses at and around the Chino Airport also represents an opportunity for Chino together with other uses and activities that support the economic vitality of the airport over time.

See also the Economic Development Element for policies related to business attraction and retention; workforce development; and community first economic development.

Light industrial employment use in Chino

LCC-6 **STRONG EMPLOYMENT DISTRICTS. Strengthen Chino's established employment districts to build the local employment base.**

Policies

LCC-6.1 Maintain land use and zoning standards for employment districts that accommodate a wide range of production, distribution, and repair-oriented uses, including research and development, manufacturing, and food processing.

LCC-6.2 Support the continued operation and expansion of industrial, manufacturing, and distribution activities within established employment districts, subject to performance standards for new development and operation that minimize noise, odor, or other harmful emissions beyond the boundaries of the site to the extent practicable.

LCC-6.3 Continue to provide a variety of sites suitable for large and small scale industrial, manufacturing, and logistics uses within established employment districts.

LCC-6.4 Foster the expansion of airport-related businesses at and around the Chino Airport, including businesses active in components/systems manufacturing; aircraft maintenance, repair and overhaul uses; aircraft restoration; aircraft testing; aircraft sales; corporate aviation departments; and fixed base operations.

LCC-6.5 Maintain standards that facilitate the development of buildings that can accommodate a variety of tenants and can easily be repurposed or divided to accommodate multiple tenants.

LCC-6.6 Permit on-site sales and dining within employment districts to facilitate tasting rooms, gift shops, and other accessory uses associated with manufacturing and production activities.

LCC-6.7 As market conditions permit, allow the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.

LCC-6.8 Promote the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design, especially where interfacing with other uses.

Actions

LCC-6.A Identify and offer incentives for new industrial, manufacturing, and distribution to adopt green building practices and technologies that exceed Title 24 California Green Building Code requirements.

LCC-6.B Amend the zoning code to incorporate performance standards governing screening, landscaping, architectural design, noise, air quality, truck parking and loading, and traffic and access for warehousing and logistics uses, consistent with California General Plan Law (AB98). Amendments should also address applicable requirements for the replacement of legal non-conforming residential uses in industrial areas.

LCC-6.C Review airport land use consistency requirements and assess the feasibility of expanding the range of permitted uses at Chino Airport to support the economic vitality of the airport and quality of life in Chino. The feasibility of on-site energy co-generation facilities and spaces for private events, weddings, or corporate gatherings should be considered.

Example of an airport hangar being used as an event space for a wedding

Heritage and Sense of Place

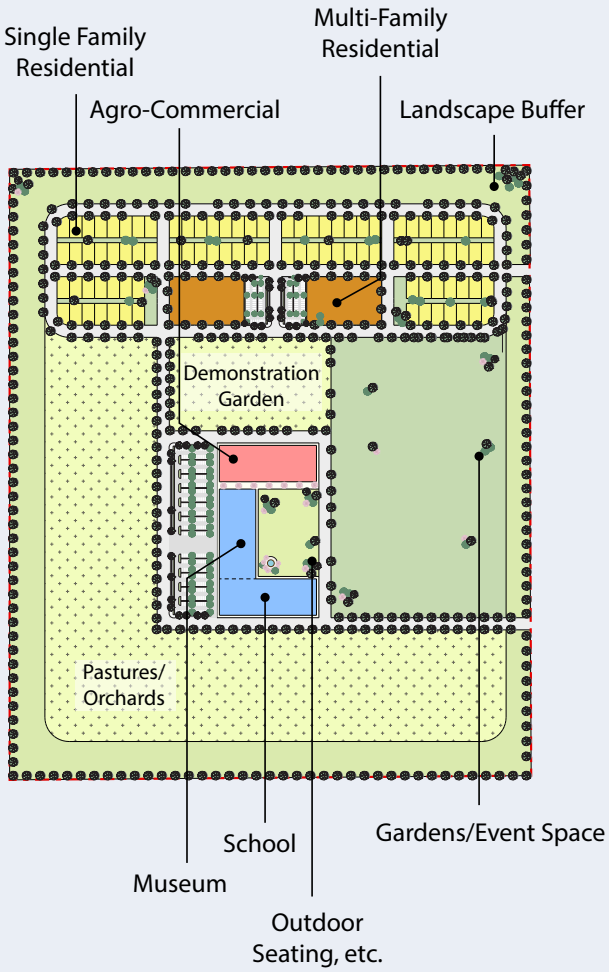
Chino's special sense of place is intricately linked to its small-town character, agricultural heritage, and natural setting. Framed by the San Gabriel Mountains to the north and the Puente-Chino Hills to the west, sweeping views of the natural landscape are available from major roadways like Euclid Avenue and Central Avenue as well as from public parks. Chino began as a rural farming community in the late 1800s, and for much of the 20th century, it was known throughout Southern California for its rich soils, expansive farmland, and especially its prominence in dairy production. Today Chino blends suburban development with commerce and industry, but its small-town charm and agricultural roots remain a point of local pride.

In the south of the city, the design of The Preserve reflects Chino's rural heritage, integrating open space and agricultural areas amid residential neighborhoods, commercial centers and employment uses into a contemporary master-planned community. The City has also commissioned public art that draws inspiration from its rural roots and has worked to integrate heritage design elements into new developments . The General Plan incorporates placemaking strategies that aim to preserve scenic vistas, recognize the contributions of past generations to the community, and integrate a respect for the past into the fabric of contemporary life. These include promoting heritage tourism, celebrating the community's rural roots with dairy and pioneer themed events, and preserving and enhancing historic buildings and structures. Equally, Plan policies promote the integration of agricultural and heritage motifs into architecture, signage, public art, and street names—drawing inspiration from Chino's dairy barns, silos, and rural scenery.

AGRITOPIA COMMUNITIES

A signature policy of the 2045 General Plan involves pursuing development of an agricultural community in Chino, featuring a farmstead heritage museum with a working farm, a training facility dedicated to sustainable agricultural practices, a farm-to-table restaurant, an event space and a range of housing opportunities. Master planned communities of this type exist throughout the U.S., demonstrating a growing interest in sustainable living, local food production, and community engagement with agriculture. The emphasis is on creating a self-sufficient and environmentally friendly living environment, and the integration of agriculture promotes a sense of connection with nature, encourages healthy lifestyles, and provides opportunities for learning about food production.

Conceptual Site Layout



Heritage architectural features

On-site farming

Tours and programming

LCC-7 **TIES TO THE PAST. Recognize the value of Chino's agricultural heritage, historic buildings, and the contributions of past generations for community identity and sense of place.**

Policies

LCC-7.1 Celebrate and foster an awareness of Chino's history and heritage. Methods may include:

- Naming of parks and places that reflect the contributions of past generations;
- Public art and signage that provides a historical perspective including works by local artists;
- Placemaking strategies that commemorate places of special social historical significance and incorporate elements reflective of Chino's agricultural roots;
- Parks and recreation programming that increases awareness of local heritage and culture (including through interpretive displays);
- Incorporation of traditional native plants into landscape design palettes; and
- Cultural heritage festivals and events.

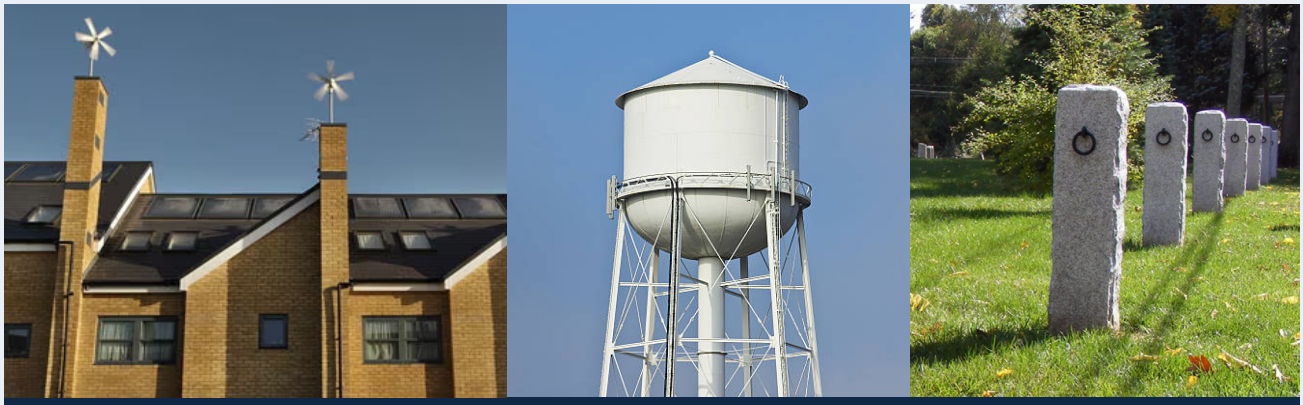
LCC-7.2 Work with the Chino Valley Historical Society, the Chino Valley Chamber of Commerce, local businesses and others to promote heritage tourism in Chino.

LCC-7.3 Foster the preservation, restoration, and compatible reuse of historically significant structures and sites in Chino while accommodating new development.

LCC-7.4 Evaluate all buildings and structures 50 years old and older for potential historic significance to approving a project that would demolish or significantly alter the resource.

LCC-7.5 Continue to encourage public participation in the process for evaluating and preserving historic and cultural resources.

LCC-7.6 Maintain opportunities for a dialogue with local Native American groups regarding cultural resources in Chino.



Incorporating elements such as windmills, water towers and hitching posts into the design of buildings and places can reflect Chino's agricultural roots

LCC-7.7 Continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.

LCC-7.8 Treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.

Actions

LCC-7.A Pursue the creation of an agritopia community in Chino, featuring a heritage museum with a working farm, a training facility dedicated to sustainable agricultural practices, a farm-to-table restaurant, an event space, other potential commercial opportunities, and a range of new homes for young families.

LCC-7.B Study the feasibility of developing a heritage tourism plan in collaboration with the Chino Valley Historical Society, the Chino Valley Chamber of Commerce, other public agencies, non-profit organizations, and private entities as appropriate. The evaluation should consider market demand and potential funding sources.

Public art celebrates Chino's local history of dairy farming

LCC-7.C Partner with the Chino Valley Historical Society and the Chino Valley Unified School District and identify opportunities to educate children about the City's history through community events and educational programming.

LCC-7.D Provide information on incentives to encourage rehabilitation and adaptive reuse of historic properties, consistent with Secretary of the Interior Standards for the Treatment of Historic Properties.

LCC-7.E Support restoration and adaptive reuse through implementation of Mills Act contracts, grant programs, and other preservation incentive programs.

LCC-8 **DISTINCTIVE SENSE OF PLACE. Preserve and enhance Chino' distinctive small town feel and scenic views while looking toward the future.**

Policies

LCC-8.1 Maintain the "small town character" of Chino while allowing for population and business growth as well as increased employment, shopping, cultural and recreational opportunities.

LCC-8.2 Encourage compatible new development that respects and complements Chino's historic context and natural environment.

LCC-8.3 Recognize that a diversity of architectural styles contributes to Chino's charm and promote a variety of building styles and types consistent with the community's small-town feel.

LCC-8.4 Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.

LCC-8.5 Encourage the design of projects that enhance public safety and discourage crime by orienting homes and buildings toward the street, providing adequate lighting and sight lines, and selectively installing fencing and landscaping.

LCC-8.6 Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.

LCC-8.7 Protect and improve scenic vistas in Chino, including views of the San Gabriel Mountains and the Puente-Chino Hills from major roadways and public parks.

Actions

LCC-8.A Use the design review process to assess how built characteristics, including scale, materials, hardscape, lights, and landscaping, blend into the surrounding neighborhood.

LCC-8.B Review development standards applicable along Euclid Avenue, Pine Avenue, and other major roadways to identify opportunities to strengthen scenic view preservation standards.

LCC-8.C Consider establishing a public art ordinance that would require large projects to install public art or contribute an in-lieu fee that can be put toward the cost of public art installations.

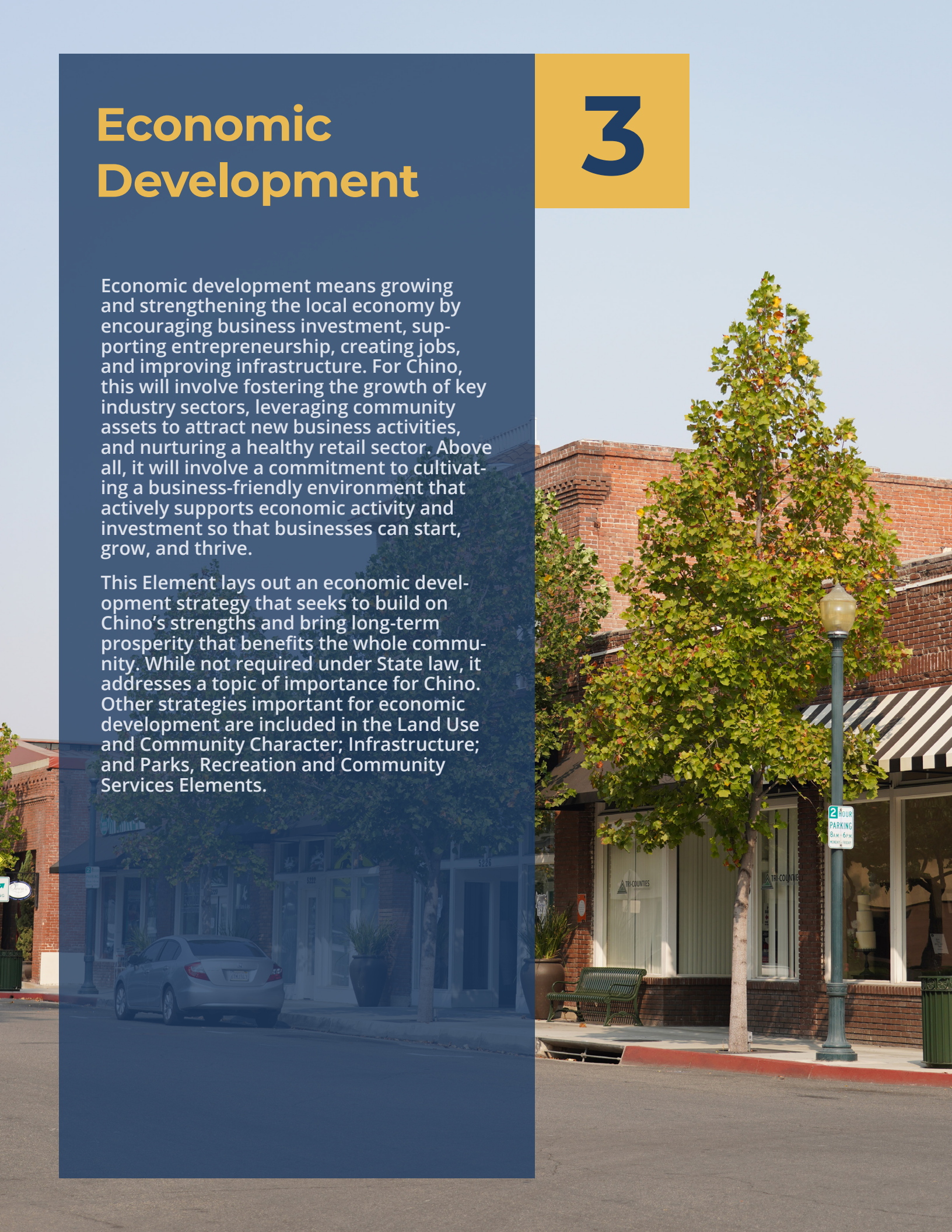
LCC-8.D Explore a range of public and private funding sources to support the visual and performing arts and cultural development goals and activities.

Economic Development

3

Economic development means growing and strengthening the local economy by encouraging business investment, supporting entrepreneurship, creating jobs, and improving infrastructure. For Chino, this will involve fostering the growth of key industry sectors, leveraging community assets to attract new business activities, and nurturing a healthy retail sector. Above all, it will involve a commitment to cultivating a business-friendly environment that actively supports economic activity and investment so that businesses can start, grow, and thrive.

This Element lays out an economic development strategy that seeks to build on Chino's strengths and bring long-term prosperity that benefits the whole community. While not required under State law, it addresses a topic of importance for Chino. Other strategies important for economic development are included in the Land Use and Community Character; Infrastructure; and Parks, Recreation and Community Services Elements.



Economic Profile

Strategically located in a growing region, Chino has a diverse employment base anchored by businesses in the following sectors: manufacturing; wholesale trade; transportation and warehousing; health care and social assistance; accommodation and food services; and public administration. With the exception of manufacturing, these industry sectors are projected to see continued growth over the next decade. Chino is home to more than 2,400 businesses, including large employers and a host of smaller, locally owned enterprises.

Chino has seen strong economic growth since 2000, increasing the number of jobs by 32 percent and growing average wages. However, this rate of employment growth was lower than that of San Bernardino County as a whole over the same period and the ratio of jobs per resident in Chino declined from 0.69 to 0.6 (see **Table E-1**). Looking to the future, Chino has a young, educated population, desirable housing, and a friendly small-town character that makes it an attractive place to raise a family or establish a business. These demographic characteristics, combined with a growing average household income, also make the community attractive for retailers, and there are also opportunities for commercial recreation and airport related business. Infill and redevelopment will be an important focus in the years to come come to make more efficient use of land within the City limit.

Mom and Pop restaurant

ECONOMIC ASSETS AND MARKET OPPORTUNITIES

Chino has many attractive assets that it can use to expand its economy, create jobs, and sustain fiscal health.

Strategic Location and Transportation Connections

Chino's location along State Route 60 (SR-60) and State Route 71 (SR-71) provides ready connections to the regional transportation network and enables easy access to southern California's two major seaports as well as to major population centers in Los Angeles and Orange County. A Union Pacific freight rail line serves businesses in the city's industrial area. Chino Airport, a general aviation hub located in the southeastern part of the city, provides charter service, air taxi, military operations support, and flight training. Ontario International Airport, only four miles away, provides access to commercial passenger flights and cargo.

Light Industrial and Manufacturing

Chino has a strong base of manufacturing jobs, representing a notably higher share of local employment than elsewhere in the county. However, this sector has been declining since 2000 though, reflecting national trends as manufacturing has moved offshore to lower cost countries. Over the same period, the wholesale trade, transportation and warehousing sectors have grown rapidly due to the city's locational advantages and relatively low rents. Chino

Table E-1: Jobs in Chino by Industry Sector (2002 - 2022)

Industry Sector	2002		2022		Change	
	Count	Share	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	1,451	3.5%	183	0.3%	-1,268	-693%
Utilities	119	0.3%	370	0.7%	251	68%
Construction	3,089	7.5%	4,814	8.8%	1,725	36%
Manufacturing	11,409	27.6%	7,561	13.8%	-3,848	-51%
Wholesale Trade	**2,826**	**6.8%**	**7,528**	**13.7%**	**4,702**	**62%**
Retail Trade	3,763	9.1%	4,517	8.2%	754	17%
Transportation and Warehousing	**1,645**	**4.0%**	**6,774**	**12.4%**	**5,129**	**76%**
Information	268	0.6%	63	0.1%	-205	-325%
Finance and Insurance	428	1.0%	575	1.0%	147	26%
Real Estate and Rental and Leasing	340	0.8%	514	0.9%	174	34%
Professional, Scientific, and Technical Services	740	1.8%	1,646	3.0%	906	55%
Management of Companies and Enterprises	245	0.6%	141	0.3%	-104	-74%
Administration & Support, Waste Management and Remediation	7,333	17.7%	5,584	10.2%	-1,749	-31%
Educational Services	2,392	5.8%	2,166	4.0%	-226	-10%
Health Care and Social Assistance	**1,531**	**3.7%**	**3,476**	**6.3%**	**1,945**	**56%**
Arts, Entertainment, and Recreation	269	0.7%	356	0.6%	87	24%
Accommodation and Food Services	**1,540**	**3.7%**	**3,419**	**6.2%**	**1,879**	**55%**
Other Services (excluding Public Administration)	1,460	3.5%	1,499	2.7%	39	3%
Public Administration	**535**	**1.3%**	**3,600**	**6.6%**	**3,065**	**85%**
Total Jobs	**41,383**	**-**	**54,786**	**-**	**13,403**	**24%**
Population	**60,134**	**-**	**91,008**	**-**	**-**	**-**
Jobs per resident	**0.69**	**-**	**0.60**	**-**	**-**	**-**

Source: U.S. Census On The Map, 2025

boasts over 53 million square feet of existing industrial space, with newer state-of-the-art warehouse and distribution facilities concentrated near the Chino Airport and smaller, older properties that offer more affordable spaces for others in the supply chain or that can be redeveloped in the future, located further to the west.

Market demand for light industrial and warehousing space is projected to continue to grow over the next decade, as e-commerce and data centers are now a fundamental part of the economy. Trade with Asia may fluctuate, but Southern California will continue to be an important gateway for trade with Asia, as the ports of Los Angeles and Long Beach are the closest points in terms of travel days, and the need for warehousing close to major population centers will remain. The industry

Watson Industrial Park

is also evolving in ways that create opportunities for a community like Chino. A growing trend is toward facilities that not only sort and store materials, but that also involve on-site assembly, manufacturing, or retail sales. In the future, logistics facilities may also conduct advanced manufacturing on-site, and as these businesses advance into new products and services, there is an opportunity for supportive new businesses that help implement more efficient processes, reduce costs, and improve product and service delivery. Investments in new technology and onsite energy generation can facilitate growth of innovative industries and businesses.

More and more, larger industrial facilities and distribution centers tend to include ancillary office uses that are co-located within the warehouse spaces, providing executive, management and clerical jobs as well. The typical office-to-industrial space ratio in the Inland Empire is up to 10 percent of the gross buildable area. This trend is already in evidence in Chino, and as it continues, it should have positive implications for skilled job growth in the city going forward.

Chino Airport

Operated by San Bernardino County Department of Airports, Chino Airport occupies 1,000 acres east of Euclid Avenue and south of Merrill Avenue. It is a general aviation airport with three runways and a range of aviation-related businesses including flight schools, maintenance and repair operations (MRO), aircraft storage, and vintage aircraft restoration. Chino Airport is home to the Planes of Fame Air Museum and the Yanks Air Museum, both of which attract aviation enthusiasts and tourists. Surrounding areas and airport-adjacent parcels are zoned for light industrial and business park uses, taking advantage of regional freight movement patterns and freeway access. With available space and airfield capacity, Chino Airport is well-positioned to attract additional MRO facilities, aircraft manufacturing, charter operations, and unmanned aerial systems (UAS) development. Growth in aviation services and business development can bring skilled and semi-skilled jobs, boosting the local economy.

Retail

Chino has relatively high per capita and household income compared to San Bernardino County as a whole, and projected population growth together with low unemployment rates will create opportunities for additional retail and restaurant development in the city. However, nationally the rise of internet shopping and e-commerce in recent years has led to decreasing demand for physical retail space in communities throughout the US and existing power centers and regional malls in the region are absorbing local demand as well as visitor demand.

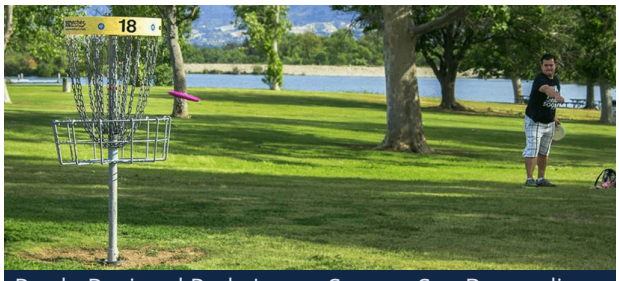
Chino Airport

Local restaurant

These trends moderate the potential for growth in the local retail sector. Chino offers more than 4 million square feet of retail, dining, and entertainment spaces, a large share of which is located within older, strip and neighborhood-style retail centers of relatively low density. As population grows, there will be opportunities to promote redevelopment of some older retail centers with a mix of community serving retail, restaurant and entertainment uses, with on-site housing providing added support to adjacent retail. Focusing retail at high trafficked, signalized intersections will best support its success, and adding new high wage jobs will help provide new consumers to support healthy local retail and curb retail sales leakage.

Regional Recreation

Chino is home to two major regional recreational amenities: Ayala Park and the Prado Regional Park. Ayala Park is a 140-acre facility centrally located in the community that offers a wide range of recreational facilities and hosts numerous community events sports tournaments throughout the year. Prado Regional Park offers more than 2,200 acres of open space and recreation in the southern part of the city. The park is overseen by the San Bernardino County Regional Parks Deparent, who leases the land from the US Army Corps of Engineers. Several areas of the park are subleased to and managed by partner recreational organizations and businesses, including two 18-hole golf courses at El Prado Golf Course, an 18-hole disc-golf course, an Olympic shooting range at Shoot Prado, an equestrian center at Prado Park Equestrian Center and an archery range by Oranco Bowmen Archery Club. These facilities and events present an opportunity for visitor-oriented businesses, including visitor accommodations, food and beverage, and sports and recreation. Additionally, there are more than 14,000 acres of recreational open space in the region surrounding Chino, providing opportunity for hiking, bicycling, horseback riding, fishing, and various other sports that can draw visitors to Chino.



Prado Regional Park. Image Source: San Bernardino County

Education and Healthcare

Healthcare is one of the fastest growing industry sectors regionally and in Chino, projected to see continued robust growth in the coming decade. The Chino Valley Medical Center, located on Walnut Avenue, is an acute care hospital offering a comprehensive range of medical services. The facility also serves as a teaching hospital, hosting residency programs in family medicine and podiatric medicine and surgery. Kaiser Permanente operates medical office facilities in the city. In addition to these, other medical facilities are in the development pipeline. These facilities can support related businesses and industries, including medical device manufacturing, healthcare informatics, and research and development.

There are more than 20 universities and colleges within a 20-mile radius of Chino, including Chaffey College, which has a campus in the center of Chino in College Park. The Chino Campus offers a diverse range of academic and career programs, such as Health and Wellness; Business Technology; Manufacturing; Aviation Maintenance Technology; Information Technology (IT); and Science, Technology, Engineering, and Mathematics (STEM) fields. These facilities offer opportunities for innovation and workforce

development, through training programs that align with regional employment needs and helping local residents gain valuable skills. They also create well-paying jobs and contribute to the local economy.

Business Friendly Community

A business-friendly community is one that proactively cultivates an environment where businesses and entrepreneurs can succeed. This involves marketing local assets; offering efficient development services; establishing clear and consistent rules and regulations; and providing training and networking programs that help businesses start up, comply with the local rules, and meet other professionals in their industries. Equally, it involves investments that beget efficiency and innovation: incorporating the most up-to-date technology, such as high-speed internet and smart technology, into City systems and infrastructure will increase the City's ability to attract and retain visionary companies. Communities that have a business-supportive culture are better able to weather challenging economic periods, and having staff to do the legwork and support business attraction and expansion is key. Monitoring data and tracking performance of economic development activities will also help the City evaluate trends and adjust course if needed.

City officials at a ribbon cutting event

ED-1

BUSINESS FRIENDLY COMMUNITY.
Partner with businesses and entrepreneurs to make Chino an attractive, easy place to do business.

Policies

ED-1.1 Foster a strong, stable business base in Chino through the use of clear and consistent regulatory and permit processes.

ED-1.2 Cultivate and maintain strong relationships with the business community. Strategies may include:

- Participating in local business networking events, such as those organized by the Chino Valley Chamber of Commerce;
- Appointing a dedicated business relations liaison;
- Highlighting local business successes through awards, newsletters, or social media;
- Hosting appreciation events for local business owners and stakeholders; and
- Using social media platforms to share updates and engage with the business community.

ED-1.3 Coordinate across City departments to continuously improve the development process so that it facilitates the efficient and timely processing of development applications and projects.

ED-1.4 Make strategic investments in infrastructure and technology to support business attraction and growth, using tools such as public-private partnerships, infrastructure financing districts and other mechanisms as appropriate.

ED-1.5 In collaboration with the Chino Valley Chamber of Commerce, major employers, and other local business groups, identify and remove unnecessary constraints to business development.

ED-1.6 Regularly assess Chino's competitiveness as a place to do business and maintain development regulations and fees accordingly.

ED-1.7 Prioritize economic development activities and maintain resource levels so as to ensure effective delivery of business attraction, retention and expansion assistance.

Actions

ED-1.A Identify industrial and commercial opportunity sites, to produce a land inventory. The inventory should provide pertinent details (e.g.: size, location, land use/zoning designation, infrastructure location and sizing, price, property representative, special features).

ED-1.B Periodically benchmark Chino's regulatory and permit costs against comparable communities, adjusting as needed to ensure competitiveness.

ED-1.C On an ongoing basis, solicit customer service feedback from businesses and individuals who do business with the City.

Chino Valley Chamber of Commerce

Positive City Image

Promoting a positive city image is fundamental for economic development because it shapes how potential investors, businesses, residents, and visitors perceive Chino. A favorable reputation can increase the City's competitive edge, helping to attract new businesses, encourage tourism, and inspire people to relocate or stay, all of which contribute to a stronger local economy. Chino boasts tremendous economic assets and advantages, from its young and growing population and its enviable quality of life to the presence of Chino Airport, Chaffey College, and Ayala Park, and the combination of ready access to regional freeways and proximity to major Southern California population centers. A critical first step will be to establish a compelling narrative for why it makes sense to do business in Chino to serve as the basis for business attraction and marketing activities. A focus on placemaking can also help increase Chino's visibility in the region and attract new business and investment.

Residents display Chino pride at a local parade

ED-2 POSITIVE CITY IMAGE. Enhance Chino's profile and competitive position.

Policies

ED-2.1 Encourage the planning and development of well-designed business and industrial areas which meet modern standards in terms of parcel size, location, and access to broadband.

ED-2.2 Leverage City-owned properties and public investments to help re-establish Downtown Chino as a vibrant destination for residents and visitors.

ED-2.3 Promote revitalization and rehabilitation of older commercial areas to make them more competitive, accessible, aesthetically appealing, and economically viable, particularly at high-visibility gateways to the city and along key corridors.

ED-2.4 Promote beautification projects along the City' entryways, highly visible locations such as freeway interchanges, major corridors, and gateways into Chino.

ED-2.5 Position Ayala Park as a regional recreational destination with on-site dining and lodging opportunities for visitors.

ED-2.6 Promote and support recreational, sporting, cultural, and entertainment events in and around Chino to build the city's reputation as a desirable

destination and help create opportunities for increased visitation, hotel stays, sales tax generation, and employment.

ED-2.7 Support commercial recreation businesses as uses that draw new visitors to the city and help revitalize older commercial centers.

ED-2.8 Coordinate economic development activities with infrastructure planning efforts to ensure that to the extent possible, appropriately sized utilities are available to support development of the most feasible, top-priority opportunity sites.

Commercial center

Actions

ED-2.A Create a brand identify for Chino that tells a story about why to invest and do business in our community.

ED-2.B Establish a standalone website to serve as a portal for information on economic development opportunities, business incentives and promotional programs to support and attract businesses in Chino. The portal should also provide economic, educational, and occupational indicators.

ED-2.C Actively participate in regional business and trade councils, organizations, and events.

ED-2.D Actively promote local restaurants, retail and entertainment districts throughout Chino.

Chino is home to many top-tier local restaurants

Business Attraction and Retention

Chino has concentrations of jobs in manufacturing; wholesale trade; transportation and warehousing; health care and social assistance; accommodation and food services; and public administration. These sectors have a presence in the surrounding region and have potential for growth in the future. Focusing economic development efforts on attracting new business in these sectors and helping existing business to expand represents a solid strategy for growth, as the success of these businesses has been demonstrated in the region. Building on this foundation and targeting growing industries that pay higher than average wages will help ensure a strong and stable economy, increase tax revenues, and support investments that enhance the quality of life in the community.

A key objective for Chino is to increase the local tax base to help ensure adequate funding for community services like public safety, parks, and street repairs as the community continues to grow. This will not only involve attracting new restaurant and retail businesses that cater to the dining and entertainment needs of residents and offer jobs for youth but also exploring opportunities to expand on Chino's existing manufacturing base with new businesses, such as production facilities with a tasting room or retail sales point and/or a commercial kitchen with on-site sales or dining.

ED-3 **BUSINESS ATTRACTION AND RETENTION. Diversify and grow the local economy to expand employment opportunities in Chino, increase the City's tax base, and enhance quality of life.**

Policies

ED-3.1 Leverage Chino's location in proximity to major population centers and its ready access to the regional transportation network to attract new businesses and build on existing industry concentrations.

ED-3.2 Focus business attraction and retention/expansion efforts on:

- Emerging industries in the region that demonstrate strong growth potential and pay higher than average wages, including food and beverage production; component assembly; automated production; additive manufacturing; medical office facilities;
- Businesses that generate the majority of their revenue from the sale of products or services outside the region in order to increase the flow of capital into the community and maximize positive impacts on output, employment, and wages in Chino; and
- Businesses that generate sales tax locally.

ED-3.3 Cultivate a vibrant retail, entertainment, and restaurant sector and minimize retail sales leakage by concentrating new residential development in locations where it can support retail vitality and help attract higher wage jobs to Chino.

ED-3.4 Support the expansion of airport-related industries and complementary businesses at the Chino Airport.

ED-3.5 In established employment districts, encourage production facilities with a tasting room or retail sales point and commercial kitchens with on-site sales or dining.

ED-3.6 Anticipate the demands for commercial and industrial growth and employ regulatory and policy mechanisms and incentives to maintain sites and buildings in suitable locations as an attraction to major employers.

ED-3.7 Ensure development standards facilitate the reuse/repurposing of industrial buildings for new employment-related uses.

ED-3.8 Promote strategies to increase local business-to-business commerce as a way of helping local firms to mature and expand.

Actions

ED-3.A Research potential programs that offer business support, technical assistance, and funding to support the establishment and growth of businesses in key sectors. Assess the feasibility of replicating or adapting programs for use in Chino.

ED-3.B Identify and incorporate zoning that supports innovative businesses located in residential neighborhoods and mixed use areas.

ED-3.C Explore strategic opportunities to acquire land declared surplus by the State of California or other public agencies in Chino and pursue redevelopment projects that can benefit the community and help the City achieve its economic development goals.

Local business with on-site dining

Local business

Community First Economic Development

Community first economic development is more than a strategy—it's a people-powered movement that invites every voice into the city's future. It means weaving together current and future residents, entrepreneurs, neighborhood associations, civic and community groups, faith-based groups, artists, and civic leaders as co-architects of prosperity. Together, we cultivate homegrown businesses that root themselves in our neighborhoods, becoming anchors that nourish complementary ventures and spark new ideas. The City's role is to fan these embers—connecting founders to capital and resources, hosting vibrant marketplaces where small enterprises debut their passions allowing innovation to flourish. These efforts "keep dollars local" by championing cross-purchasing among our businesses and leading with procurement policies and pilot projects that uplift all enterprises. In this way, every Chino resident shares in the harvest of our collective creativity, economic resilience, and long-term, equitable growth.

The Chino Valley Chamber of Commerce provides resources and support for local businesses and entrepreneurs

ED-4 **COMMUNITY FIRST ECONOMIC DEVELOPMENT. Foster investments that generate long-term, shared value in the community and create economic opportunities for all residents.**

Policies

ED-4.1 Make intentional investments to build local business capacity, support local business growth, and center neighborhoods and their unique needs.

ED-4.2 Nurture locally-grown and owned businesses by promoting entrepreneurship and partnerships that facilitate the growth and expansion of in-demand industries.

ED-4.3 Use the public procurement process to stimulate small, local business development, targeting minority/women/veteran-owned businesses in particular, and coordinating with anchor institutions such as Chaffey College, public agencies, and school districts to foster more equitable procurement practices.

ED-4.4 Support the development and retention of small business startups and new firms—particularly minority/women/veteran-owned businesses—by connecting them with resources for business planning, expansion, and access to capital.

Actions

ED-4.A In collaboration with Chaffey College, the Chino Valley Chamber of Commerce and other partners, investigate the feasibility of creating a business innovation center to provide education, resources, mentoring, and connections that support local business creation, growth and retention.

ED-4.B Study the feasibility of establishing a local procurement program that encourages sourcing supplies and services from local businesses.

ED-4.C Work with financial institutions to promote small business lending opportunities that support and encourage local entrepreneurship and business growth.

ED-4.D Maintain and promote a list of small business lending programs that may provide funding to local businesses that are denied access to capital through private markets.

Business development

Workforce Development

As the knowledge-based economy grows, Chino will continue to attract well-educated workers from outside the region; however, success hinges on the ability to prepare the local workforce, particularly youth, women, and people of color, with the skills needed to succeed in the emerging job market and to better connect workers with job opportunities. This will require coordination and collaboration between government, educational institutions, employers, and community-based organizations to tailor education and training to in-demand skills, including entrepreneurship and social enterprise. Equally, it will require removing barriers to workforce participation for disadvantaged and under-resourced residents and expanding opportunities for internship and mentoring. Policies in this section support the dedication of City resources to aligning workforce skills with business needs and building a local workforce equipped with the skills needed for success in the 21st Century.

Workforce development programs help train the next generation to succeed in the current and emerging job market

ED-5 **WORKFORCE SKILLS ALIGNED WITH BUSINESS NEEDS.**
Build a local workforce equipped with the resources and skills needed to succeed in the 21st century economy.

Policies

ED-5.1 Encourage development of a local labor force with skills that meet the needs of Chino's businesses and industries.

ED-5.2 In collaboration with educational and community-based organizations, develop and implement training programs for workforce development.

ED-5.3 Partner with public, private, and academic stakeholders to develop programs that connect entrepreneurs and job seekers to resources.

ED-5.4 Coordinate with employers in Chino and higher education institutions in the area to expand programs that connect new college graduates and current students with job and internship opportunities to better integrate them into the local workforce and retain them after graduation.

ED-5.5 Market local life-long learning opportunities, including work-study programs, internships, online learning, and expanded curriculum offerings, in

collaboration with educational institutions, businesses, and non-profit organizations.

ED-5.6 Collaborate with regional and local partners to identify and address barriers to workforce participation and access to training. Solutions to explore may include:

- Two-generation programs that link education, job training, and career-building for low-income parents with supports for their children;
- Bridge programs that prepare people with low academic skills for further education and training;
- Transitional jobs programs that provide short-term subsidized employment.

ED-5.7 Provide paid and volunteer jobs for local youth and for economically or physically disadvantaged people.

Actions

ED-5.A Promote the availability of County workforce development programs and resources.

ED-5.B Establish a forum for cooperation between the Chamber of Commerce, Chaffey College, and local businesses on better aligning secondary and post-secondary education and training with the needs of local businesses.

ED-5.C Explore opportunities to create and finance programs targeted to youth and low-income residents, such as financial literacy and job training programs.

ED-5.D Develop programs that help local businesses to hire local trainees.

ED-5.E Continue to work with regional partners to seek funding opportunities for strategic workforce and economic development programs.

ED-5.F Track educational attainment levels in Chino's disadvantaged communities over time.

The City of Chino offers a variety of paid and volunteer jobs for local youth

Fiscal Responsibility

Fiscal responsibility in the City of Chino is not only about prudent spending- it's a proactive strategy for generating sustainable revenue that benefits all. Rooted in sound financial stewardship, this approach leverages tools like Community Benefit Agreements (CBAs), incremental tax generation strategies, and strategic real estate acquisition to enhance the City's economic foundation. CBAs ensure that new developments contribute directly to community priorities, such as affordable housing, workforce development, and public amenities, while tax increment financing captures the value created by growth to reinvest in public infrastructure. Real estate acquisition empowers the City to guide equitable development, increase municipal assets, and strengthen long-term fiscal stability. Together, these mechanisms position Chino to grow its tax base, reduce future financial risk, and ensure that prosperity is broadly shared, aligning every investment with the public good.

City of Chino officials at a groundbreaking ceremony

ED-6 FISCAL RESPONSIBILITY. Generate revenue for community prosperity.

FISCAL RESPONSIBILITY PRIORITIES FOR ECONOMIC DEVELOPMENT

Policies

ED-6.1 Use a variety of strategies to help ensure that all new development contributes directly to public good. Strategies may include community benefit agreements, incentives, tax increment financing, and equitable public-private partnerships that deliver measurable returns to the City.

ED-6.2 With a view to building fiscal resilience, diversify revenue and grow long-term revenue streams through strategic land acquisition, lease agreements, and economic investments, while maintaining robust reserves to safeguard against future economic shocks.

ED-6.3 Invest in Efficiency and Innovation to streamline City operations with smart technology, digitized permitting, and data-driven management tools to reduce administrative costs and improve the ease of doing business in Chino.

Actions

ED-6.A Establish a strategic Property Acquisition Fund to create and fund a real estate acquisition strategy to secure key parcels for catalytic development, and long-term municipal revenue generation.

ED-6.B Launch an Economic Development Report to publish transparent, data-rich information evaluating the fiscal outcomes and community benefits of all economic development initiatives to guide future investment decisions.

ED-6.C Adopt an Economic Development Incentive Policy that outlines strategies the City will use to encourage businesses to locate or expand in Chino. The policy should identify specific financial or non-financial incentives to offer as a way to stimulate job creation, attract investment, and boost the local economy.

Construction site

Infrastructure

4

Transportation and utility infrastructure is integral to maintaining and enhancing quality of life in Chino. Our roads and bridges connect neighbors and allow people to commute to work and access services. Reliable water, sewage, electricity, gas, and internet infrastructure underpins the community's daily activities and ensures that life and work can run smoothly. These essential systems are the backbone of a healthy and resilient community, helping people, businesses, and government not only maintain essential functions and bounce back from adversity but also to thrive. It is critical that we make wise investments in public facilities and safety to provide for our community's existing and future needs.

The Infrastructure Element establishes a framework to guide planning and decision-making for public infrastructure that supports a healthy, growing city. It satisfies the requirements for the Circulation Element of the General Plan by identifying the location of public utilities and by providing a circulation diagram that identifies the city's major thoroughfares and transportation routes and a policy framework to balance walking, biking, transit service, and driving within a multimodal network. This Element also discusses the maintenance and proactive planning of the municipal infrastructure and services that will serve current daily demands and projected future needs.

Regional Connectivity

Chino is at the crossroads of a dynamic region, located in the southwestern corner of San Bernardino County, near the border with Los Angeles, Orange, and Riverside Counties. This location offers excellent connectivity to the regional transportation network, provides considerable economic advantages, and underscores the need to collaborate with other agencies in the region. State Route 71 (SR-71) lies west of the city and State Route 60 (SR-60) runs through the northern portion of the city. These freeways are accessed by multiple on/off ramps throughout Chino and intersect to the northwest of the city just outside of City limit. State Route 83 (SR-83 or Euclid Avenue) forms the northeastern edge of the city, linking SR-71 and SR-60 the northeast of the city, outside of City limit. The Union Pacific Railroad provides freight rail access for Chino's major employment districts, traversing the northwestern part of the city, and the city is served by two airports: Chino Airport, a County-operated general aviation airport in the southeastern part of Chino, and Ontario International Airport, located approximately four miles to the northeast.

Transit service in Chino is limited and most residents commute to work by car, primarily to jobs in Los Angeles and Orange Counties. With continued robust growth projected for the region in the coming decades, subregional transportation priorities for Chino and the surrounding area include projects that will improve regional circulation and connectivity and address repetitive loss due to flooding.

TRANSPORTATION AGENCIES

The transportation agencies highlighted below influence local and regional transportation planning in and around Chino.

- **United States Department of Transportation (USDOT)**. The US DOT coordinates all federal transportation work. Under the USDOT, the Federal Highway Administration (FHWA) builds and maintains the National Highway System; the Federal Railroad Administration (FRA) invests in and enforces safety regulations along rail corridors throughout the United States; the Federal Transit Administration provides financial and technical assistance to local public transit systems and oversees transit safety; and the National Highway Traffic Safety Administration (NHTSA) works to improve safety on roadways.
- **California Department of Transportation (Caltrans)**. Caltrans has authority over the State highway system, including mainline facilities, interchanges, and arterial State routes. Caltrans approves the planning and design of improvements for all State-controlled transportation facilities. Caltrans facilities in or serving Chino include SR-60, SR-71, SR-142 (Chino Hills Parkway), and SR-83 (Euclid Avenue).
- **Southern California Association of Governments (SCAG)**. The regional transportation planning agency and Metropolitan Planning Organization (MPO) for the Southern California region is SCAG. SCAG develops long-range Regional Transportation Plans (RTPs) including the Sustainable Communities Strategy (SCS) and growth forecast components. SCAG also develops the Regional Transportation Improvement Programs (RTIP).

- **San Bernardino County Transportation Authority (SBCTA)**. SBCTA oversees regional transportation planning comprising all the cities in San Bernardino County. SBCTA oversees the countywide multimodal transportation system with delivering freeway construction projects, regional road improvements, transit and rail improvements, grade separations, call boxes and ride-sharing programs, congestion relief, as well as long-term planning efforts. SBCTA is responsible for administering the Measure I half-cent sales tax which San Bernardino County voters passed most recently in 2004 approved the extension through 2040.
- **Omnitrans**. Omnitrans is the public transit agency for the San Bernardino Valley, serving approximately 7 million passengers each year throughout a 480-square mile service area that covers 15 cities and portions of the unincorporated areas of San Bernardino County. Omnitrans operates local and express bus routes, sbX bus rapid transit service, and Access, a paratransit service for the disabled. Major destinations within the Omnitrans service area include transportation centers, medical centers, educational facilities, shopping malls, business parks, and community centers. Omintrans operates four bus routes that provide service in the northern part of Chino, with connections to regional destinations. Omnitrans route 88 provides connections to the Metrolink regional commuter rail station in Montclair, via the Chino Transit Center, located downtown. However, there are no routes servicing southern parts of Chino.

REGIONAL TRANSPORTATION PROJECTS

The projects listed below have broad regional significance and would address repetitive loss from flooding events in Chino and improve regional circulation and connectivity:

Pine Avenue Connector

The Pine Avenue Connector Project would extend Pine Avenue from State Route 71 (SR-71) eastward to El Prado Road as an urban four-lane arterial and widen Pine Avenue to a four-lane arterial from El Prado Road to Euclid Avenue (SR-83) in the Cities of Chino and Chino Hills. Planned for many years, the project is included in the SCAG 2020 RTP/SCS approved project list of Federal Transportation Improvement Program (FTIP) and would be undertaken in coordination with Caltrans and the City of Chino Hills. The proposed work will encroach upon sensitive environmental resources, requiring environmental review pursuant to CEQA to ensure that all practical measures are taken to minimize harm to the wetlands and floodplain.

The Preserve gateway at Pine Ave

Pine Avenue & SR-71 Bridge Improvement

The Pine Avenue & SR-71 Bridge Improvement Project will improve the bridge and ramp interchange to handle the Pine Avenue Connector within Caltrans right-of-way and the

City of Chino Hills. This project is required to ensure the Pine Avenue Connector is a successful project for both Chino and Chino Hills.

Euclid Avenue Relinquishment

With Assembly Bill 250, passed on October 8, 2023, the California Legislative authorized Caltrans and the City of Chino to pursue relinquishment of SR83 (Euclid Avenue). Relinquishment is tentatively scheduled to be completed by June 30, 2026. With relinquishment, the City of Chino will assume jurisdiction of SR83 (Euclid Avenue) from the SR71 interchange to Merrill Avenue. From Merrill Avenue to Riverside Drive, the City of Chino and Ontario share jurisdictional boundary of SR83 (Euclid Avenue).

Euclid Avenue Bridge Project

After relinquishment of Euclid Avenue is complete, the City plans to pursue the Euclid Avenue Bridge Project at a location within the Prado Basin where Euclid Avenue crosses Chino Creek between SR71 and Pine Avenue. The project site is located within the northern portion of the Prado Flood Control Basin, below the 566-foot elevation level of the Prado Dam spillway, and overlaps with areas designated for ecosystem and creek restoration. Key project objectives are to create an "all weather" facility that will not be subject to closures during storm events, and in so doing to improve safety for motorists and pedestrians by reducing the possibility of encountering flood waters, enhancing mobility and circulation during the heavy rain events; providing unhindered access for emergency vehicles; alleviating traffic congestion and removing roadway bottlenecks; and providing active transportation facilities for improved cyclist and pedestrian access through this portion of Euclid Avenue.

INF-1 **REGIONAL CONNECTIVITY. Strengthen connections to the regional transportation network.**

REGIONAL CONNECTIVITY

Policies

INF-1.1 Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.

INF-1.2 Participate in regional transportation planning initiatives and cooperate with regional partners and neighboring jurisdictions to plan, design, and maintain a transportation system that provides for the safe and efficient movement of goods and people in the region.

INF-1.3 Pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.

INF-1.4 Work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from Chino to major regional destinations, such as the Ontario International Airport, Metrolink rail stations, and large employment centers. Seek expanded fixed route services and collaborate on potential Bus Rapid

Transit routes to expand transit throughout Chino, primarily to, from, and within the southern part of the city.

INF-1.5 Support continued operation of the regional freight rail system where it offers safe, convenient, and economical transport of commodities, or potentially convert to trails if not utilized.

INF-1.6 Through its own regulations and collaboration with other responsible agencies, work to foster the compatibility of general and commercial aviation facilities with surrounding uses.

INF-1.7 Work with the San Bernardino County Airports to plan for a full range of aviation services and promote airline service that meets the present and future needs of residents and the business community.

Actions

INF-1.A Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and I-71 (including on/off-ramps) and improve regional access for Chino residents and businesses, including the Pine Avenue Bridge Connector, Pine Avenue & SR-71 Interchange Project, Euclid Avenue (SR83) Relinquishment, and the Euclid Avenue Bridge Project.

INF-1.B Pursue grant funding, including for major regional projects that strengthen connectivity to the regional network and enhance safety and accessibility in Chino.

INF-1.C Coordinate regularly with Caltrans to ensure efficient traffic flows between interchanges and local roadways including signal timing and operations.

INF-1.D Continue to coordinate with rail operators to minimize negative impacts and maximize benefits to Chino from rail service that runs through the city.

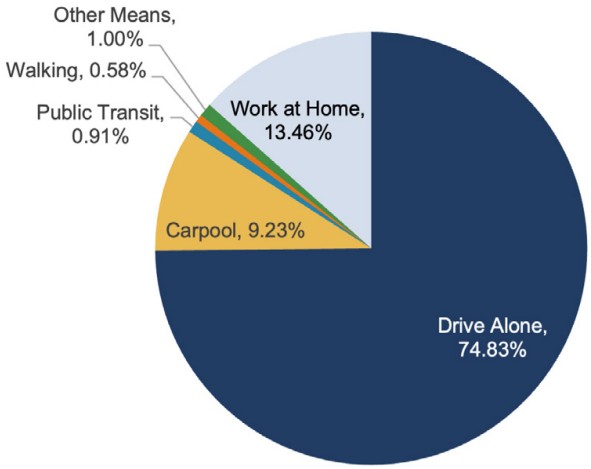
Euclid Avenue

Comprehensive, Layered Network

A comprehensive transportation network gives residents and visitors multiple options for getting around Chino and connecting to destinations beyond. By providing a variety of safe and attractive transportation options, the City can ensure that all residents have equitable access to transport, including youth, seniors, persons with disabilities, and low-income residents.

As in many communities throughout California, in Chino the automobile —especially the single-occupant vehicle—is the primary mode of travel. Nearly 80 percent of total commute travel in Chino is by car (see **Figure INF-1**) and both commute inflows and outflows on the regional network make up a large share of vehicle trips in Chino. Outflow refers to those who live in Chino but are employed outside of the city whereas inflow includes people who are employed in Chino but live outside of the city. Given that Chino has a concentration of jobs in the manufacturing, wholesale trade and distribution sectors and a relatively educated working population, a large share of people employed in Chino commute from surrounding communities, while almost 90 percent of working Chino residents commute to jobs in other communities.

Figure INF-1: Commuter Mode Split



Source: Table B08101, 2023 ACS 5-Year Estimates

Although Chino has relatively flat terrain and rectilinear grid patterns of streets that makes it generally well-suited for walking and biking, over time development patterns in much the city have resulted in a separation of residential, commercial, and employment uses that do not facilitate walking, and hot weather particularly in the summer months can make getting around by walking and biking less desirable. However, Chino's principal commercial corridors and centers are centrally located in the northern part of the city, easily accessible from adjacent multifamily developments and residential neighborhoods. Several of these centers and corridors have underutilized land and high vacancy rates, and the General Plan seeks to focus infill development within these areas to create a network of mixed use activity centers that act as major focal points in the community, offering an array of choices for living, working, shopping and enjoying free time. (*See Chapter 2, Land Use and Community Character, for additional discussion*). Over time, the mixed use activity centers will become dynamic destinations with amenities that draw residents from Chino and visitors from the wider region and the addition of multifamily housing in some centers will create more opportunities for those who work in Chino to live in the community. The comprehensive, layered transportation network described in this chapter supports Chino's continued growth and evolution, enhancing connectivity to and through these mixed use activity centers via all modes of transportation to support realization of the vision.

COMPLETE STREETS

In 2008, the State passed the California Complete Streets Act (Assembly Bill 1358), requiring circulation elements to include a "Complete Streets" approach that balances the needs of all users of the street. Complete Streets are

streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The precise definition of a Complete Street can vary depending on the context and primary roadway users, but there are some common elements found in successful Complete Streets policies. These policies consider the needs of all users of the street in the planning, design, construction, operation, and maintenance of transportation networks. This framework allows policymakers to shift the goals, priorities, and vision of local transportation planning efforts by emphasizing a diversity of modes and users. Many of Chino's roads were designed primarily for car travel when they were first built. Rethinking Chino's roads as Complete Streets will allow people to safely walk, bicycle, drive, and take transit, sharing the street with other users.

Safe System Approach

Communities across California are witnessing an increase in roadway fatalities and serious injuries. According to Caltrans, more than 3,600 people die in traffic crashes in California each year and more than 13,000 people are severely injured statewide. To help address this issue, the State legislature enacted AB932 in 2022, requiring that cities and counties incorporate a Safe System approach into the circulation element of their general plans that focuses on addressing multiple interconnected elements of a transportation system - including safe roads, safe speeds, safe vehicles, safe road users, and post-crash care. AB932 aligns with the broader global Vision Zero movement, which aims to eliminate traffic fatalities and severe injuries, recognizing these tragedies as preventable through a proactive, preventative approach. General Plan policy commits the City to a Safe System approach and to conducting a Safe Streets and Roads for All assessment to identify a network of designated corridor-level segments where the highest concentrations of collisions occur (High Injury Network) together with a suite of actions to eliminate collisions resulting in fatalities and serious injuries

COMPLETE STREETS

"Complete Streets" are streets that have been designed to safely and comfortably accommodate all users, regardless of age, ability, or mode of travel. Many street designs historically privileged private vehicle travel above other transport modes; Complete Streets aim to correct past imbalances and ensure that roadways are safe and friendly for pedestrians, bicyclists, and transit riders, too.

Roadway Classifications

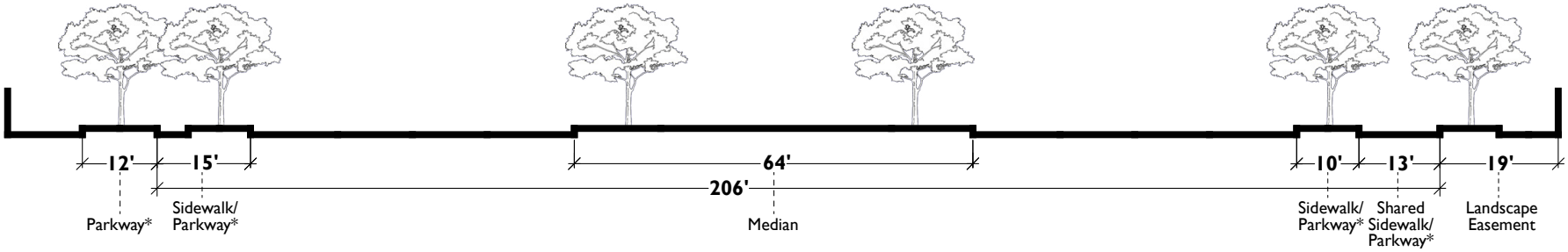
Roadways in Chino are classified according to the number of lanes and the type of service the roadway is intended to provide. It is important to note that these right-of-way widths do not include equestrian or bicycle trail requirements; additional right-of-way would be required for these facilities. Given that the majority of the city is developed—particularly in the north—this additional right-of-way would be accommodated through the reallocation of existing roadway space.

Typical street sections for these roadway classifications are provided below. Certain street segments within adopted Specific Plans or other planning documents may vary from the typical right-of-way standards presented below. In such cases, the standards specified in those documents supersede the typical right-of-way designations. Project applicants and reviewers should consult the City Engineer or City Traffic Engineer to confirm applicable right-of-way. A consolidated table of segment-specific right-of-way dimensions is maintained in the City Standard Drawings for reference.

Freeway

A freeway is an access controlled, divided highway, with two or more lanes in each direction. Freeways are designed for high-speed inter-city travel.

SR71. Image credit: AsphaltPlanet.ca



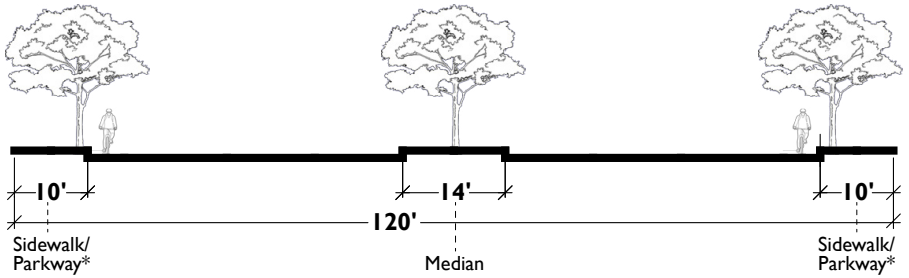
Expressway

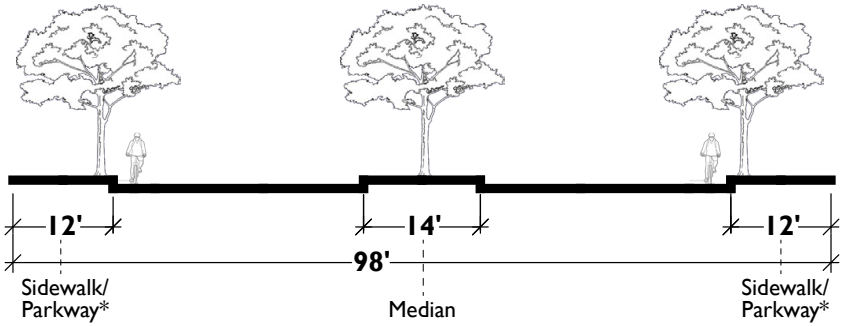
An expressway is a divided high flow arterial street with three or more lanes in each direction. Typical right-of-way width is approximately 200 feet, with additional easements for landscaping and possible trails. Expressways are separated by a raised landscape median and may have a bicycle lane/trail and/or an equestrian trail. SR-83/Euclid Avenue is the only Expressway in the City. Outside of the right-of-way, additional landscape easements may be required.

**Sidewalk/Parkway typically is 5' parkway and remainder sidewalk, but varies as conditions warrant. Bicycle lane where applicable.*

Major Arterial

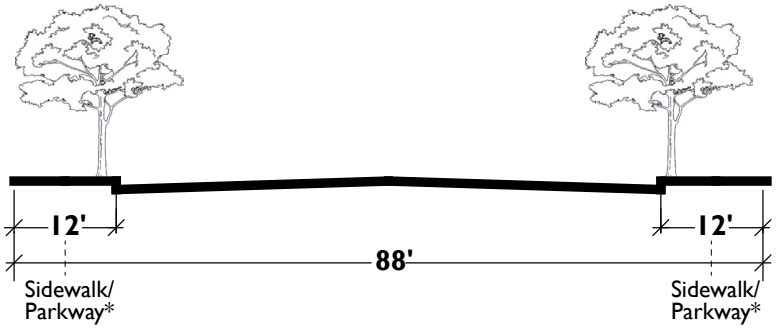
A major arterial is a divided roadway with six to eight through lanes. Major arterials serve major activity centers within the city, carry the majority of intra-city trips, and provide access to high volume corridors, such as freeways. Public transportation is usually more prominent along the major arterial system. No on-street parking permitted. Major arterials may be divided by a median and may have a bicycle lane/trail and/or an equestrian trail. Typical right-of-way width ranges between 120 feet and 134 feet, and curb-to-curb width ranges from 100 feet to 114 feet.





Primary Arterial

A primary arterial is a roadway with four or six through lanes and minimal access from driveways. Primary arterials may be separated by a median and may have a bicycle lane/trail and/or an equestrian trial. The typical right-of-way width is between 88 and 104 feet, and the curb-to-curb width between 64 and 92 feet. Parking is prohibited on primary arterial roadways.



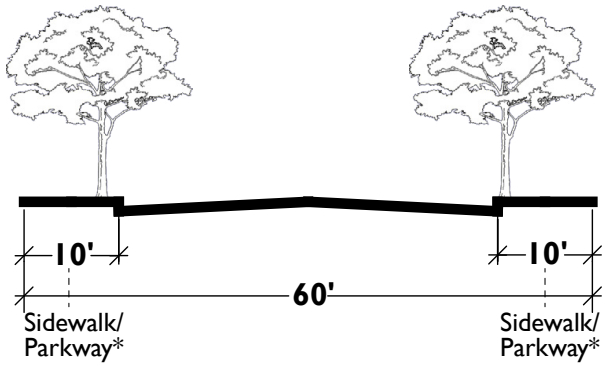
Secondary Arterial

A secondary arterial is an undivided roadway with four through lanes. Typical right-of-way width is approximately 88 feet, and curb-to-curb width is 64 feet. Secondary arterials may have a bicycle lane/trail and/or an equestrian trail. Parking can be allowed on secondary arterial roadways.

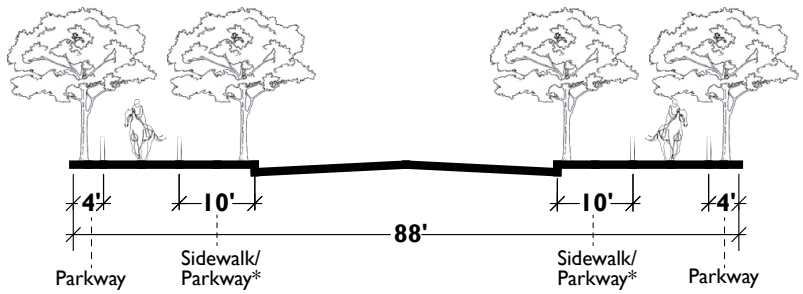
**Sidewalk/Parkway typically is 5' parkway and remainder sidewalk, but varies as conditions warrant. Bicycle lane where applicable.*

Collectors

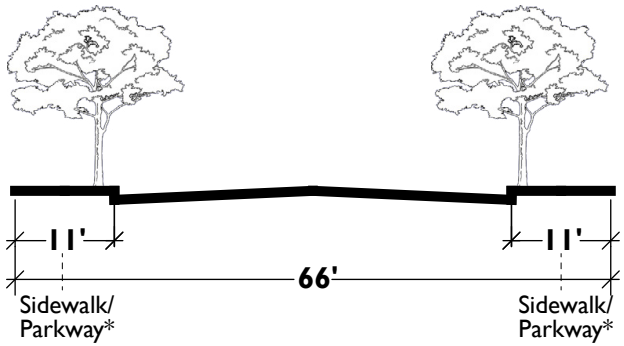
A collector street is a two-lane undivided roadway with the primary function of collecting and distributing local traffic. Typical right-of-way width ranges between 60 feet and 88 feet. Collector streets may be further broken down into three subcategories according to adjacent land use: urban residential collector (typical curb-to-curb dimension is 40 feet), rural collector (typical curb-to-curb dimension is 40 feet), and urban industrial collector (typical curb-to-curb dimension in 44 feet).



Urban Residential Collector

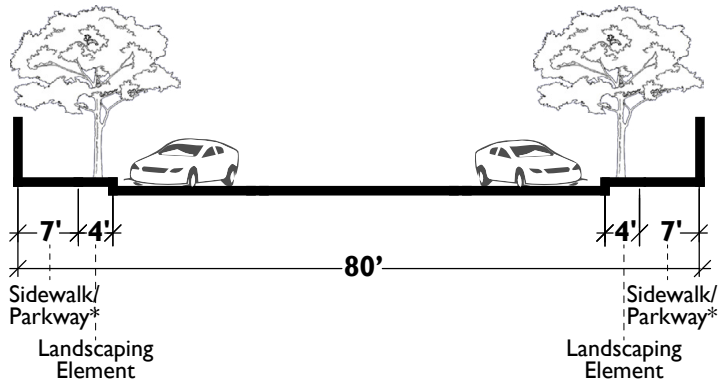


Rural Collector



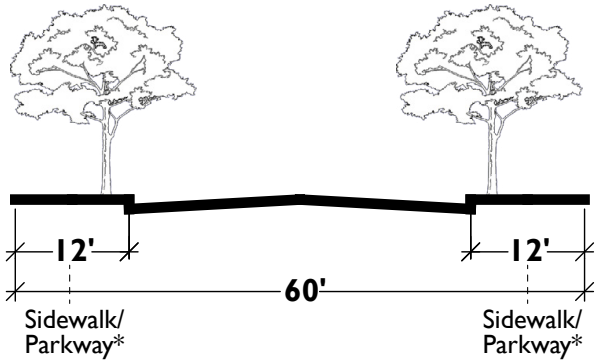
Urban Industrial Collector

**Sidewalk/Parkway typically is 5' parkway and remainder sidewalk, but varies as conditions warrant. Bicycle lane where applicable.*



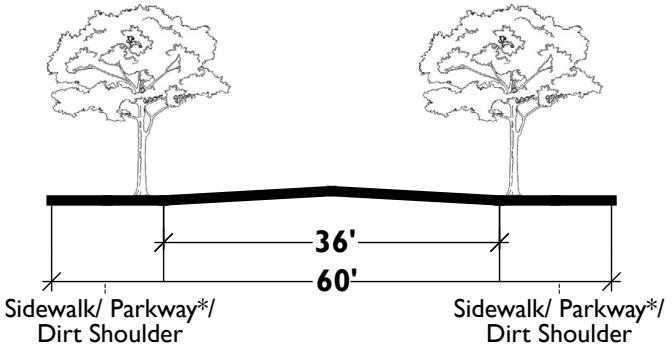
Downtown Street

A downtown street is a two-lane undivided roadway. Downtown streets are primarily used in high-density, and mixed-use areas that may have reduced speed limits. The downtown street prioritizes pedestrians with wider sidewalks and parkways with shade trees, and benches. On-street angled parking is provided with all-way traffic controls like stop signs located at all intersections. The right-of-way width for downtown streets may vary depending on the necessary neighborhood character that can vary from 80 to 92 feet.



Local Street

A local street is a two-lane undivided roadway. Local streets are primarily used to gain access to and from adjacent properties. The minimum right-of-way width for local streets is 60 feet.



Rural Roadway

A Rural Roadway is a two-lane undivided roadway intended to serve roads recently annexed from the county. These are designed to preserve the existing rural character while accommodating future maintenance or improvements. Rural Roadways may feature parkways, sidewalks, dirt shoulders, and rolled curbs depending on the adjacent land use and site-specific needs. The right-of-way width is 60 feet, and the roadway edge to roadway edge width is 36 feet.

**Sidewalk/Parkway typically is 5' parkway and remainder sidewalk, but varies as conditions warrant. Bicycle lane where applicable.*

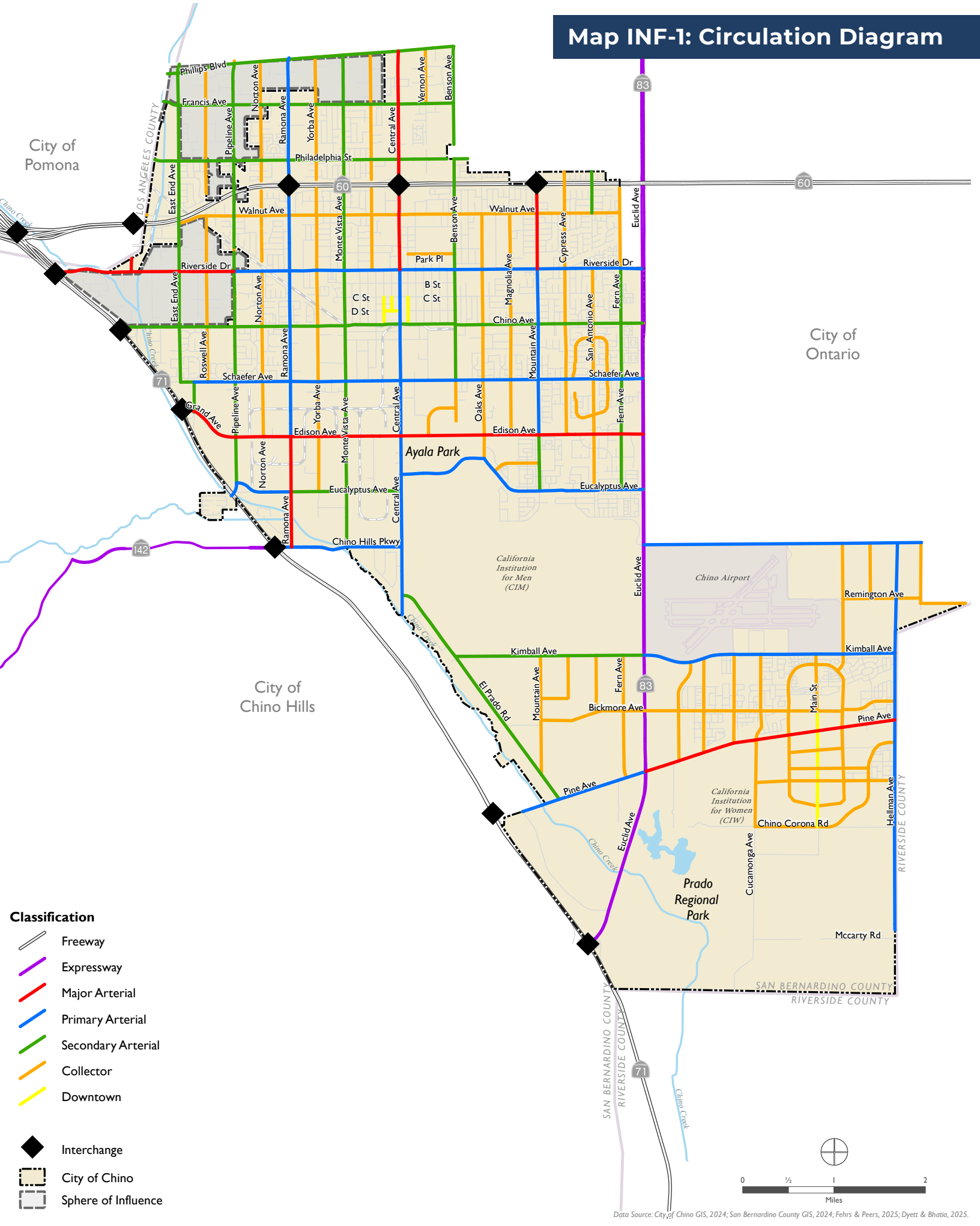
Circulation Diagram

The Circulation Diagram shown in **Map INF-1** depicts the proposed circulation system to support development under the Land Use Diagram (see Maps LCC-4a and 4b in Chapter 2, Land Use and Community Character). As Chino continues to experience residential, employment, and commercial growth, a connected, multi-modal street network will be essential to ensure efficient commutes for work and goods movement, safe active transportation, and easy access to retail and entertainment.

The General Plan proposes a "layered network" approach, where local traffic demands and system-wide needs of different modes can be used as inputs as streets are redesigned and configured to better meet the needs of bicyclists, pedestrians, and transit, and enable everyone to efficiently and safely navigate through the city. Considering system-wide needs means assessing whether the system is able to meet the needs of travelers. The layered network approach designates modal emphasis by street to create a comprehensive street network. The layered network approach recognizes the need to accommodate all forms of traffic, but with the understanding that certain streets will emphasize certain forms of transportation. Layered networks balance vehicular transportation with "active transportation," which is human-powered transportation that includes walking, cycling, using a wheelchair, in-line skating, or skateboarding. The layered network approach recognizes that not all modes can be accommodated acceptably on all streets within this city, but bicycle and pedestrian movement can be emphasized on specific streets. This will also help the City comply with the California Complete Streets Act passed in 2008.

Bicycle traffic lights

Map INF-1: Circulation Diagram



Classification

- Freeway
- Expressway
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector
- Downtown

- Interchange
- City of Chino
- Sphere of Influence

Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Fehrs & Peers, 2025; Dyett & Bhatia, 2025.

INF-2 **COMPREHENSIVE TRANSPORTATION SYSTEM. Plan, design, build, and maintain a local transportation network that provides safe and efficient access throughout Chino and optimizes travel by all modes.**

Policies

INF-2.1 Maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive complete streets approach that enables safe, convenient travel for all roadway users.

INF-2.2 Foster a cohesive circulation system through a "layered network" approach that promotes complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas. Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.

INF-2.3 Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per **Map INF-1**. Design arterials with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use, without providing excess capacity to encourage additional non-local cut-through traffic on City streets.

INF-2.4 Undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications on an on-going basis.

INF-2.5 Plan and invest to foster a transportation system that improves the health of Chino residents through actions that make active transportation, non-motorized modes, and high-occupancy vehicles viable, attractive alternatives to the private automobile.

INF-2.6 Ensure the design of new streets and the retrofit of existing streets minimizes traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:

- Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;
- Short block lengths, reduced street widths, and/or traffic calming measures; and
- Providing pedestrians and bicyclists with options where motorized transportation is prohibited.

INF-2.7 Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.

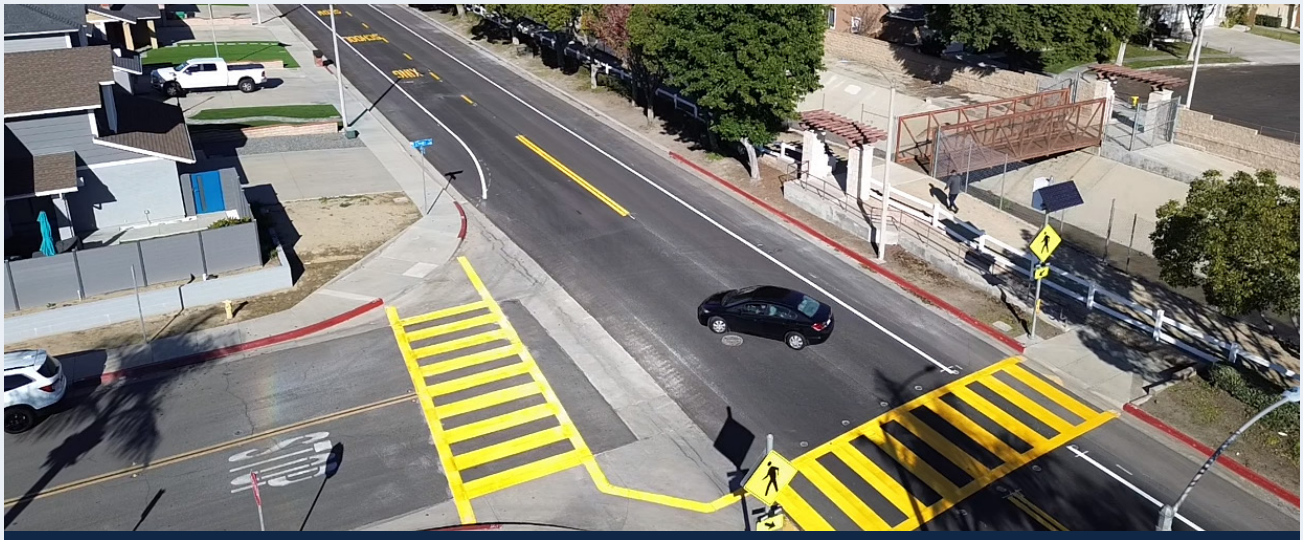
INF-2.8 Prioritize safe railway crossings along rail corridors in Chino.

INF-2.9 Through the development review process, limit the number of access points along all expressways and major arterials, continue to control access points through construction of median turn lanes and island curb cuts, and reduce and consolidate the current number of access points along expressways and major arterials.

INF-2.10 Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies and traffic signal coordination.

INF-2.11 As part of street redesigns, plan for the needs of different modes – such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, bicycle facilities, and transit amenities. Coordinate with the future Urban Forest Management Plan (UFMP) to ensure the right tree, is placed in the right place, for the right reason.

INF-2.12 Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.



Intersection with high visibility crosswalks and pedestrian crossing signs

INF-2.13 Engage the community and neighborhoods in street design and redesign. Consult with the Infrastructure Subcommittee on major street design projects.

INF-2.14 Explore the use of green infrastructure in the design of new roadways and retrofit existing roadways where appropriate.

INF-2.15 Incorporate traffic calming design into local and collector streets to promote safe vehicle speeds.

INF-2.16 Continue to administer a funding system that will foster completion of the network before the projects that require them are occupied. Seek funding from grants and other external sources to meet this objective.

INF-2.17 Require new development to construct or pay a proportionate share of the cost of improvements based on mobility-related impacts of the new development.

Actions

INF-2.A Maintain design standards for each functional roadway classification shown on **Map INF-1**. These standards are for a typical mid-block application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.

INF-2.B Review "paper streets" and unconnected alleyways in Chino and determine whether associated rights of way should be vacated or kept in order to streamline buildout of the circulation system.

INF-2.C Develop a maintenance plan for public alleyways and incorporate necessary improvements into the Capital Improvement Program.

INF-2.D Use the layered network approach to identify, schedule, and implement roadway improvements as development occurs in the future, and as a standard against which to evaluate future development and roadway improvement plans.

INF-2.E Review the layered network with neighboring jurisdictions and seek agreement on actions needing coordination.

INF-2.F Work with San Bernardino County to harmonize street development standards in areas that may ultimately be annexed in the City of Chino.

INF-2.G Periodically conduct cost/benefit analysis and assess the feasibility of using new materials and technologies, updating the Standard Specifications and Drawings as appropriate.

Efficient Circulation

Within the planning horizon of the General Plan, automobiles are expected to remain the dominant mode of transportation in Chino and the region. As such, ensuring smooth vehicular circulation on the roadway network will continue to be an important effort for the foreseeable future, as will managing the potential for conflicts between various modes of travel.

SYSTEM MONITORING METRICS

Level of Service (LOS)

Throughout California, communities use Level of Service (LOS) as a metric used for evaluating the operational efficiency and quality of service on roadways, intersections, or freeway segments. LOS is typically graded qualitatively on a scale from A to F, similar to a school report card as described in **Table INF-1**. As a metric for system performance, LOS is valuable because it provides a standardized, quantifiable measure of traffic flow and congestion. It helps planners and engineers identify problem areas, prioritize infrastructure improvements, and evaluate the impact of new development on roadway capacity. LOS also enables consistent comparisons across different intersections and corridors, supporting data-driven decision-making. By translating traffic conditions into easily understood letter grades, LOS facilitates clearer communication with the public, stakeholders, and policymakers. Given that automobiles will remain an important mode of travel in Chino into the future, the General Plan maintains as an important measure of mobility in community even as it seeks to balance LOS with other considerations and measures.

Table INF-1: Level of Service Definitions

LOS	*Definition*
Level of Service A	Free-flow travel with freedom to maneuver.
Level of Service B	Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in convenience, and maneuvering freedom.
Level of Service C	Stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
Level of Service D	High-density, but stable flow. Users may experience restriction in speed and freedom to maneuver, with poor levels of convenience.
Level of Service E	Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
Level of Service F	Forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Traffic

Community Character Tradeoffs

With a commitment to Complete Streets and a desire to accommodate other users such as pedestrians and bicyclists, it is particularly important that LOS thresholds, which are commonly evaluated to determine the size and design of the roadway system or the feasibility of development, are balanced with other metrics that seek to reduce vehicle travel and enhance community values. This approach requires consideration of the following tradeoffs associated with different LOS thresholds, which ensures that the policy will represent clear community priorities and provide specific exceptions when other community values are considered more important than LOS:

Costs: Because LOS policies influence the size and type of transportation infrastructure investments, maintaining a higher LOS (e.g., LOS A, B, or C) may be an inefficient use of public funds when considering the cost to build, operate, and maintain the roadway network.

Safety: Higher LOS thresholds are often associated with higher vehicle speeds for peak and non-peak hours, which increases the potential for and severity of collisions between vehicles and bicyclists or pedestrians.

Alternative Transportation Modes: Traditional LOS policy measures driver comfort and convenience, which means that considerations for pedestrians or bicyclists using the same facility are not always incorporated.

Physical Space: The goal of an efficient transportation network is to increase the capacity for person-trips, not just vehicle-trips. Maintaining a higher LOS policy typically focuses on using the public right-of-way or road space to move automobiles through the network instead of people.

Air Quality and Greenhouse Gas (GHG) Emissions: LOS thresholds influence travel speeds and may induce vehicular travel in the case where driving is made easier. Higher speeds and induced vehicle travel can both result in higher levels of air pollutant and GHG emissions.

Community Character: Achieving LOS thresholds may require changes to the roadway, such as road widening, that can influence the character of neighborhoods by changing the building-to-street relationship, or removing opportunities for green infrastructure and wide sidewalks alongside streets. While modifications to improve LOS can make vehicular mobility more convenient the physical changes and higher traffic speeds and volumes that result can make city streets less hospitable for cyclists and pedestrians. To realize the vision for the proposed mixed use activity centers in the General Plan, rather than widened to accommodate additional traffic flow, some roadway segments would need streetscape design modifications to better accommodate pedestrians and cyclists - such as the addition of dedicated bicycle lanes, wider sidewalks, shade trees, and landscaping to buffer people from traffic.

The policy tradeoffs listed above can be used to make decisions about LOS thresholds on specific roadways should the road conditions change during the implementation of this General Plan. When the tradeoffs for meeting the LOS standard conflict with competing goals, City intersections or roadway segments can be exempted from the LOS policy on a case-by-case basis, as determined by the City Traffic Engineer.

Vehicle Miles Travelled (VMT)

Vehicle Miles Travelled (VMT) is the State mandated performance metric for environmental analyses pursuant to the California Environmental Quality Act (CEQA) to describe the overall amount of travel in the city based on distance and is directly related to fuel consumption, air pollution, and GHG emissions. VMT is defined as the total mileage traveled by all vehicles. Although VMT relates specifically to automobiles, it is able to capture the effects of development patterns such as land use mix and density along with transit, bike, and pedestrian infrastructure improvements by reflecting their impacts on vehicle trip generation and trip lengths. The City will use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as reductions in GHG emissions.

Efforts to reduce VMT may include locating housing and jobs near shops and services, implementing Transportation Demand Management (TDM) strategies such as commute trip reduction programs, transit system improvements, or providing facilities for modes of transportation other than single occupant vehicles. Introducing a greater mix of land uses in key areas can also reduce VMT in that residents may have better access to resources and opportunities such as entertainment, shopping, parks and recreation, and jobs, thus reducing the length of their trips.

Traffic

Technology and the Future of Transportation

Chino is preparing for emerging transportation technologies that are changing the mobility landscape in cities throughout the state, including the following innovations that can expand mobility options:

- **Transportation Network Companies (TNCs)**: also called a ride-hailing service, are companies like Uber and Lyft that provide on-demand rides for passengers with mobile apps or websites. TNCs tend to increase demand for curb space but can decrease the demand for parking.
- **Autonomous Vehicles (AVs)**: are vehicles that are capable of driving with limited or no human involvement. There are six levels of autonomy (0-5) that range from issuing warnings and momentary interventions with the human driver to a fully automated machine which requires no human involvement to operate.
- **Connected Vehicles (CVs)**: are vehicles that can interact with one another and/or with infrastructure. Some CVs can also be autonomous vehicles; however, CVs can be human operated.
- **Car sharing services**: are services that allow consumers access to a vehicle without owning a personal car. Car share services typically charge a monthly or yearly membership fee and an hourly rate for access to its shared vehicle fleet.
- **Micromobility**: is a combination of emerging trends including bike share, e-scooters, and e-bikes.
  - Bike Sharing Services: bike sharing services operate like car sharing services in that consumers can rent from a shared bicycle fleet.
  - Electric Scooters and Bikes: E-scooters and e-bikes are powered by an electric motor to propel riders along streets and up hills.
  - Microtransit: is defined as a privately-operated transit system, which in many cases mirrors the operations of public transit agencies along select routes. Microtransit operators can be highly flexible, tailoring their operations to match short-term or long-term changes in travel behavior.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) refers to a set of tools that facilitates a connected, integrated transportation system. Applications of ITS include adaptive traffic prioritization signals aimed at congestion management and improving traffic flow, and the collection and dissemination of real-time travel information such as transit arrivals or traffic incident alerts. Other applications of ITS to be considered as transportation patterns change and emerging technologies come

Illustration of ITS

online may include connected and autonomous vehicles and smart city integration.

The City of Chino currently has a central traffic control system that allows staff to monitor and manage traffic signals from a central location. The system allows for the transportation system to work more effectively and efficiently by providing the ability to adjust critical traffic signals remotely, helping to optimize traffic signal timing and coordination to improve traffic flow. These tools allow the City of Chino to effectively monitor and address congestion issues. In addition, the City makes use of fiber-optic communication media and end equipment, CCTV cameras, and video and radar traffic signal detection. Expanding the use of ITS and emerging technologies will help the City continue to manage circulation effectively in the future.

CURBSIDE MANAGEMENT

The curbside is the public space in a transportation network "where movement meets access." Curb space has traditionally been used to accommodate private vehicle storage or on-street parking; however, cities are increasingly recognizing the need to accommodate demand for curbside use generated by transit boarding, emergency vehicle access, Americans with Disabilities Act (ADA) access, bicycles, bicycle infrastructure, taxis, transportation network companies (TNCs), and delivery vehicles. The development of a set of curbside management guidelines could help Chino balance the needs of these different curbside users. Examples of curbside management best practices include the following:

- Collecting data to create a curb use data inventory;
- Ensuring that pick-up/drop-off areas are in appropriate locations;
- Configuring roadways to ensure that they do not interfere with bike lanes;
- Accounting for loading and parking needs; and
- Incorporating "flex spaces" that can allow a curb space to play many roles (such as loading, parking, or public space) over time depending on demand.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving and resulting VMT by promoting alternatives such as carpooling, bicycling, walking, telecommuting, and public transit. While some TDM measures can be undertaken by the City, such as investments in facilities and programs to encourage alternative modes of transportation, other TDM measures require collaboration with other agencies and entities in the region, for example with transit providers to seek expanded service, or with employers to encourage flexible work schedules and the provision of on-site childcare, preferential carpool parking, and subsidized transit passes.

Transit is a form of TDM

Connect SoCal

The Southern California Association of Governments (SCAG) has developed a long-range planning vision to balance future mobility and housing needs with economic, environmental, and public health goals. SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also called Connect SoCal, embraces a comprehensive approach that includes TDM to address regional changes and challenges. There are three primary goals of SCAG's TDM program:

- Reduce the number of single-occupant vehicle (SOV) trips and per capita VMT through ridesharing (which includes carpooling and vanpooling) and providing first/last mile services to and from transit;
- Redistribute or eliminate vehicle trips during peak demand periods by supporting telecommuting and alternative work schedules; and
- Reduce the number of SOV trips through use of other modes such as transit, rail, bicycling, and walking, or other micro-mobility modes.

PARKING MANAGEMENT

Parking goals and policies reflect both the necessity of providing for adequate and appropriately located vehicle and bicycle parking in existing and new development, and priorities related to safety, urban design/community character, and transportation demand management. More flexible parking standards for projects that provide VMT reduction and TDM measures such as shared parking, subsidized transit passes, or carshare help to reduce development costs, remove pedestrian barriers, and create a more pedestrian-friendly and attractive built environment. Parking requirements are implemented primarily through the City's Zoning Ordinance (Chino Municipal Code Title 20, Zoning).

EMERGENCY ACCESS

Adequate emergency vehicle access is crucial in terms of protecting the safety and well-being of Chino's residents. Emergency access to individual buildings is regulated by the adopted California Fire Code. Emergency access can also be facilitated through roadway design standards that allow for emergency vehicle movement, as well as the identification of evacuation routes should residents need to leave in the event of a disaster. See also the Hazards, Safety, and Noise Element regarding goals and policies related to emergency access.

INF-3

Emergency vehicles

EFFICIENT CIRCULATION. Manage the City's transportation system to maximize the efficiency of the network, minimize congestion and air pollution, and reduce vehicle miles traveled (VMT).

TRANSPORTATION SYSTEM MANAGEMENT

Policies

INF-3.1 Maintain street design and operations standards that effectively manage vehicle speeds and traffic volumes while enhancing safety, updating them as best practices evolve.

INF-3.2 Strive to maintain Level of Service (LOS) "D" or better at intersections and along roadway segments while also prioritizing pedestrian safety near schools, parks, mixed use areas, and other public destinations. LOS shall be demonstrated to the satisfaction of the City Traffic Engineer.

INF-3.3 Allow for a list of protected locations to be exempt from the LOS policy based on right-of-way constraints and goals and values of the community. The City Traffic Engineer shall update the protected roadway segments list periodically to be included with the traffic impact study guidelines and adopted by ordinance.

INF-3.4 Where new developments would increase traffic flows beyond the LOS D, require appropriate and feasible improvement measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate dedicated left-turn and right-turn lanes at intersections, implementation of ITS technology, or other improvements.

INF-3.5 Require development projects to prepare traffic impact studies, including vehicle miles traveled analysis and level of service assessments as appropriate per the City's adopted Traffic Impact Analysis (TIA) Guidelines.

INF-3.6 Support regional efforts for the development of a Vehicle Miles Traveled (VMT) Mitigation Bank in coordination with SBCTA.

INF-3.7 Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts, including through payment of Development Impact Fees.

INF-3.8 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.

INF-3.9 Promote safe and efficient circulation at schools, partnering with the local school districts to optimize school drop-off/pick-ups and improve safe routes to schools.

INF-3.10 Use curb space management best practices and strategies for deliveries and drop offs in commercial and mixed use areas.

INF-3.11 Minimize emergency vehicle response time and improve emergency access.

INF-3.12 Plan for future innovations in vehicular transportation such as self-driving vehicles and vehicle-to-infrastructure technologies.

INF-3.13 Expand the use of data and analytics to monitor metrics such as speed, travel times, counts, and related key metrics to improve the mobility experience, enhance street safety, better manage the transportation system, and understand existing travel patterns.

Optimizing school bus drop off and pick up can reduce vehicle miles traveled

INF-3.A Monitor traffic service levels and strive to implement roadway improvements prior to deterioration in levels of service below the stated standard.

INF-3.B Update the Traffic Impact Analysis (TIA) Guidelines to establish the following VMT thresholds for Land Use Plans, including General Plan amendments and specific plans:

- Project threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted RTP/SCS.
- Cumulative threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted RTP/SCS.

INF-3.C Periodically review and update traffic impact study guidelines for vehicle miles traveled and level of service assessment.

INF-3.D Periodically collect traffic count data to support management of existing traffic operations and planning for future infrastructure. Investigate technological means of collecting and analyzing traffic data to support operations, planning, and maintenance activities.

INF-3.E Update the City's standard roadway cross-sections and standard plans to reflect state-of-the-practice in safe and efficient roadway design.

INF-3.F Develop and implement a comprehensive wayfinding program serving all modes of transportation to improve navigation and optimize travel time for residents, visitors, and employees.

INF-3.G Prepare an ITS Master Plan that outlines a strategy to deploy new technology and innovations and continue investment to expand ITS and the citywide camera system.

INF-3.H Evaluate opportunities to incorporate new materials, technologies, or design features that improve the transportation system, including materials that will have a longer life cycle, require less maintenance, and are climate friendly.

INF-3.I In mixed use activity centers and other appropriate locations, identify and designate passenger pick-up/drop-off locations within the public right-of-way for transit, autonomous vehicles, ridesharing services, and micro-transit to limit traffic disruptions, reduce congestion, and increase safety.

See also the Economic Development Element for policies related to unified branding strategies for Chino.

TRANSPORTATION DEMAND MANAGEMENT

Policies

INF-3.14 Promote the greater use of Transportation Demand Management (TDM) strategies by employers and large residential developments to reduce dependence on single-occupancy vehicles.

INF-3.15 Use public outreach to encourage alternative modes of travel and inform the community about the benefits of participation in new programs, approaches, and strategies.

INF-3.16 As a Transportation Demand Management (TDM) strategy, encourage large scale employers to provide onsite childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.

INF-3.17 Encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.

INF-3.18 Partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens.

Actions

INF-3.J Adopt and implement a Transportation Demand Management Program.

INF-3.K With the objective of reducing congestion, improving air quality, and enhancing the overall efficiency and sustainability of Chino's transportation network, assess the feasibility of requiring that large employers develop TDM plans to incentivize alternatives to single-occupancy vehicle commuting.

PARKING MANAGEMENT

Policies

INF-3.19 Balance on-street and off-street parking supply with objectives for reducing vehicle miles traveled (VMT), improving air quality, supporting economic vitality, and fostering a high quality of life throughout the city.

INF-3.20 Through the development review process, encourage applicants proposing projects in mixed use areas and activity centers to explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.

INF-3.21 Require traffic and parking management plans for major events that utilize travel demand management strategies encouraging transit and other alternatives to single occupant vehicles to limit the impact to City Streets.

INF-3.22 Lead by example by continuing to incentivize the use of electric vehicles and hybrids, by expanding the availability of EV charging infrastructure in City parking lots and structures and/or providing priority parking locations for electric and hybrid vehicles.

Actions

INF-3.L In the event of a Measure M vote to realize the community vision for Downtown Chino, develop and implement a comprehensive parking management strategy, which would include construction of a multi-level parking structure and provision of angled street parking in proximity to the commercial core; permit shared parking that facilitates the complementary uses of the same spaces at different times of day; and encourage people to park once and walk when visiting downtown.

INF-3.M Investigate new technologies that can facilitate the efficient management and turnover of parking supply at Ayala Park, including solutions that facilitate payments and provide real-time information on the location of available spaces.

See also Land Use and Community Character Element for policies related to parking management in residential neighborhoods.

LOCAL CONNECTIVITY

Convenient and safe connections between neighborhoods and destinations throughout the city are a priority for Chino, with strong support for promoting active, healthy lifestyles for residents of all ages. However, the overall share of trips on foot or by bicycle in Chino is below the national average. To help people choose to walk and bike, all legs of the journey should feel safe and pleasant. The City can enhance pedestrian and bike connections to important community destinations between parks, schools, activity centers, and neighborhoods, making sure that there are continuous routes and direct connections. New developments should provide direct connections between neighborhoods as well, with pathways and streets designed for walkers and bikers. These safe, pleasant, and universally accessible paths, routes, and lanes will all be part of an integrated multi-use system within Chino and connecting beyond.

Non-motorized modes of transportation are environmentally friendly alternatives to motor vehicles that enhance both personal and social well-being through opportunities for exercise and social interaction. These alternatives to motorized transportation are important parts of a complete transportation system that offers residents of Chino a suite of options for moving around their city. In addition to acting as alternatives to single-occupant vehicle travel, these modes of travel provide many public access, health, and economic benefits, and are therefore recognized as integral components of the city's transportation system. Safe, convenient, attractive, and well-designed pedestrian and bicycle facilities are essential if these modes are to be properly accommodated and encouraged.

PEDESTRIAN FACILITIES

Nearly everyone is a pedestrian at one time or another. Walking with or without the use of a mobility device is part of almost every trip, whether it is from the parking lot to a building or from one's home to a bus stop, work, or store. The pedestrian environment is thus a crucial part of an accessible transportation network, while also playing an important role in the public realm where attractive pedestrian environments can spur activity. Factors that affect walkability and the pedestrian experience in Chino are described below.

- **Direct, Highly-Connected Pedestrian Networks**. Walking is more efficient and desirable as a means of transportation if direct pedestrian travel, rather than circuitous routes, are available. This is achieved through the development of interconnected networks of pedestrian pathways that allow for direct access to destinations with multiple intersecting routes.
- **Sidewalk Continuity**. Communities are more walkable if sidewalks do not end abruptly and are present on the entire segment and both sides of a roadway. This is especially important for people with mobility disabilities or those pushing small children in strollers.
- **Sidewalk Conditions**. This refers to the physical condition of sidewalk surfaces. Sidewalks that are broken or cracked can deter walkability and impede mobility, particularly for persons with disabilities, such as people using wheelchairs or walkers.
- **Shading**. People are more inclined to walk in areas where there is shade present, particularly in Southern California with its relatively warm weather and limited rainfall as compared to other locations. Additionally, shade trees and/or canopies create an aesthetic value that is pleasing to the pedestrian.

- **Grade**. People are more inclined to walk in areas that are relatively flat or have limited grade changes.
- **Amenities**. All else being equal, people are more inclined to walk in areas that are interesting environments with shopping, retail, restaurants, and other similar uses. Pedestrian-friendly amenities include street furniture, attractive paving, way-finding signage, enhanced landscaping, public art and enhanced lighting.
- **Buffers**. A more walkable environment is one in which there is some degree of separation between the pedestrian and the motorist. This typically includes wider sidewalks, street parking and sidewalk bulb-outs at intersections where feasible. Crosswalks with appropriate signage serve as an important buffer as well.

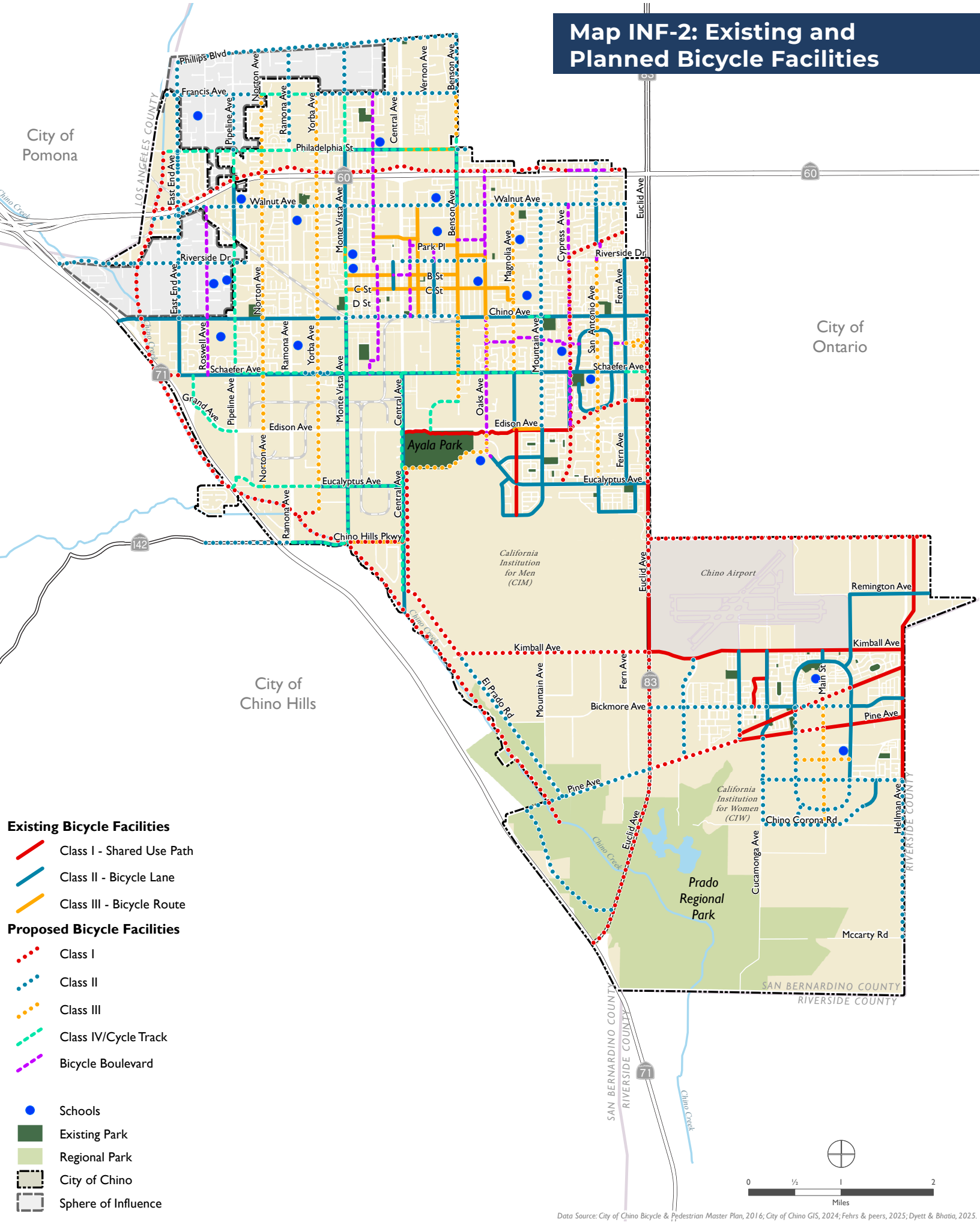
Wider sidewalks, buffering, and shade make for a more walkable street

BICYCLE FACILITIES

Chino has made a concerted effort to expand the ease of alternative transportation options for residents, recognizing both health and environmental benefits. This includes existing and proposed bicycle facilities, with the majority of existing facilities located downtown and in the newer, master planned neighborhoods of College Park and The Preserve. The existing and planned bicycle network is depicted in **Map INF-2**. The bicycle network overlaps with the recreational trail network in many places and is addressed in the Parks, Recreation and Community Services Element and in the Halth and Environmental Quality Element. With relatively flat terrain and a rectilinear street grid, the northern part of Chino is inherently bikeable. Adding and enhancing bicycle facilities can increase the likelihood and desirability of this active transportation mode for short distance trips, school trips, and recreational activities. The different types of bicycle facilities designated in Chino are described below.

Class II bicycle lane

Map INF-2: Existing and Planned Bicycle Facilities



Existing Bicycle Facilities

- Class I - Shared Use Path
- Class II - Bicycle Lane
- Class III - Bicycle Route

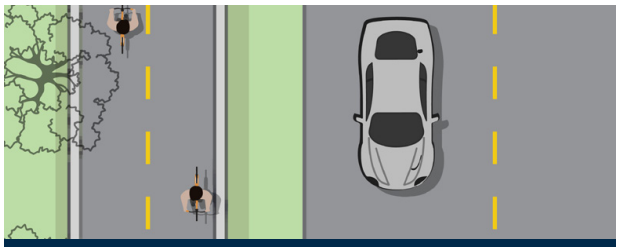
Proposed Bicycle Facilities

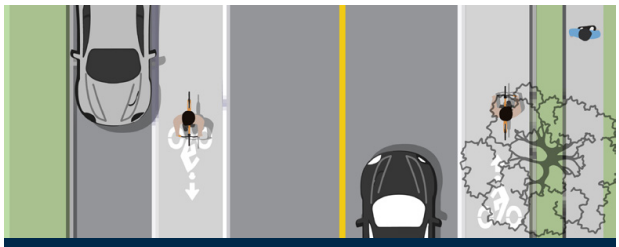
- Class I
- Class II
- Class III
- Class IV/Cycle Track
- Bicycle Boulevard

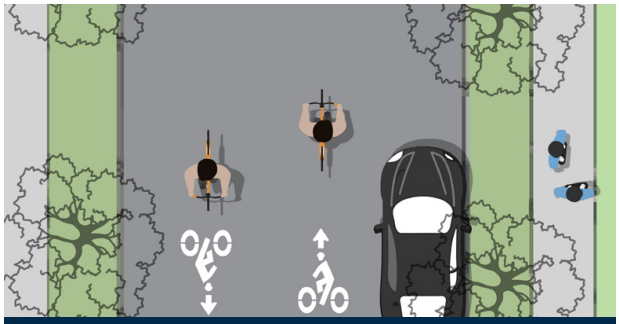
- Schools
- Existing Park
- Regional Park
- City of Chino
- Sphere of Influence

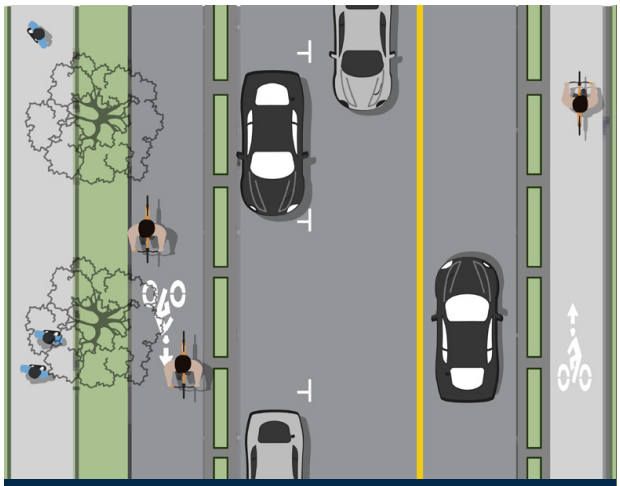
Data Source: City of Chino Bicycle & Pedestrian Master Plan, 2016; City of Chino GIS, 2024; Fehrs & peers, 2025; Dyett & Bhatia, 2025.

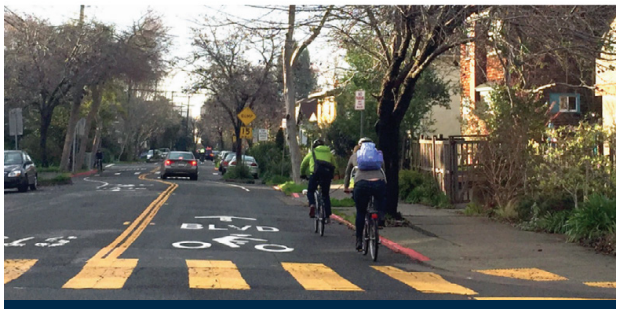
- **Class I: Multi-Use Paths**. Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle routes, with exclusive rights-of-way for non-motorized users like cyclists and pedestrians.
- **Class II: Bicycle Lanes**. Bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.
- **Class III: Bicycle Routes**. A bicycle route is marked by suggested signs designating a preferred route between destinations. Additionally, shared lane markings "sharrows" markings are commonly used where parking is allowed adjacent to the travel lane. They are recommended where traffic volumes and roadway speeds are fairly low (35 mph or less).
- **Class IV: Protected Bike Lanes/ Cycle Tracks**. A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. They can be either one-way or two-way depending on the street network, available right-of-way and adjacent land use. A cycle track is physically separated from motor traffic and distinct from the sidewalk. There are a variety of physical protection measures that range from reflective bollards to parked vehicles.
- **Bicycle Boulevards**. Bicycle Boulevards are convenient, low-stress cycling environments on low traffic volume streets, typically parallel to higher traffic volume streets as an alternative to them. These roads prioritize bicyclists and typically include speed and traffic volume management measures, such as intersection ROW control, to discourage motor vehicle traffic.


Example multi-use path


Example bicycle lane


Example bicycle route


Example cycle track


Example bicycle boulevard

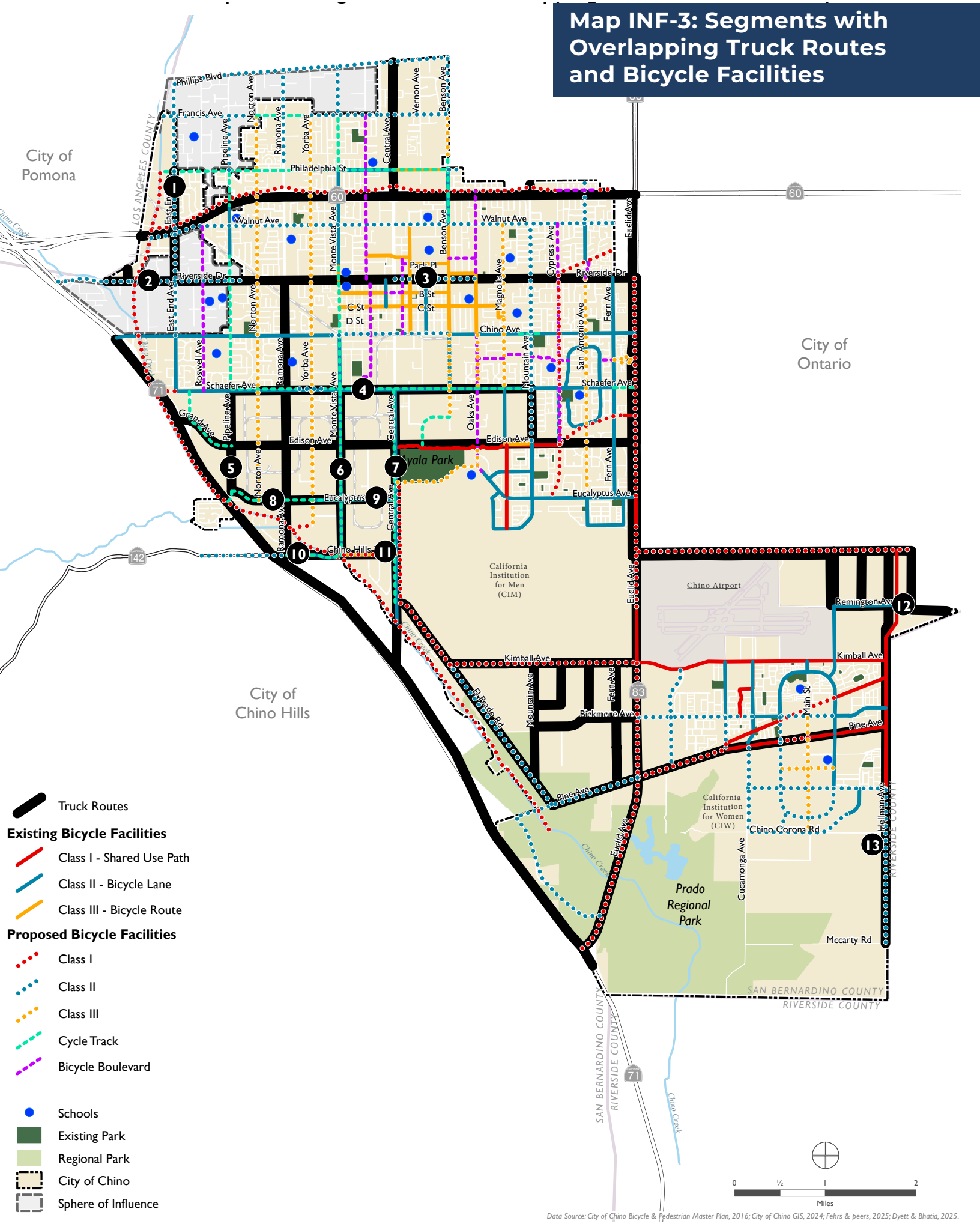
The City's Bicycle and Pedestrian Master Plan (BPMP) recommends bicycle programs to improve facilities that can make it safer and more attractive for users of all ages and abilities to ride a bicycle on city streets. One of the primary recommendations from the BPMP was to collaborate with the San Bernardino County Flood District to establish a series of multi-use paths that provide physical separation from traffic. A Safe Routes to School Framework was also applied to ensure that bike lane recommendations in school zones prioritized safety and low levels of traffic stress for facility users. Additionally, the plan recommends improving bike lanes with detector loops and buffers, upgrading multi-use paths with signage and striping, enhancing access to transit, and expanding secure, well-lit bicycle parking—especially near schools and new developments.

Strengthening connections and building connectivity is a priority for Chino, particularly between the northern and southern parts of the city. Many of the bicycle routes planned to strengthen these connections pass through the city's principal employment districts, where roadways carry a high volume of trucks. This presents the potential for conflicts between trucks and other modes of transportation and effectively managing these conflicts will be a key consideration if the city is to increase the share of trips made by bicycles and other active modes of transportation.

Although State law requires that designated truck routes prioritize the use of highways and major thoroughfares to avoid residential neighborhoods, schools, hospital, and parks to the extent feasible, the physical development pattern in Chino means that north-south connections will require concurrent bicycle and truck routes in some areas. **Table INF-2** outlines potential strategies to address potential points of conflict shown on **Map INF-3**. Special bike lane and intersection treatments can also help to manage conflicts and improve safety. The objective is to implement a balanced approach over time that prioritizes cyclist comfort, safety and convenience without compromising the function of truck routes.

Multi-use paths provide physical separation from traffic, making them an attractive route for riders of all ages and abilities.

Map INF-3: Segments with Overlapping Truck Routes and Bicycle Facilities



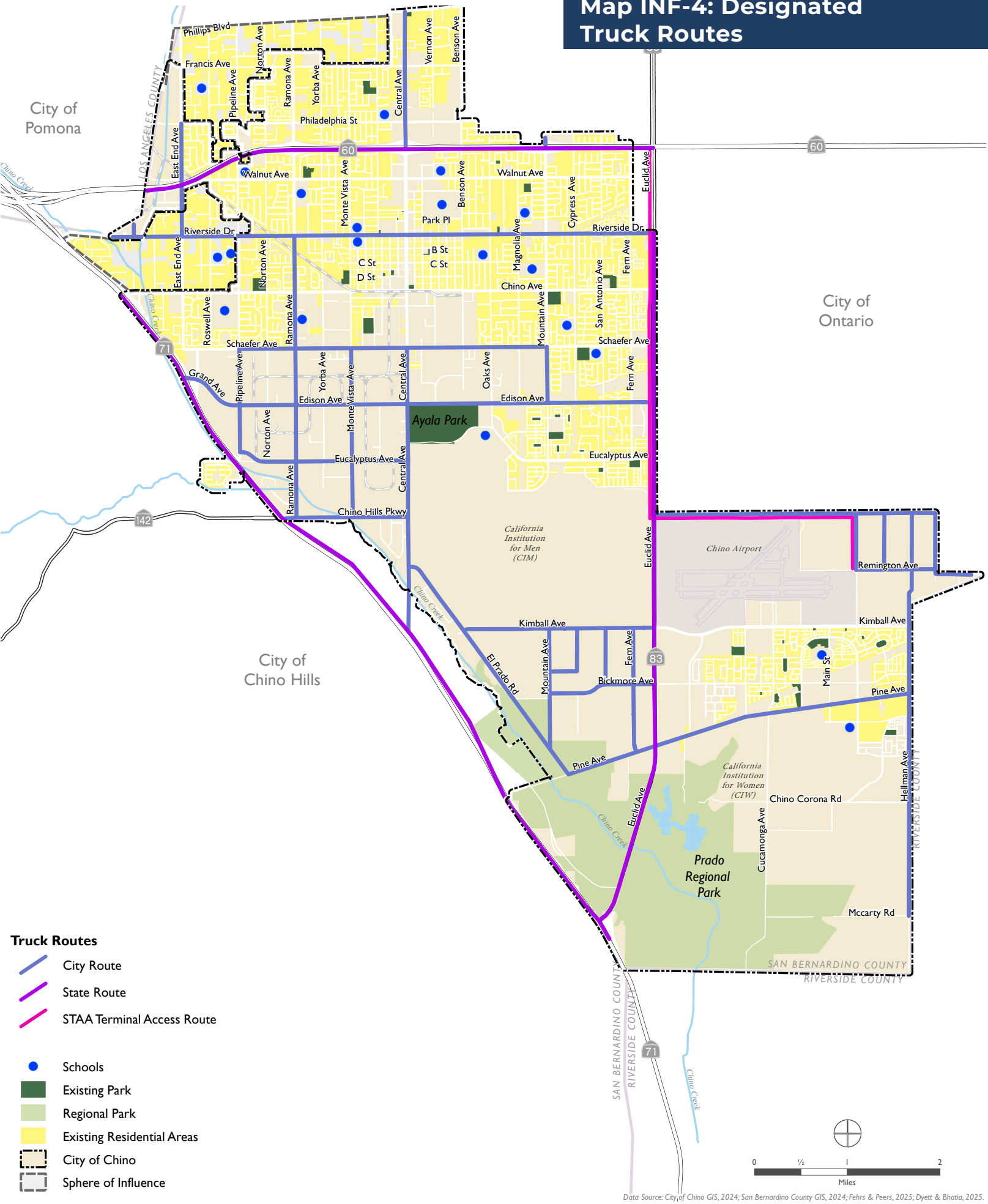
Data Source: City of Chino Bicycle & Pedestrian Master Plan, 2016; City of Chino GIS, 2024; Fehrs & peers, 2025; Dyett & Bhatia, 2025.

Table INF-2: Bicycle-Truck Points of Conflict

ID	Roadway Segment Extents	Recommendation
1	East End Avenue between Philadelphia Street and Riverside Drive	The existing variable right-of-way presents a barrier to implementing bicycle facilities without widening the roadway. Reroute cyclists to parallel roadway (i.e. Pipeline Avenue) near-term and long-term invest in the bicycle facilities along East End Avenue and its connection to Philadelphia Street and Riverside Drive.
2	Riverside Drive between Ficus Street and Norton Avenue	Consider expanding the proposed Class II bike lane to Central Avenue to support connectivity with the Riverside Drive Mixed Use Boulevard.
3	Riverside Drive between Central Avenue and Oaks Avenue	Continue to invest in bicycle facility improvements, pending feasibility and congruency with the Riverside Drive Mixed Use Boulevard.
4	Schaefer Avenue between Pipeline Avenue and Mountain Avenue	Enhance the existing Class II bike lane by adding buffers or converting to a Class IV cycle track with physical barriers such as bollards. Continue to improve with additional supportive treatments along the corridor and through intersections.
5	Pipeline Avenue between Schaefer Avenue and Eucalyptus Avenue	Constrained right-of-way limits opportunities for Class II bike lanes and/or separation. Consider rerouting cyclists onto parallel roadway (i.e. Norton Avenue), and invest further into upgrading that roadway to be a lower speed bike boulevard.
6	Monte Vista Avenue between Schaefer Avenue and Chino Hills Parkway	Constrained right-of-way limits opportunities for enhancing existing Class II bike lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage/lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic.
8	Eucalyptus Avenue between Pipeline Avenue and Yorba Avenue	Constrained right-of-way limits opportunities for enhancing existing Class II bike lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage/lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic – where feasible, if not retain Class II bike lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage/lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bike lane (on the south side of the roadway) by adding buffers or convert to a Class IV cycle track with physical barriers. Install new Class II bike lanes, and if feasible, Class IV cycle tracks on the north side of the roadway. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage/lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing "Bike Lanes" are present on both sides of the roadway along the existing sidewalk. Consider investing in on-street bicycle facilities, pending a feasibility study of right-of-way. Alternatively, invest in a dedicated bi-directional Class I share use on one side of the roadway.
12	Remington Avenue between Flight Avenue and Carpenter Avenue	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic, pending further feasibility. If not feasible consider the implementation of Class I share use on one side of the roadway.
13	Hellman Avenue between River Road and Walters Street	Variable and constrained right-of-way limits opportunities for bike lanes and/or separation. Continue to invest in an off-street Class I shared use path on the west side of the roadway, which connects to an existing network of off-street facilities.

Source: Fehr & Peers, 2025

Map INF-4: Designated Truck Routes



Truck Routes

- City Route
- State Route
- STAA Terminal Access Route

- Schools
- Existing Park
- Regional Park
- Existing Residential Areas
- City of Chino
- Sphere of Influence

Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Fehrs & Peers, 2025; Dyett & Bhatia, 2025.

INF-4 **CONNECTED CITY. Provide safe and convenient connections between neighborhoods and destinations within Chino for pedestrians, cyclists, and transit riders.**

ACTIVE TRANSPORTATION

Policies

INF-4.1 Strengthen active transportation circulation routes between residential neighborhoods, parks, schools and mixes use areas.

INF-4.2 As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a 1/2-mile walk of mixed use areas.

INF-4.3 Adopt a "vision zero" approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

See also Parks, Recreation and Community Service Element policies related to planning, design and maintenance of recreational trails.

PEDESTRIAN CIRCULATION

Policies

INF-4.4 Design streets to promote walking by including design elements such as the following:

- Grid networks that provide high levels of connectivity;
- Closely spaced intersections;
- Frequent and low-stress crossings;
- Wide, unobstructed walkable sidewalks;
- Street trees that provide shading; and
- Minimize curb cuts to only required access areas.

INF-4.5 Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.

INF-4.6 Work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially near important destinations, such as schools, parks, and mixed use areas.

INF-4.7 Require pedestrian-friendly traffic signal accessories, such as Accessible Pedestrian Signals) APS) which include countown information in both a visual and auditory format, and similar technologies at all significant pedestrian crossings.

INF-4.8 Require that new subdivisions, new multifamily developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers.

INF-4.9 Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:

- Provision of curb ramps, crosswalks, and overpasses;
- Relocation of infrastructure or street furniture that impedes travel pathways;
- Reducing or consolidating driveways and curb cuts; and
- Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

INF-4.10 When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.

See also the Health and Environmental Quality Element for policies related to traffic calming, pedestrian safety, and safe routes to schools and parks as well as regional recreational trails.

Additionally, please see the Parks, Recreation and Community Services Element for policies related to recreational trails.

BICYCLE CIRCULATION

Policies

INF-4.11 Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

INF-4.12 Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

INF-4.13 When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

INF-4.14 Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

TRANSIT ACCESS

Policies

INF-4.15 Encourage the routing of buses to the Chino Airport, Chaffey College, The Preserve, and other major destinations to facilitate transit access for workers, students, and airport passengers.

INF-4.16 Work with Omnitrans to expand bus service to additional areas of the city and improve north-south connections. Prioritize connections to/from job centers in Chino and between The Preserve and the northern part of the city.

Actions

INF-4.A Identify opportunities to implement enhancements to pedestrian crossings at key locations across minor arterials, boulevards, and collectors with a target of providing pedestrian crossings no further than 600 feet apart in appropriate areas and in accordance with State standards.

INF-4.B Work with neighboring cities and the County to seek grants for bicycle routes and facilities that span jurisdictions.

INF-4.C Using a safe system approach, conduct a Safe Streets and Roads for All (SS4A) assessment to identify a network of designated corridor-level segments where the highest concentrations of collisions occur (High Injury Network) and develop a suite of actions to eliminate collisions resulting in fatalities and serious injuries. The High Injury Network should be used to help prioritize resources for safety improvements on roads where collisions, particularly those resulting in fatal and serious injuries, are most prevalent.

INF-4.D Update the Bicycle and Pedestrian Master Plan and continue to use it as the primary resource for planning and implementing bikeway and pedestrian improvements. Integrate the High Injury Network and associated actions to reduce crashes and fatalities. Incorporate improvements to address roadway segments with overlapping truck routes and existing or proposed bicycle facilities, with appropriate prioritization. Consider the potential for repurposing equestrian trails as multiuse trails.

INF-4.E Periodically evaluate opportunities and collaborate with Omnitrans to support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

INF-4.F Review and update the City's ADA Transition plan to ensure compliance with the Americans with Disabilities Act.

INF-4.G Work with Omnitrans to implement bus shelter design that encourages transit use.

GOODS MOVEMENT

Chino benefits from ready access to the regional transportation network, with excellent rail, air, and freeway connections that make it a prime location for businesses active in goods movement. Goods movement is a fundamental part of the regional economy and an important component of the city's circulation system, serving industrial, commercial, and retail uses. A street system that accommodates trucks is essential to ensure the safe and efficient movement of goods between business centers and freeways. Policies in this section support the movement of goods and also seek to reduce the impacts of truck operations on city streets and adjacent land uses.

Goods movement in Chino occurs primarily on major highways that bisect and border the city, including SR-60, SR-71 and Euclid Avenue. Truck traffic on City streets is restricted to the specific designated truck routes shown on **Map INF-4** that are designated for thru traffic of trucks over five tons; the truck network system is identified in the City's Municipal Code. These truck routes help to facilitate the movement of goods throughout the city, while providing a connection between major highway facilities and loading and delivery destinations. Moreover, truck traffic is restricted to these designated roadways, unless otherwise authorized by the California Vehicle Code, in order to minimize wear and tear on City streets and promote safety on residential streets. State law also requires that logistics facility operators develop and implement truck routing plans approved by the City to efficiently direct truck traffic to the designated routes and avoid the use of residential streets. It is important that the City of Chino continue to designate roadways to support truck travel to facilitate the efficient transfer or loading/unloading of goods while also taking action to preserve and enhance quality of life and public health.

Technological innovation is presenting opportunities to improve the efficiency of goods movement in the future, especially with the recent increase in online shopping and delivery due to COVID-19. The future of freight will involve autonomous and electric vehicles, and will also include drones, sidewalk robots and more. These innovations will help ensure that goods movement becomes cleaner and greener over time.

Truck routes facilitate the movement of goods throughout the city, but must be balanced with quality of life and public health

INF-5 SAFE, EFFICIENT GOODS MOVEMENT. Provide for safe, efficient goods movement by road, air and rail.

Policies

INF-5.1 Integrate goods movement into the transportation system efficiently and safely. Work to continuously improve the efficiency and safety of rail freight through the city.

INF-5.2 Focus goods movement onto the designated truck routes shown on **Map INF-4**, consistent with the layered network approach, to foster efficient freight logistics and enhance public health and safety.

INF-5.3 Maintain a truck route map published online and continue to provide updated signage to direct truck traffic to designated routes.

INF-5.4 Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

INF-5.5 Support implementation of new technologies that result in logistics operations that are cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle censors and communications.

INF-5.6 Require that logistics facility operators prepare and submit for City approval a truck routing plan demonstrating access to the State highway system consistent with the City's designated truck route map.

INF-5.7 Coordinate with public agencies in the region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and support development of shared charging hubs and resources, and prioritization of zero-emission vehicle (ZEV) technologies for goods movement in the city.

INF-5.8 Advocate for dedicated goods movement funding and collaborate with regional partners to designate freight corridor investment priorities, including dedication of separate freight and rail corridors where appropriate.

INF-5.9 Support improvements to regional goods movement facilities that facilitate local economic development and limit environmental impacts, including investments in technology, such as blockchain, that improve tracking and coordination at intermodal freight facilities.

INF-5.10 Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.

See also Land Use and Community Character Element for policies related to good neighbor standards for industrial and logistics uses.

Actions

INF-5.A Evaluate the use of innovative materials in roadway design, including updating City standard plans to implement stronger concrete roads that will have a longer life cycle and require less maintenance.

INF-5.B Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic. Support and plan for electrification and autonomy of the truck fleet.

INF-5.C Create easily understood truck route maps, potentially including GIS and mobile online applications, to be distributed by the goods movement industry to drivers. Once created, share the maps with Caltrans – Traffic Operations Team

INF-5.D Periodically, conduct education programs for the goods movement industry on designated truck routes through the city.

INF-5.E Plan for increased demand for truck parking as logistics uses increase. Consider leasing land for short- and long-term parking as a form of revenue. Consider shared parking in off-peak areas to maximize space utilization.

Truck parking

Reliable Utility Service

Public utilities provide the largely invisible yet critically important infrastructure that supports quality of life and economic opportunity in the community. The City of Chino provides domestic water treatment and distribution, recycled water, wastewater collection, and stormwater systems. These systems are complemented by other regional agencies and organizations that provide additional groundwater treatment, sewage and stormwater collection and treatment, and stormwater detention and water quality systems as well as telecommunications and energy systems. Ensuring that this infrastructure operates in ways that minimize adverse impacts on the environment, protect public health, and optimize benefit to the community is essential for a healthy, growing city.

Policies in this section provide for proactive planning and maintenance of utility systems, with investments made strategically to ensure that built capacity matches need and that improvements to accommodate new development are balanced with the need to maintain quality services for existing residents and businesses. Policies are also intended to improve the sustainability, resilience, and energy efficiency of its facilities, infrastructure, and operations over time.

Utility infrastructure

SMART CITY APPLICATIONS

The City is making use of technology for efficient operations and maintenance. Smart City applications include an integrated manholes surveillance system that enables remote monitoring to eliminate sewer overflows, optimize collection system cleaning, minimize odorous gas, and accurately identify inflow and infiltration. This type of technology provides real-time data to enhance performance, reduce costs, and optimize resources.

6 Examples of Smart City Characteristics

- *Safer Streets*
- *More Efficient Utilities*
- *Healthier Environments*
- *Improved Transportation*
- *Prioritized Public Safety*
- *Proactive Maintenance*

WATER SUPPLY AND DISTRIBUTION

Chino has ample water supply to serve existing and future needs. Approximately 60 percent of supply comes from City-owned groundwater wells recharged by natural runoff from the Santa Ana River Watershed and infiltration of recycled water; the balance is made up by importing water from a Joint Powers Authority with the Chino Basin Desalter Authority and the Water Facilities Authority. During emergency events, the City has access to purchase water from neighboring water district and agencies. In spite of higher temperatures, increased evaporation rates, and greater use expected due to climate change, the City's Urban Water Management Plan indicate that changes in climate will have a limited adverse impact on water supply for the City because of the complex interconnection of dams, reservoirs, and groundwater replenishment basins within the Santa Ana River Watershed that are able to capture and store a larger portion of precipitation from normal and dry years.

Since the adoption of a water conservation ordinance in 2009, Chino has seen a 33 percent reduction in per capita use over the historical average. Further per capita reductions are anticipated with the broader use of more efficient plumbing and technology-based approaches, and the expansion of public education and outreach efforts. Nevertheless, overall water use is expected to increase as Chino's population and economy grow in the coming years. It is important to note that the Chino Basin is adjudicated and that there is no limit to the amount of groundwater which can be produced annually subject to replenishment requirements. New supply infrastructure, however, will be needed to satisfy needs beyond 2035 and allow for the flexibility to increase groundwater production from the Chino Basin in the event imported or purchased water is unavailable.

The water distribution system consists of water treatment facilities, groundwater production wells, water storage reservoirs, booster pump stations, and more than 340 miles of distribution system piping. The City's Water Management Plan identifies capital improvement program (CIP) projects to address existing and future water infrastructure performance concerns. The highest priority near-term projects address infrastructure age risks, reliability/redundancy, and operational efficiency. There are no current capacity-driven deficiencies in the existing distribution system. Projected demands within City's service area is anticipated to be sufficiently supplied with diversified water sources.

RECYCLED WATER SYSTEM

Promoting increased use of recycled water can offset potable water imports and groundwater pumping from the Chino Basin aquifer. A particular focus will be on increasing use of tertiary recycled water available from the Inland Empire Utility Agency for remaining agricultural irrigation, as well as for industrial, construction grading, and roadway landscaping and maintenance purposes. Chino has a robust recycled water system primarily south of Edison Avenue. The City plans to optimize all available entitlement use of recycled water with groundwater recharge purchases upon satisfying all direct use demands.

MUNICIPAL SEWER SYSTEM

A City-owned system of gravity pipelines, lift stations, and force mains conveys sewer flows generated within the city to the Inland Empire Utilities Agency (IEUA) interceptor sewer system and IEAU regional wastewater

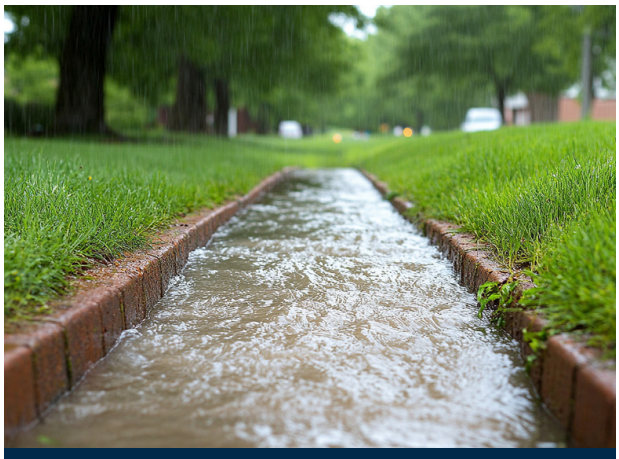
treatment plants for treatment and disposal. The City's Sewer Master Plan identifies CIP projects to increase capacity, replace or rehabilitate deteriorating assets, and prevent environmental contamination, addressing existing, near-term, and long-term conditions. Areas within the SOI in the north of Chino currently rely on septic systems for their sewage disposal. The City is evaluating options to expand the sewer system to serve these areas in the future.

STORMWATER INFRASTRUCTURE

Due to its location on flat terrain surrounded by mountains, Chino is susceptible to ponding and flooding during storm events. Several flood control channels and creeks assist in the maintenance of drainage flows and flood prevention. These facilities, described below, are managed by the San Bernardino County Flood Control District (SBCFCD), the U.S. Army Corps of Engineers (USACE), and the City of Chino:

- **San Antonio Channel (SBCFCD)**: runs along the western City boundary and ultimately meets with Chino Creek;
- **Chino Creek (USACE)**: enters the City south of SR- 60, joins the San Antonio Channel, and follows the western boundary of the City southward;
- **West State Street Storm Drain (SBCFCD)**: serves as the northern-most portion of the 100-year flood system for the drainage area that includes the City and discharges into the San Antonio Channel;
- **Chino Storm Drain (SBCFCD)**: constructed alongside SR-60, joins the San Antonio Channel on the western boundary of the City;
- **Cypress Channel (SBCFCD)**: begins south of SR-60 and drains into the USACE Prado Flood Control Basin providing storm drainage to the eastern side of the City;
- **Magnolia Channel (City)**: extends from Edison Avenue through the southern portion of the City and ultimately joins with Chino Creek;
- **Cucamonga Creek (SBCFCD/USACE)**: (also known as Mill Creek) enters the City from the north and flows through the area to the south of The Preserve Specific Plan.

The Chino Public Works Department maintains and improves the City's storm drain systems. The City developed a Master Plan of Drainage (MPD) in 1993 for its northern areas, with later plans in 1998 and 2007 addressing drainage needs in the southern parts of the city. These plans identified infrastructure projects to support development and manage stormwater, particularly for 100-year storm events, most of which have been completed. Current priorities include upgrading aging systems, accommodating new development—especially in Subarea No. 2—and complying with stormwater regulations that require environmentally responsible runoff management. Trash capture devices are also planned to meet state mandates.



Stormwater infrastructure

INF-6 **RELIABLE UTILITY SERVICE. Provide for reliable, efficient water, sewer, stormwater, energy and telecommunications services to serve new and existing development.**

Policies

INF-6.1 Continue to provide reliable water, sewer, stormwater, energy and telecommunications services.

INF-6.2 Ensure that water and sewer systems are capable of meeting the daily and peak demands of Chino residents and businesses, including the provision of adequate fire flows.

INF-6.3 Ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development.

INF-6.4 Plan comprehensively for adequate water supply to meet future demand, considering projected growth in the city and the impacts of climate change on sources of supply.

INF-6.5 Continue to coordinate with the Metropolitan Water District of Southern California, the Inland Empire Utilities Agency, and other partner agencies to ensure the provision of adequate water service to Chino residents and businesses.

INF-6.6 Improve the reliability of the City's water system to meet future demand, including through the construction of new infiltration basins, injection wells, and other facilities and the diversification of water supply sources.

INF-6.7 Increase delivery capacity and expand the recycled water system to additional parks, schools, and commercial landscaping areas not currently using recycled water in order to help reduce the need for imported water purchases.

INF-6.8 Support implementation of the Chino Basin Recharge Master Plan Update to enhance groundwater recharge and ensure long-term water sustainability in the Chino Basin.

INF-6.9 Maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.

INF-6.10 Operate, maintain and update the City-owned storm sewer system as needed to serve existing and future development.

INF-6.11 Expand the use of technology such as Smart Sensors, Internet of Things (IoT) Devices, and Supervisory Control and Data Acquisition (SCADA) systems that allow for real time monitoring and control, predictive

maintenance, and demand forecasting to optimize utility operations and service delivery.

INF-6.12 Pursue expanded broadband coverage throughout Chino so that all residents have multiple provider options and improved quality of service.

INF-6.13 Maintain a "dig once" policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers. Encourage the undergrounding of utilities for all new development.

INF-6.14 Endeavor to incorporate state-of-the-art telecommunication systems and services (e.g., internet) for public use in City-owned public buildings and improve gaps in infrastructure to support telecommunication systems.

See also Health and Environmental Quality Element for policies related to water conservation and Hazards, Safety and Noise Element policies related to flood control and stormwater management.

Utility infrastructure

Actions

INF-6.A Regularly prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.

INF-6.B Periodically conduct rate and fee studies to ensure adequate funds are collected to maintain and expand utility systems as needed to support projected growth, implementing rate and fee increases as needed.

INF-6.C Continue to implement comprehensive solutions to the financing of public facilities that adequately distribute costs based on the level of benefit received and the timing of development. Tools may include benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination with programmed capital improvements to eliminate existing public service and facility gaps, and to provide necessary facilities in advance of the impacts created by development.

INF-6.D Evaluate opportunities for the development of joint-use water, stormwater quality, flood control and other utility facilities as appropriate in conjunction with schools, parks, bike paths, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.

5

Parks, Recreation, and Community Services

Chino takes pride in offering excellent community services and recreational amenities that enrich the quality of life in the community and strengthen community bonds. Public parks, trails, and recreational and cultural programming provide spaces and occasions for neighborly interaction and healthy living. Schools, libraries, and educational programs support learning and create opportunity for people of all ages. Responsive, reliable police and fire services keep the community safe and underpin daily activities. As Chino continues to grow, it is critical that investments in public services and facilities are made wisely to provide for the community's existing and future needs.

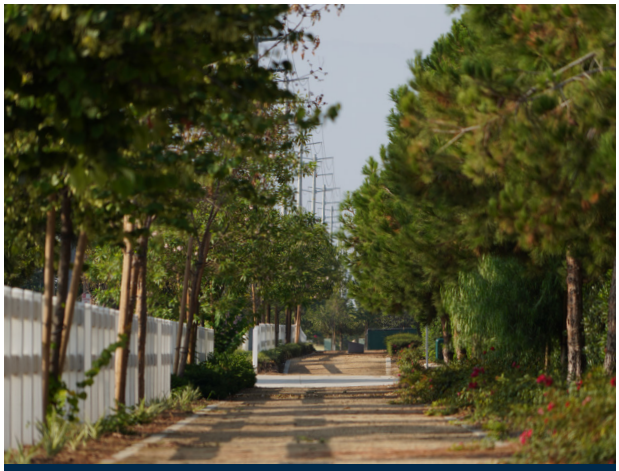
The purpose of the Parks, Recreation and Community Services Element is to establish a framework to guide decision-making and investment in parks and public services that contribute to a high quality of life for residents and an attractive climate for business. Related issues of emergency response and public safety are discussed in the Hazards, Safety, and Noise Element, while community health and physical activity are addressed in the Health and Environmental Quality Element.

Parks, Trails and Open Space Network

Parks and recreational facilities make a vital contribution to the quality of life in Chino. They provide recreational opportunities, foster health and wellness, and serve as important gathering places in the community. Chino residents enjoy access to a wide range of parks and recreational facilities, as shown on **Map PRC-1**. The Community Services, Parks & Recreation Department maintains about 212.5 acres of parkland in the city, including 9 mini-parks, 9 neighborhood parks, 1 regional park (Ayala Park), and approximately 7.1 miles of walking trails (see **Table PRC-1**). These facilities offer a variety of amenities from athletic fields, basketball courts, and playgrounds to picnic tables, barbecues, game inlays, and community gardens. Additionally, homeowners' associations (HOAs) in The Preserve and College Park provide another 52.8 acres of parkland, including 13 mini-parks, 9 neighborhood parks, and and 6.3 miles of walking trails for recreational use of Chino residents. The City maintains joint use agreements with the Chino Valley Unified School District for off-hour use of some school facilities, including a gymnasium and sports fields. Chino residents also have access to two regional park facilities within the City limit—Prado Regional Park and Chino Creek Wetlands and Educational Park—as well as to an extensive array of regional parks and open spaces in the surrounding area, including Chino Hills State Park, Carbon Canyon Regional Park, and the San Gabriel Mountains National Monument.

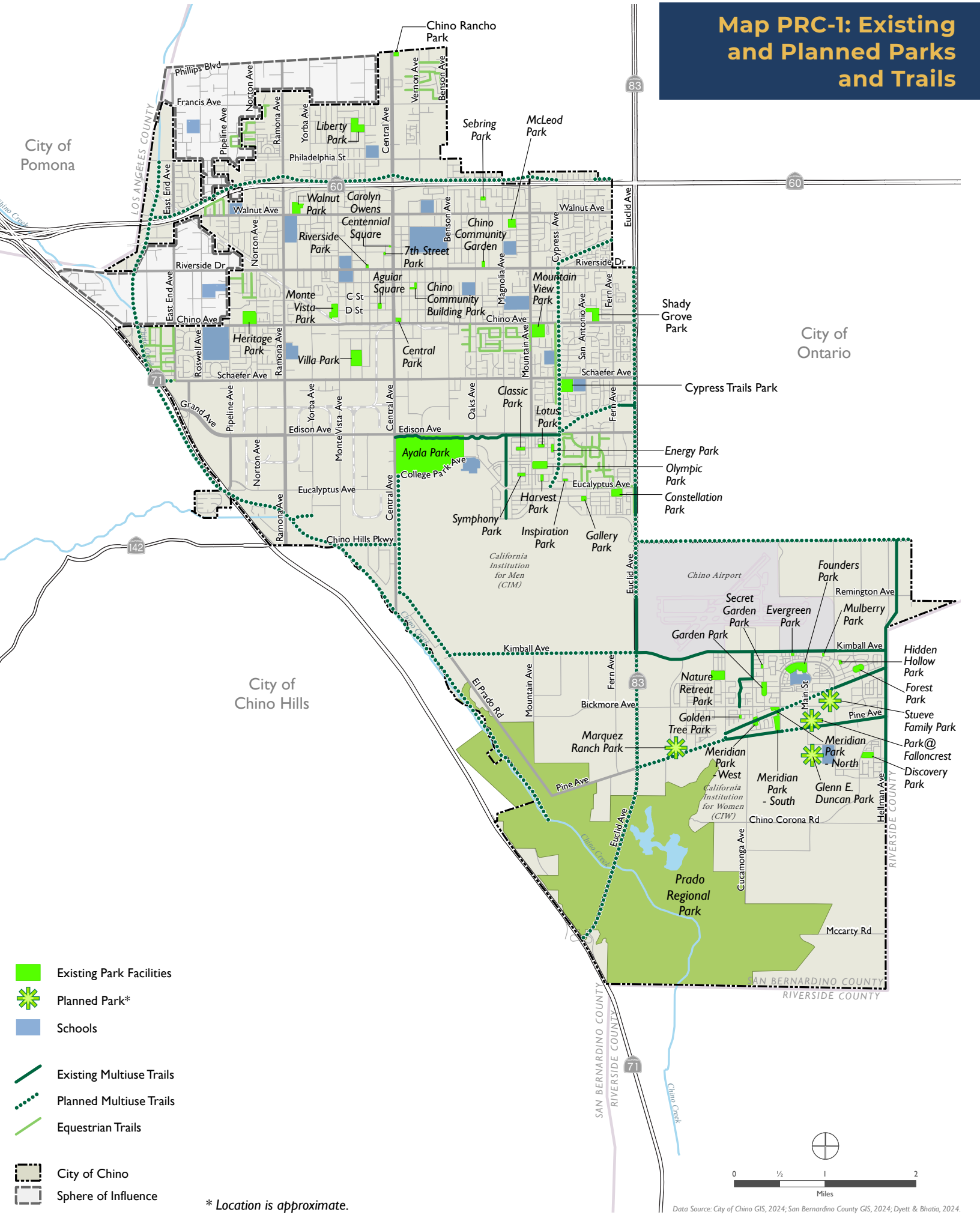
Regional park

Neighborhood park



Walking trail

Map PRC-1: Existing and Planned Parks and Trails



Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

Table PRC-1: Existing and Planned Parks and Trails

Park or Facility	*Acres/Miles*	*Amenities*
Existing Parks and Recreational Facilities		
Mini Parks (less than 2 acres)	**15.1**	
City-maintained	**7.25**	
7th Street Park	0.1	Barbeque, Tables, Open Play Area.
Aguiar Square	1	Water features, amphitheater, tables with game inlays, benches, pergolas, shade sails, drinking fountains, sculptures/statues, open play area, parking lot.
Carolyn Owens Centennial Square	0.2	Gazebo, play area, tables, drinking fountain, benches.
Central Park	2	Open Play Area, playground, tables, parking lot.
Chino Community Building Park	1	Open play area, playground, shuffleboard courts, pergolas, benches, Building-Community Building, parking lot, tables.
Chino Community Garden	0.9	Open play area, tables, bike rack, shade shelter, picnic pavilion, little free library, garden plots, drinking fountain, benches, parking lot.
Chino Rancho Park	1.3	Wheelchair ramps leading up to playground equipment, fitness stations, walking trails, two pickleball courts, picnic shelter, restrooms, drought tolerant landscape, parking lot.
Riverside Park	0.25	Table, open play area, drinking fountain, benches.
Sebring Park	0.5	Tables, open play area, barbeque, playground, benches.
HOA-maintained	**7.85**	
Classics Park	1.1	Tables, open play area, drinking fountain, amphitheater, sculpture, pergolas, playground, walking trail, benches, chairs.
Energy Park	0.7	Tables, open play area, drinking fountain, sculptures, picnic pavilions, barbeques, playground, walking trail, benches, hot coal receptacles.
Evergreen Park	0.3	Tables, pergola, playground, benches.
Gallery Park	0.4	Tables, open play area, sculptures, shade shelters, playground, benches.
Golden Tree Park	0.3	Tables, open play area, drinking fountain, pergola, benches.
Harvest Park	0.7	Open play area, drinking fountain, shade shelter, playground, benches.
Hidden Hollow Park	0.3	Table, open play area, drinking fountain, playgrounds, benches.
Inspiration Park	0.4	Table, open play area, pergola, sculptures, benches.
Lotus Park	0.7	Open play area, drinking fountain, shade shelter, walking trail, birdhouses, benches.
Meridian Park- West	1.25	Walking trail.
Mulberry Park	0.3	Open play area, drinking fountain, pergola, water feature, walking trail, benches, tables.
Secret Garden Park	0.5	Tables, drinking fountain, pergola, playground, benches.
Symphony Park	0.9	Tables with game inlay, open play area, drinking fountain, amphitheater, musical instrument play equipment, sculpture, pergola, walking trail, benches.

Table PRC-1: Existing and Planned Parks and Trails

Park or Facility	*Acres/Miles*	*Amenities*
Neighborhood Parks (2-10 acres)	**110.3**	
City-maintained	**65.3**	
Cypress Trails Park	8.6	Tables, picnic pavilion, open play area, barbeque, bike rack, walking trail, playground, tennis courts, drinking fountains, benches, parking lot.
Heritage Park	10	Tables, picnic pavilion, drinking fountains, open play area, barbeque, concession stand, bleachers, batting cage, dugout, scorekeepers booth, baseball field, t-ball field, playground, benches, bull pen, parking lot.
Liberty Park	7.5	Tables, picnic pavilion, open play area, barbeques, walking trail, playground, drinking fountains, basketball full and half-courts, sand volleyball courts, benches, recreation center.
McLeod Park	3.5	Tables, picnic pavilion, drinking fountain, open play area, barbeque, playground, basketball full and half courts, benches.
Monte Vista Park	4.7	Tables, picnic pavilion, pergola, drinking fountain, open play area, barbeques, bike rack, splash pad, playground, basketball court, benches, recreation center, parking lot .
Mountain View Park	10	Tables, picnic pavilion, drinking fountain, open play area, barbecues, dugout, softball/ baseball fields, playground, walking trail, benches, parking lot.
Shady Grove Park	5.5	Tables, picnic pavilion, open play area, barbeques, bike rack, drinking fountains, walking trails, basketball court, playground, benches, parking lot.
Villa Park	10	Tables, picnic pavilion, open play areas, barbeques, drinking fountain, walking trail, playground, benches, bleachers, basketball full court, handball courts, dugout, horseshoe pits, parking lot, baseball field.
Walnut Park	5.5	Tables, pergola, open play area, barbeque, bike rack, drinking fountains, basketball court, playground, benches, parking lot.
HOA-maintained	**45**	
Constellation Park	5	Tables, pergolas, open play area, sculptures, walking trails, playground, benches, picnic pavilions, shade shelter.
Discovery Park	3	Tables, benches, pergola, open play area, barbeque, bike rack, drinking fountains, basketball court, playground, dog park, obstacle fitness course, mounded dune garden, discovery loop.
Forest Park	3	Tables, shade shelter, picnic pavilion, open play area, drinking fountain, barbeque, bike rack, walking trail, playground, basketball half-court, benches.
Founders Park	8	Tables, pergola, drinking fountain, open play area, barbeques, walking trail, playground, baseball field, benches, basketball half-court, parking lot, shade shelter.
Garden Park	3	Tables, shade shelters, pergolas, drinking fountains, open play area, barbeques, bike racks, walking trail, basketball half-court, playground, benches, bird house.
Meridian Park- North	7	Walking trail, open play area, barbeques, tables, bike rack, drinking fountain, basketball half-court, benches.
Meridian Park- South	5	Tables, picnic pavilion, drinking fountain, open play area, barbecues, dugout, softball field, playground, walking trail, benches.

Table PRC-1: Existing and Planned Parks and Trails

Park or Facility	*Acres/Miles*	*Amenities*
Nature Retreat Park	6	Tables, picnic pavilions, drinking fountains, open play area, barbeques, walking trail, playground, tennis courts, basketball half courts, benches, bike rack, parking lot.
Olympic Park	5	Tables, picnic pavilions, open play area, barbeques, bike racks, drinking fountains, exercise stations, walking trails, playgrounds, tennis courts, basketball courts, benches, parking lot.
Regional Parks (more than 50 acres)	**140**	
Ayala Park	140	Softball field, bleachers, tables, walking trail, concession stands, play areas, horseshoe pits, skate park, pergolas, soccer/multi-use sports turf field, picnic pavilion, barbeques, playground, misters, baseball field, bike racks, batting cage, dugout, football/soccer field, drinking fountains, benches, parking lots.
Trails	**24.84**	
Multi-use trails	13.43	-
Equestrian trails	11.42	-
Planned Trails	**35.85**	
Multi-use trails	34.85	-
Equestrian trails	0	-
Total Developed Park Acres	**265.4**	
Current acres of parks/ facilities per 1,000 residents (2024)[1]	**2.85**	
City of Chino	212.55	-
HOA Parks (College and Preserve)	52.85	-
Planned Parks, Open Space and Recreational Facilities	**107.4**	
Undeveloped Open Space	**83.7**	-
City of Chino	18.6	-
Mini Parks (HOAs)	65.1	-
Neighborhood parks	**23.7**	-
FallonCrest Park (HOA)	3.7	-
Stueve Family Park	10	-
Glenn E. Duncan Park	10	-
Total Existing and Planned Parkland Acres	**372.8**	
Existing and planned acres of parks/facilities per 1,000 residents (2045)[2]	**3.32**	

Notes:
1. 93,114 used for 2024 population
2. 112,161 used for 2045 population

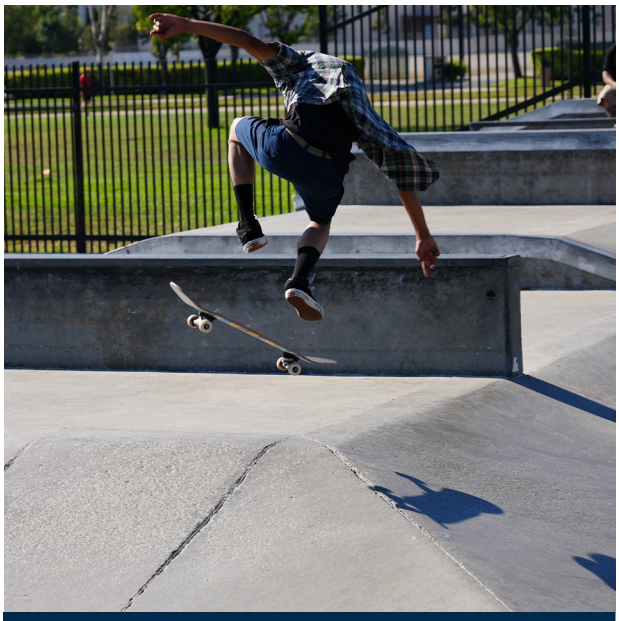
Source: City of Chino, 2025

For planning purposes, parks are classified by type based on the size, use, and physical characteristics of the land. The four categories of parks defined by the City are as follows:

- **Mini Parks** are less than 2 acres and have a service radius of up to ¼-mile. They are intended to be centrally located within each residential neighborhood. They are typically designed for families with preschool children and include a playground and grassy areas. Other amenities include picnic areas, shade shelters, barbecues, sport courts, and a City park monument sign. These parks are generally considered local neighborhood features. The recommended service level for mini parks is 0.1 acres/1,000 residents.
- **Neighborhood Parks** range from 2 to 10 acres and have a service radius of up to 1-mile. Neighborhood parks are intended to serve recreational needs of local children, and may include play areas, picnic facilities, shade structures, BBQ's, picnic tables, benches, multiple use courts, passive recreational areas, open space, active recreation fields, such as for baseball, softball, or soccer, parking lots, community centers, special use facilities, restrooms, and a City park monument sign. The recommended service level for neighborhood parks is 1.5 acres/1,000 residents.

Picnic area

- **Regional Parks** are at least 50 acres in size, serving a large population within a one-hour drive. They may include picnic areas, informal sports fields, formal sports activities, nature centers, boating and swimming areas, nature hiking and riding trails, and sports camps. Amenities found in Community and Neighborhood parks may also be included. The recommended service level for regional parks is 15 acres/1,000 residents.



Skate parks are a special use facility

Youth sports

PARKS SERVICE RATIOS

The City has established a park service standard of 3.0 acres of parkland per 1,000 residents to ensure that access to parks is adequate and commensurate with the size of the community. With 265.8 acres of existing parkland and a population of 93,114, Chino had 2.85 acres per thousand residents in 2024, below the established service ratio. However, an additional 23.7 acres of new parks is planned, including Falloncrest Park in The Preserve (3.70 acres) and Stueve Family Park (10 acres). Additionally, the City owns 18.60 acres of undeveloped land and HOAs in the Preserve and College Park have another 65.10 acres of land planned for new parks. Development of these facilities would provide new recreational open space to satisfy future demand. With a projected population of over 112,161 in 2045 and 372.8 acres of parkland in 2045, Chino will have 3.32 acres per thousand residents, which would exceed the threshold. New residential developments will be required to dedicate land for new park facilities or pay a fee that can be used for acquisition of parkland as needed to meet the community-wide standard.

New multifamily housing is planned on mixed use and affordable housing overlay sites in the northern part of Chino in the coming years. This part of the city has relatively few large vacant sites available for new parks. Development standards for the overlay sites require the provision of recreational open space for residents onsite, and the Land Use and Community Character Element outlines additional creative strategies for creating publicly accessible recreational spaces to help meet projected need. These strategies include incentivizing the provision of privately owned, publicly accessible open spaces in shopping centers and exploring options to close off some City-owned alleyways on Riverside Drive to create mini-parks or plazas with kids play structures, seating, trees, and shade structures. Additionally, there may be opportunities for the City to acquire odd-shaped or underutilized parcels for park or open space in residential neighborhoods to create additional mini-parks, and joint use agreements with the Chino Valley Unified School District (CVUSD) that allow for Chino residents to use school recreational facilities during non-school hours can also help to improve access to recreational spaces in northern neighborhoods.

Sports field

Play structure

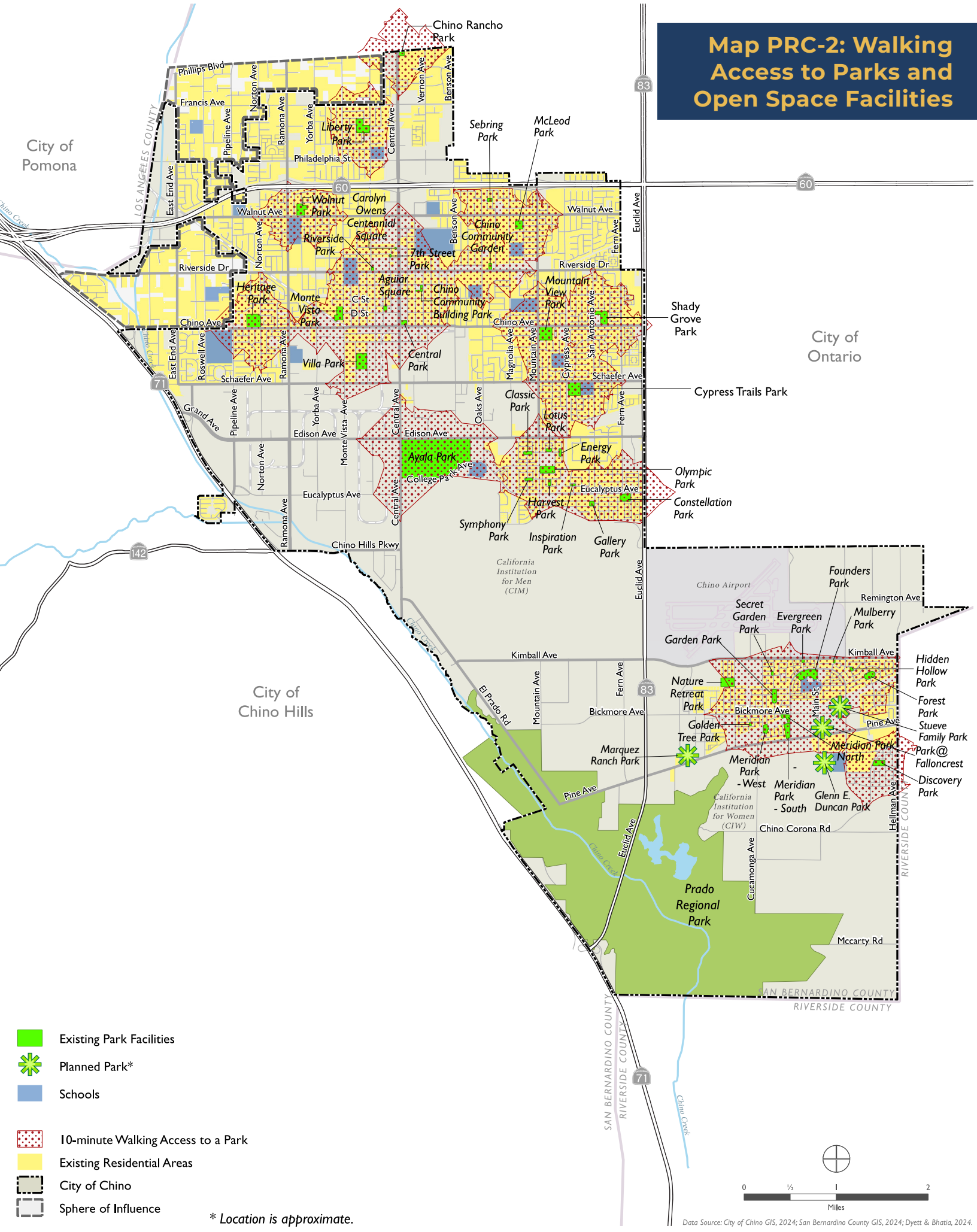
Figure PRC-1: Illustration of Potential Alley Mini Park

ACCESS TO PARKS

While the amount of parkland is an essential consideration in planning for parks and recreational facilities, the quality and accessibility of these spaces is equally important. A city should have parks with a distribution and form that allows the facilities to serve as a point of focus for residential neighborhoods, easily accessible for children, youth, families, and seniors from their homes whether they choose to walk, ride, roll or take transit. As shown in **Map PRC-2**, most residential neighborhoods in Chino have a park within a 10-minute walk from home, and lower density residential neighborhoods that do not have a park typically have access to equestrian trails. The addition of publicly accessible mini-parks and open spaces within redeveloped shopping centers, the closure of some alleyways on Riverside Drive, and expanded joint use agreements with CVUSD will also help to increase access to parks and trails in the northern part of the city.

Park accessibility is not just a question of physical connections though; design, programming, maintenance and resident involvement all play a role in encouraging park use. Programming a variety of activities and special events in addition to sports facilities and playgrounds brings people into parks throughout the day and evening. Locating food concessions, benches, and drinking fountains near park entrances or along a main pedestrian path can make the facilities more inviting, and clear sightlines and lighting can enhance sense of safety. Integrating surrounding development and transit facilities and prioritizing ongoing maintenance will also help ensure that Chino's parks and recreational facilities are vibrant neighborhood focal points.

Map PRC-2: Walking Access to Parks and Open Space Facilities



Existing Park Facilities

Planned Park*

Schools

10-minute Walking Access to a Park

Existing Residential Areas

City of Chino

Sphere of Influence

* *Location is approximate.*

0 ½ 1 2 Miles

Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

PARKS ADMINISTRATION

The General Plan provides an overarching framework for the provision of parks and recreational facilities in the community. The Parks & Facilities Master Plan acts as Chino's primary implementing tool for parks planning, bridging the City's General Plan and Capital Improvement Plan. The Master Plan provides a detailed inventory of Chino's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities and potential funding sources. Chino's parkland dedication ordinance operates under the umbrella of the State of California's 1975 Quimby Act, which allows cities to require that new development dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of three acres per thousand residents. Additionally, the City can explore other strategies to encourage the provision of parks and recreational facilities, such as public-private partnerships or impact bonds, which shift financial burden and risk from local government to a new investor, who provides up-front capital for a project. In these arrangements, performance metrics or outcomes are agreed up front, and when they are achieved the investor received repayment with interest.

Maintenance of parks and trails in the older, northern part of the city is funded through a combination of General Fund allocations and other financial mechanisms, including development impact fees, grants, and special assessments. In The Preserve and College Park, HOAs maintain parks and trails. The City is increasingly making use of technology to effectively plan and manage maintenance of park and recreational facilities and optimize operations, including through a web-based registration and reservation software platform. Volunteer initiatives and sponsorship opportunities can also help to offset operations and maintenance costs.

REGIONAL RECREATIONAL FACILITIES

Chino residents also enjoy access to three major regional facilities within the City limit, providing additional opportunities for recreation and enjoyment of open space. The 2,200-acre Prado Regional Park offers an array of outdoor amenities, including opportunities for camping and hiking via an extensive unpaved trail network, as well as fishing and boating at Prado Regional Park Lake. Additional recreational facilities and amenities include a dog park facility, picnic areas, accessible playground and splashpad, horseshoe pit, and model airplane runway and field. An onsite multi-purpose room at the park room seats 80 people and can be used for club meetings, parties and receptions. Prado Regional Park also offers two 18-hole golf courses at El Prado Golf Course, an 18-hole disc-golf course, an Olympic shooting range at Shoot Prado, an equestrian center at Prado Park Equestrian Center and an archery range by Oranco Bowmen Archery Club. The park is overseen by the San Bernardino County Regional Parks Deparment, who lease the land from the US Army Corps of Engineers. Several areas of the park are sub-leased to and managed by partner recreational organizations and businesses.

Additionally, the Chino Creek Wetlands and Educational Park, maintained by the Inland Empire Utilities Agency (IEUA), is a 22-acre water-conservation focused park with 1.7 miles of trails and an interpretive center located near Prado Regional Park. Designed to restore native habitat and natural drainage, the park showcases environmental assets of the Prado Basin, the largest riparian forest in southern California, with community education element that weave throughout the park's trail network. The park is open to the public throughout the year and offer educational programming to students through the Water Discovery Field Trip Program. Educational

programming is also facilitated through tours, interpretative wetlands and a wildlife education center. The park also features include trails, sampling stations, picnic area, visitor's center, parking, bridges, and an amphitheater.

Mill Creek Wetlands, designed to restore 23 acres of native habitat to the Prado Basin while improving groundwater quality for downstream water users, also provides numerous community and environmental benefits. Located in the southeastern part of Chino along Chino Corona Road, it offers 2.25 miles of recreational trails with interpretive signage at trailheads and throughout the trail system to provide park users with a better understanding of the history of the area and the natural resources present today. The trail system trail system connects to the City of Chino Urban Buffer linear park/open space, and future trail connections are planned to the inter-county trail system as well as the Coast to Crest Trail intended to connect the Santa Ana River Trail from its outfall in Orange County to the mountains in San Bernardino.

MULTI-USE TRAIL SYSTEM

In addition to neighborhood equestrian trails and unpaved trails, Chino also has a network of existing and planned multi-use trails that offer recreational opportunities to residents and visitors (see **Map PRC-1**). Multi-use trails are off-road bikeways that are physically separated from vehicular traffic and typically shared with pedestrians. These shared trails are designed for recreational and commuting use and offer a safe, designated route for cyclists and other non-motorized users, connecting neighborhoods, schools, parks, and other destinations. They are often located along creeks, riverbanks, or within parks amd utility easements, and are typically paved and designed to be comfortable for all ages and abilities. They may have features like designated crossings or connections to other bikeways and pedestrian pathways. Planned multi-use trails on the western edge of the city connect to regional trails in Chino Hills State Park and Carbon Canyon Regional Park.

PRC-1

COMPREHENSIVE PARKS AND TRAILS SYSTEM. Provide and maintain an integrated network of parks, trails, and open spaces to meet the needs of Chino's current and future population.

Policies

Parkland and Trail Provision

PRC-1.1 Maintain and expand a high quality, diversified network of parks and trails that promotes active, healthy lifestyles and neighborhood quality of life.

PRC-1.2 Increase the acreage of parks in areas of Chino where population growth is anticipated and maintain a citywide standard of three acres of parkland per 1,000 residents.

PRC-1.3 Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land or the payment of in-lieu fees.

PRC-1.4 Particularly in mixed use areas in the north of Chino where vacant land is limited and the provision of large new park spaces is less feasible, the City shall explore creative solutions to provide parks and recreational facilities that serve the needs of local residents. Such solutions may include the following:

- Publicly accessible, privately-owned open spaces and plazas;
- Rooftop mini-parks and gardens;
- Mini-parks/small public places and pedestrian areas in the public alleyways; and
- The provision of neighborhood and community-serving recreational facilities in regional parks.

PRC-1.5 Continue to provide credit for development projects that provide publicly accessible parks, plazas, and recreational facilities onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points.

PRC-1.6 Continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and promoting joint use of new or existing public and institutional facilities (e.g., colleges, schools, libraries, and cultural facilities) in order to efficiently provide for community needs and offset operations and maintenance costs.

PRC-1.7 As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of odd-shaped or underutilized parcels for park or open space, prioritizing locations where population growth is anticipated and neighborhoods that do not have park or trail facilities within walking distance of homes (see **Map PRC-2**).

PRC-1.8 Coordinate local trail planning with regional efforts to ensure connectivity and access to the regional trail system and networks in neighboring communities to support a comprehensive active transportation network.

See also the Infrastructure Element for policies related to multi-use// shared trails and active transportation systems as well as the Health and Environmental Quality Element for policies related to safe bicycle and pedestrian routes.

Facility Design and Maintenance

PRC-1.9 Provide parkland for a comprehensive range of active and passive recreational needs, including sport fields, playgrounds, recreational/fitness equipment, benches/seating, and open space.

PRC-1.10 Incorporate amenities that invite the use of park facilities by all community members, including benches, accessible park paths, shaded seating, and restrooms that make it easier for older adults and families to enjoy the facilities.

PRC-1.11 Design and construct parks, public spaces and recreational facilities for flexible use, energy efficiency, adaptability over time, and ease of maintenance. Systematically anticipate evolving needs and incorporate improvements into existing parks to maintain generational relevance.

PRC-1.12 Use site design, landscaping, lighting, and traffic calming measures to create safe parks and open spaces integrated with adjacent developments.

PRC-1.13 Ensure that the design of parks and open spaces balances sunlight access with trees, shade structures, drinking fountains, and cooling amenities that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.

PRC-1.14 Develop and maintain quality facilities (e.g., multi-field sports complexes) for a variety of organized sports, prioritizing the needs of youth between the ages of 10 and 24 in order to ensure opportunities for youth development, recreation, social development, and life and wellness skill building.

PRC-1.15 Provide on-going opportunities for public involvement and input into the park planning process, including priorities for amenities, facilities, programming, and improvements.

PRC-1.16 Design and construct the multi-use trail network to connect parks, plazas, and open spaces within the community and promote access to these spaces with wayfinding signage and transit access.

PRC-1.17 Continue to invest in and make use of technology that makes parks maintenance and operation more efficient, responsive to community needs, and secure.

PRC-1.18 Continue and expand efforts to engage local residents, businesses, and community-based organizations in the stewardship and maintenance of parks and facilities through volunteerism, partnerships with user groups, adopt-a-park/amenity/trail initiatives, and other collaborative partnerships and initiatives.

PRC-1.19 Maintain and improve existing parks, trails, and recreational facilities to ensure safer, more attractive facilities that are responsive to community needs, prioritizing capital improvements and maintenance projects in areas where population growth is anticipated.

Actions

PRC-1.A Use the Parks & Facilities Master Plan as the primary tool for planning specific capital improvements and parks and recreational programming in Chino. Update the master plan periodically to reflect evolving community needs.

PRC-1.B Work with the Chaffey Community College District and the Chino Valley Unified School District to expand shared use of parks and recreational facilities.

PRC-1.C Explore opportunities to close off some alleyways or driveways on commercial properties as a way to create opportunities for mini-parks and public plazas along Riverside Drive. The intent is to enhance the vitality and ambiance along the corridors while also helping to provide more park space in the northern part of the city and reduce pedestrian involved crashes. *(See also **Action LCC-3.i**)*

PRC-1.D Explore the potential for additional linear parks, dog parks, and trails along underutilized/restricted sectors of freight rail and private utilities easements, including flood control channels and the Southern California Edison electrical utility easements.

PRC-1.E Work with Orange County Flood Control District and the US Army Corps of Engineers to provide passive recreational opportunities on land below the high-water mark of the Prado Dam Spillway.

PRC-1.F Evaluate changes to parkland dedication requirements that will ensure the adequate provision of parkland, including updating the municipal code to extend parkland dedication requirements to residential projects of fewer than 50 parcels.

PRC-1.G Periodically assess in-lieu parkland dedication fees, park improvement impact fees, and other fees and charges to ensure they are adequately providing for community needs and competitive within the region.

PRC-1.H Leverage city funds to access grants for the construction and maintenance of parks and recreational facilities from federal or state government, philanthropic organizations, or private partners.

PRC-1.I Investigate the feasibility of new park funding and financing strategies to facilitate land acquisition, construction, and maintenance of parks and recreational facilities, such as impact bonds or public-private partnerships that make strategic use of public investment for community benefit.

AYALA PARK

Centrally located within the community, Ruben S. Ayala Park is the City's premier park and a cornerstone of recreational and cultural activities in the community. The popular 140-acre facility offers opportunities for casual recreation and organized sports, with ball fields, batting cages, and a skate park as well as playgrounds, picnic pavilions with barbecues, horseshoe pits, and a multipurpose trail. Ayala Park hosts a variety of community events throughout the year, including Chino Fireworks Spectacular, Halloween Spooktacular, and Bark Around Ayala Park, a pet-centric event featuring contests, vendors, and activities for dogs and their owners. The Park is also home to the Chino Valley YMCA, which offers educational programs, fitness classes, and event spaces, and the Chaffey College Chino Community Center, a mission-style hall with a 345-seat banquet room and smaller meeting rooms.

Ayala Park draws over 1.5 million visitors each year, including Chino residents and out of town visitors who come for sport tournaments and major festivals. At the heart of the park, a 10-acre site formerly used as a driving range offers an opportunity to add additional recreational amenities for the community or to provide restaurants with food and beverage services, and a hotel, identified as a priority in community outreach. Surplus land at the adjacent Chaffey College Campus could potentially be redeveloped with shared community facilities or other visitor serving uses that support Ayala Park's function as recreational hub, while also providing apprenticeship and training opportunities for Chaffey students in the Hospitality and Culinary Arts programs.

Ball fields at Ayala Park

PRC-2

DESTINATION AYALA PARK.
Recognize Ayala Park as a vital community amenity and a regional recreational draw.

Policies

PRC-2.1 Position Ayala Park as a premier regional park facility and make intentional investments to ensure that it continues to serve community needs while also contributing to the City's economic development objectives.

PRC-2.2 Expand the range of lodging/retail facilities and services available in and immediately adjacent to Ayala Park, prioritizing food and beverage service so that park users and visitors have on-site options.

PRC-2.3 Support the development of hospitality and recreational uses that enhance Ayala Park as a major regional recreational destination on Chaffey College property adjacent to Ayala Park.

PRC-2.4 As new buildings and facilities are developed in and adjacent to Ayala Park, incorporate options for rooftop dining and terraces that provide views of the park.

Actions

PRC-2.A Pursue redevelopment of the former driving range at Ayala Park with new uses to serve community needs and enhance the facility's role and a regional recreational destination.

PRC-2.B Develop and implement a parking management plan for tournaments and events at Ayala Park. The effort should explore opportunities for shared parking agreements with neighboring property owners and incorporate transportation demand management (TDM) strategies that promote walking, bicycling, carpooling, and transit.

PRC-2.C Work with the Chino Valley Chamber of Commerce and other economic development partners to raise the profile of Ayala Park as a regional recreational and entertainment destination through marketing campaigns and other promotional activities.

PRC-2.D Work with OmniTrans to improve the frequency of transit service to Ayala Park, particularly on weekends and for major events.

Public Facilities and Community Services

Community facilities such as schools, libraries, and cultural and recreational facilities and programs are foundational elements of thriving neighborhoods. In order to have meaningful, lasting positive impacts for users/participants and others by association, public facilities and community services should be well integrated and inclusive of the communities they serve. Public facilities, including schools, libraries, and community centers are shown on **Map PRC-3**.

SCHOOLS AND LEARNING

K-12 Public Schools

Good schools are the building blocks of a vibrant, healthy community. With good schools, a community becomes a great place to raise a family, and a good education system not only attracts new residents but also encourages young people to stay in the community as they start their own families. Good schools can drive economic development, as businesses are attracted to communities with good schools where their employees will want to raise families.

A school can also be the center of community life, not just for families with children, but for everyone. State regulations governing the siting of new schools encourage locations within walking distance of homes and adjacent to parks, playgrounds, and sports facilities. This easy accessibility makes school sites and surrounding properties excellent for co-locating a variety of other facilities as well, including post offices, and healthcare and social services. Some design concepts locate classrooms near or even inside senior centers and nursing homes so that children and seniors share time, spaces, and activities. Beyond mere cost savings, this concept has produced remarkable results, including lower medication levels for seniors and improved reading skills for children.

Magnolia Junior High School

Map PRC-3: Public Facilities

Table PRC-2: Chino School Enrollment Trends

School	Category	Enrollment			% Change 2020-23	Permanent Facility Capacity	% over/ under capacity
		2020-21	2021-22	2022-23			
Buena Vista Continuation High	High	334	326	368	10.2%	200	184%
Chino High	High	3,792	3,702	3,800	0.2%	2,800	136%
Chino Hills High[2]	High	5,528	5,710	5,600	1.3%	3,200	175%
Don Antonio Lugo High	High	3,012	3,086	3,012	0.0%	2,800	108%
Total High School		**12,666**	**12,824**	**12,780**	**0.9%**	**9,000**	**142%**
Cal Aero Preserve Academy K-8	Elementary/ Middle	3,068	3,264	3,346	9.1%	1,200	279%
Lyle S. Briggs Fundamental K-83	Elementary/ Middle	1,466	1,340	1,288	-12.1%	850	152%
Legacy K-8	Elementary/ Middle	n/a	n/a	n/a	n/a - opened for the 2024-25 school year	1,200	n/a
Magnolia Junior High	Middle	1,306	1,278	1,246	-4.6%	1,100	113%
Ramona Junior High	Middle	992	960	928	-6.5%	1,100	84%
Total Middle School[1]		**5,132**	**5,116**	**5,070**	**-1.2%**	**5,450**	**93%**
Anna Borba Fundamental	Elementary	814	726	658	-19.2%	600	110%
Howard Cattle Elementary	Elementary	1,224	1,168	1,168	-4.6%	720	162%
Alicia Cortez Elementary	Elementary	1,036	1,028	966	-6.8%	620	156%
Doris Dickson Elementary	Elementary	1,054	1,122	1,194	13.3%	700	171%
E.J. Marshall Elementary	Elementary	1,006	814	804	-20.1%	600	134%
Newman Elementary	Elementary	1,006	1,020	986	-2.0%	700	141%
Edwin Rhodes Elementary	Elementary	1,838	1,816	1,744	-5.1%	800	218%
Walnut Avenue Elementary	Elementary	1,062	934	928	-12.6%	600	155%
Total Elementary School[1]		**10,740**	**10,355**	**10,186**	**-5.2%**	**5,340**	**191%**
Grand Total	**All**	**28,538**	**28,294**	**28,036**	**-1.8%**	**19,790**	**142%**

Notes:
Displays only CVUSD schools within Chino or attended by Chino residents.
1. Proportional split method used to estimate elementary vs middle school students at Cal Aero Preserve Academy and Briggs K-8
2. Attended by students in the Preserve area
3. Will be within Chino City Limits once annexed

Sources: CVUSD, letter to Michael Hitz, 10/24/24; CalEd School Enrollment (2014-2022); CVUSD Long Range Facilities Master Plan (2016)

Image credit: Chino Valley Unifed School District

The Chino Valley Unified School District (CVUSD) provides public schools in Chino, Chino Hills, and the southwestern part of Ontario. CVUSD operates 34 schools, including three high schools, three K-8 schools, two junior high schools and eight elementary schools in Chino. With student test score that lead among San Bernardino County schools, CVUSD offers performing arts and athletic programs, nationally recognized marching bands, and an array of programs and services to support families and students. As shown in **Table PRC-2**, enrollment at several CVUSD elementary and middle schools declined between 2020 and 2024; however, most CVUSD schools exceed their permanent classroom capacity and accommodate students in portables. With Chino projected to continue to see robust growth through 2045, ensuring adequate school facilities to accommodate enrollment support student success will be an important priority. CVUSD has prepared a Long Range Facilities Master Plan (LRFMP) that identifies instructional, technological, and facility needs through 2030. New residential development will be required to pay impact fees to help fund the cost of new and expanded school facilities. Additionally, in 2016, voters approved Measure G, a $750 million school construction and modernization bond to fund renovation of older buildings, increase student safety, and provide technology to classrooms for improved student learning.

Higher Education

Chaffey Community College operates a Chino Campus in College Park, offering a diverse range of academic and vocational programs in fields that include such as Health and Wellness; Business Technology; Manufacturing; and Science, Technology, Engineering, and Mathematics (STEM). Additionally, the Chino Information Technology Center, located downtown, provides training in computer systems, user applications, and industry certification preparation. Students can earn over 30 certificates in high-tech, fast-growing industries, with partnerships from major sponsors such as Cisco, Enterasys, Gateway, and Verizon enhancing the programs offered at the center.

Chino Information Technology Center

Chaffey Community College - Chino Campus.
Image credit: Chaffey College

LIBRARIES

Libraries play an important lifelong learning role and Chino is served by two public libraries that offer a wide array of books and technological resources suited to serve patrons of all ages, supporting a culture of learning and civic involvement. Located downtown, the Chino Branch of the San Bernardino County Library offers books, audio, and video materials for loan, public use computers and free Wi-Fi on-site, and programs for residents, including reading programs for kids, teens, and adults, and literacy programs. Community members in the south of the city have access to the Cal Aero Preserve Academy Branch Library, a joint use facility operated by CVUSD and San Bernardino County Library which is open to the public after school hours.

The City's libraries will continue to be hubs of learning, workforce preparedness, and gathering for the community. As Chino grows in population, additional facilities and programs, especially those with a technological focus, will be needed. The Chino Civic Center Master Plan, adopted in 2022, proposes to expand and redevelop the Chino Branch Library to more effectively accommodate the current and projected need for Library facilities in Chino. Additionally, a new library and community building is planned in The Preserve, which will further expand library and educational services for Chino residents.

Library youth programming

COMMUNITY SERVICES

The Community Services, Parks & Recreation Department (CSPR) offers an extensive variety of educational and recreational programs, social services, and special events throughout the year. Programs and services are geared towards residents at every stage in life, from tiny tots and after-school care to adult sports leagues and senior services. Chino's well-organized community services stand out because of the strong emphasis on accessibility, collaboration, and community-centered programming. The City actively partners with schools, nonprofits, law enforcement, and local organizations to deliver a wide range of services — from youth enrichment and senior programs to family assistance, recreation, and public safety outreach. Summarized in **Table PCR-3**, Chino's core community services are promoted through a wide variety of marketing methods, including printed and online program guides, the Department's website, apps, direct email and blasts, PSAs and TV ads, newsletters, and social media.

Fireworks Spectacular

Dairy Aire 2024

Table PCR-3: Chino Community Services

Core Program Area	*Programs and Services Offered*
Adult Family Excursions	Excursions to Casinos, Museums, Entertainment, Flea Markets, other excursions.
Adult Sports	Women's Soccer, Softball League, Men's Basketball, Drop-In Volleyball.
Chino Youth Museum	Weekly programs on geography, arts and crafts, and reading/writing skills.
Contract Recreation Classes	Visual Arts, STEM, Dance, Language, Performing Arts, Youth Sports, Karate, Gymnastics, other enrichment classes.
Healthy Chino	Hike in the Valley, Summer Grilling, Community Garden Workshops, Healthy Family Day, Health and Wellness Workshops, Bark Around Ayala Park, Bike Day, Story Time @ the Garden.
Neighborhood Activity Center	Open Gym, basketball, volleyball, boxing gym, and Youth Enrichment Classes.
Out of School Programs	Sunrise Kids, High Five, SOAR/RAAP, Seasonal Camps, Summer Lunch.
Preserve Community Center	Open Gym, basketball, volleyball, Youth Enrichment, and contract classes.
Senior Center	Special Events, Fitness, Luncheons, Arts, Dance, Sewing/Knitting, Shuffleboard, Billiards, Bingo/Games, Technology, Life Skills.
Social Services	Family, Adult & Youth Counseling, Case Management, Homeless Outreach Resources, and Back to School & Holiday Giveaways.
Special Events	Chino Days, Fireworks Spectacular, Holiday Pop-Up, Chino Youth Christmas Parades and Fair, Corporate Challenge, Halloween Spooktacular, Veterans Day, Chino Summer Night, Chilly Chino, Tree Lighting-Santa's Workshop.
Teen Center	Shuttle, Teen Opportunity Program, Teen Advisory Committee, Cooking Classes, Trips/ Tours, Social Events, Resource Center.
Tiny Tots	Classroom style environments for young children, enrichment classes.
Youth Sports	Baseball, Basketball, Track and Field, Soccer, Fitness, Flag Football, Boxing.

Source: Parks and Facilities Master Plan

The location of community facilities is shown in **Map PRC-3**. City-owned facilities include the Carolyn Owens Community Center, The Preserve Community Center, the Neighborhood Activity Center, the Chino Experience Teen Center, the Chino Senior Center, and Chino Youth Museum. These facilities are primarily concentrated in Downtown Chino, although recreation centers and community museums are distributed throughout Chino. In addition, the City partners with the Chino Valley Unified School.

District (CVUSD) to utilize facilities owned and maintained by CVUSD for City-administered community programs, including after school programs. The Civic Center Master Plan proposes the consolidation of some of these community centers into a new mixed use facility with expanded capacity, and additional indoor recreational space to meet current and future facility needs.

Carolyn Owens Community Center

Neighborhood Activity Center

PRC-3

FACILITIES AND SERVICES WITH POSITIVE IMPACT. Locate, design, and program public facilities and services to make a vital contribution to neighborhood quality of life.

Policies

Facilities

PRC-3.1 Provide community centers, arts/cultural facilities, senior centers and other public facilities and programs, ensuring the facilities are distributed equitably and conveniently throughout Chino and the programs are accessible to all residents.

PRC-3.2 Whenever feasible, co-locate City facilities with other public facilities (schools, post offices, hospitals/clinics) so that multiple services may be delivered from a single location.

PRC-3.3 Continue to coordinate with Chino Valley Unified School District in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. In addition to each school district's criteria and the school siting guidelines of the California Department of Education, the following City criteria should be applied by school districts in identifying new school sites:

- Locate elementary schools on sites that are safely and conveniently accessible, transit-supportive, and away from heavy traffic, excessive noise, and incompatible land uses;
- Locate school sites centrally with respect to their planned attendance areas;
- Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses; and
- Locate, plan, and design new schools to be compatible with adjacent uses.

PRC-3.4 Collaborate with the San Bernardino County Library, Chino Valley Unified School District, and other partners to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.

PRC-3.5 Promote the development of reasonably priced high-quality childcare and older adult care facilities and services in a variety of settings, including in residential neighborhoods and near work sites.

Community Services

PRC-3.6 Continue to provide a range of free and low-cost community programs and services - including programs for teens- that promote wellness, social interaction, lifelong learning, skill development, personal enrichment, and positive relationships.

PRC-3.7 Partner with public and private entities to provide community services that support families and meet the diverse needs of community members of all ages, backgrounds, and interests.

PRC-3.8 Expand the range of after school and weekend programs for Chino residents of all ages and ensure that programs geared towards these groups are accessible by shuttle, transit, and non-vehicular modes of travel.

PRC-3.9 Support the San Bernardino County Library in expanding access to digital resources and information tools and in delivering language, literacy, and workforce skills development programs and services.

Youth sporting event

Actions

PRC-3.A Maintain regular coordination and share data on proposed development projects and growth trends with the Chino Valley Unified School District to assist with school facilities planning and ensure that adequate permanent classroom and recreational facilities are available to meet the needs of Chino's growing population.

PRC-3.B Proactively raise awareness of facilities and programs currently offered by the City and work with residents and stakeholders to identify additional facilities and programs that respond to evolving needs.

PRC-3.C Develop partnerships with businesses, community organizations, and non-profits to supplement and sponsor City programs and events.

PRC-3.D Assess the feasibility of expanding City youth workforce programs to hire and train youth for seasonal work at City parks and recreational facilities throughout the year. The assessment should evaluate options to involve youth in program planning and work within recreation programs as a way to provide employment and life skills training and to strengthen connections between youth and their community.

For additional programs related to recreation and active, healthy lifestyles please see Chapter 7 Community Health and Environmental Quality.

Public Safety

Public safety and emergency response are top priorities in Chino. The City provides law enforcement, fire protection, and emergency medical services to all areas of the community. The location of public safety facilities is shown on **Map PRC-3**.

LAW ENFORCEMENT AND CRIME PREVENTION

The Chino Police Department (CPD) is dedicated to safeguarding the lives and property of the Chino community while enhancing the quality of life for residents, businesses, and visitors. As a full-service municipal police department, CPD provides a comprehensive range of law enforcement and public safety services, including general patrol, traffic enforcement, criminal investigations, on-ground and aerial emergency response, and community outreach. The Department also offers support services such as dispatch, training, records management, property and evidence handling, and administrative oversight.

Rooted in a commitment to community policing, CPD emphasizes proactive partnerships between law enforcement and the people it serves. These partnerships aim to build trust, foster communication, and collaboratively address public safety concerns such as property crime, youth intervention, and gang prevention. CPD's programs and outreach efforts are designed to promote civic engagement, reduce crime, and reinforce Chino's strong sense of community. Community-oriented volunteer programs include:

- **Chino Cares Volunteer Program:** Engages volunteers in supporting community events, administrative tasks, and other non-enforcement activities.
- **Community Academy:** A bi-annual 10-week program that educates participants about various aspects of law enforcement through classroom presentations and demonstrations. Open to residents and those who work or attend school in Chino, aged 18 and over.
- **Youth Academy:** A summer program designed for high school students, providing insights into the law enforcement profession through activities, presentations, and field trips.
- **Explorer Program:** Offers hands-on training and experience for youth aged 14 to 18 interested in law enforcement careers. Participants engage in community service events, physical fitness training, and attend a live-in summer academy.

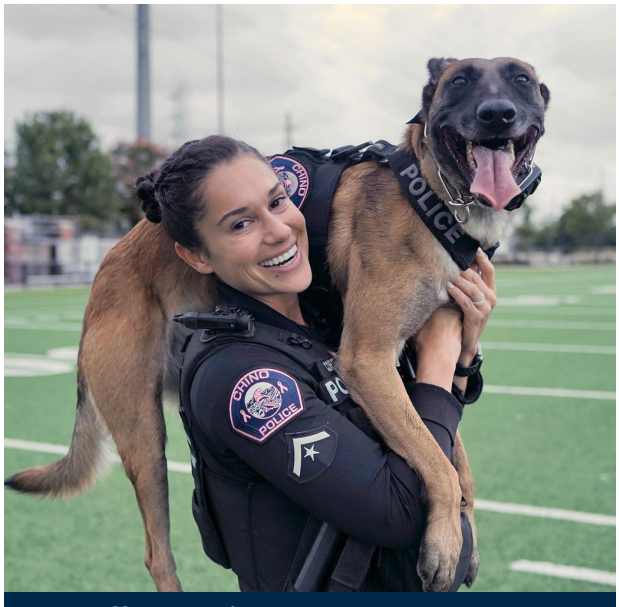
CPD operates from its main headquarters on Guardian Way, with plans for an additional substation at the Chino Airport in response to the city's continued growth. Officers are assigned to specific geographic sectors to promote familiarity with neighborhoods and improve response times. This zone-based approach helps officers build relationships with residents and local businesses, increasing the Department's ability to prevent and

CPD officers

respond to crime effectively.

CPD also invests in modern technology to enhance public safety and deliver services efficiently. The Department uses a computer-aided dispatch and records management system, mobile data terminals in patrol vehicles, and automated license plate readers. A network of surveillance cameras in public areas helps deter crime and support investigations. CPD also collaborates with regional partners on data sharing and intelligence-led policing strategies.

Design of the built environment can also help prevent crime, reduce the fear of crime, and improve the quality of life in urban areas. Research has shown that the most effective deterrent to criminal activity is the risk of being caught, and design of public spaces that places more eyes on the street and limits access points can create safer environments. Strategies for Crime Prevention Through Environmental Design (CPTED) include locating windows to overlook sidewalks and parking lots, increasing pedestrian and bicycle traffic, and selectively installing fencing, landscaping, or lighting to control access. Well-maintained buildings and grounds also signal alert, active owners and can deter criminal activity.



CPD officer and K9 teammate

FIRE PROTECTION

Wildfire poses a real and present danger in the southern part of Chino; however, outside of the urban-wildfire interface areas, the threat of urban structural fire in Chino is relatively low and typical of that in other Inland Empire communities. Structural fires occur most frequently in residential development, and with a focus on promoting infill development will come additional challenges for fire protection in the community. Fire risk exists in commercial and industrial development as well, not insignificant in Chino given the billions of dollars of inventory stored in the city. Modern fire protection equipment and systems provides valuable protection, and the Chino Municipal Code requires that all new buildings over 3,600 square feet in size must be equipped with an automatic sprinkler system. Applicable uniform building and fire codes must be continually enforced through a proactive inspection program to effectively mitigate risk.

Wildfire risk and mitigation is addressed comprehensively in the Hazards, Safety, and Noise Element of this Plan.

Fire and emergency medical services are provided by Chino Valley Fire District (CVFD), an all-risk fire district serving the cities of Chino, Chino Hills, and unincorporated areas of San Bernardino County. CVFD is a recognized leader in fire, rescue, and emergency medical services, committed to providing high-quality, essential services in the community and throughout the west end of San Bernardino County. CVFD is the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues for the City of Chino.

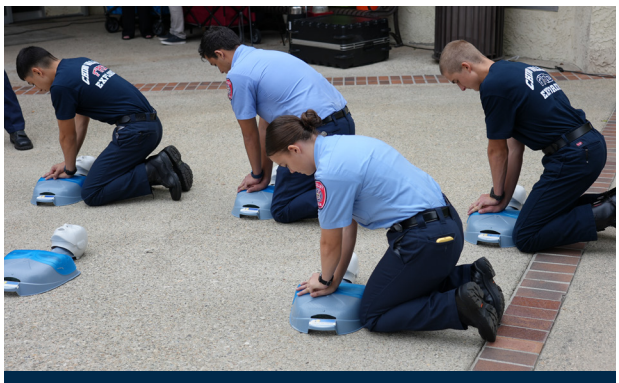
CVFD also provides a full range of fire prevention services including public education, code enforcement, plan check and inspection services for new and existing construction, and fire investigation. Through a series of mutual and automatic aid agreements, CVFD is obligated to provide fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions are obligated to provide resources to CVFD.

CVFD operates out of seven fire stations, distributed throughout its service area as shown on **Map PRC-3**. An eighth station is planned at the intersection of Soquel Canyon Parkway and Pipeline Avenue in the city of Chino Hills, with construction scheduled to begin in 2025. The Department has not adopted service ratios for personnel or equipment but strives to achieve National Fire Protection Association standards for the organization and deployment of fire suppression operations (NFPA 1710) and adjusts staffing and equipment levels as needed, based on an ongoing assessment of activity in the city and calls for service. Existing facilities are located strategically where geographically possible to allow for a four-minute travel time, in accordance with NFPA 1710 standards.

CVFD responds to approximately 12,000 calls for service each year, the vast majority of which are calls for emergency medical service. CVFD is preparing a Strategy Plan to outline goals for fire prevention, operations, and management and a series of strategies for accomplishing them. The Strategic Plan will guide the Department's activities and seeks to ensure the community continues to receive outstanding fire protection services.

Community education and outreach are important aspects of CVFD's mission. CVFD hosts an annual open house event and runs a volunteer Reserve Fire Inspector program that provides training and experience in construction-related inspections, fire and life safety inspections, fire code operational permits, and public education and outreach. Ready, Set, Go provides valuable information on how community members can protect themselves, their property, and their community from wildland fires with tips on how to "harden" homes against an advancing wildfire and prepare for emergencies. CVFD also has a Fire Explorer youth program, and the Office of Emergency Management provides training for City employees and residents, such as Community Emergency Response Team training, terrorism awareness training, and emergency preparedness training. These volunteer programs help connect the CVFD to the community and play an important role for citywide prevention, mitigation, preparedness, response, and recovery for natural or humanmade disasters.

CVFD community outreach



CVFD emergency response training

PRC-4

RESPONSIVE POLICE AND FIRE. Provide responsive police and fire protection services that ensure a safe and secure environment for people and property.

Policies

PRC-4.1 Provide responsive, efficient, and effective police services that promote a high level of public safety.

PRC-4.2 Provide fire prevention and emergency response services that minimize fire risks and protect life and property, including fire prevention, fire-related law enforcement, and public education and information programs.

PRC-4.3 Locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery. Critical facilities, such as police and fire stations, emergency operations centers, emergency shelters, and communications equipment, should be located so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.

PRC-4.4 Maintain mutual aid agreements and communication links with the County of San Bernardino and other local, State, and federal agencies that allow for supplemental aid from other police and fire personnel in the event of emergencies.

PRC-4.5 Monitor the pace and location of development in Chino and coordinate the timing of public safety facility construction or expansion to the rise of service demand in surrounding areas.

PRC-4.6 Continue to require that new development contribute funds to ensure the provision of adequate police and fire services.

PRC-4.7 Continue to engage the Police and Fire Departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

PRC-4.8 Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.

PRC-4.9 Employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups.

PRC-4.10 Continue to provide community programs, volunteer opportunities, and fire safety education to residents of appropriate age.

Actions

PRC-4.A Deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.

PRC-4.B Assess the need for new volunteer programs and initiatives that continue to strengthen community policing and fire protection.

PRC-4.C Explore new technology to maintain and enhance public safety in the community and support the efficient, cost-effective delivery of public safety services.

Community event with Chino public safety officers

6

Hazards, Safety, and Noise

From the Prado Regional Park in the south of the city to the hills to the southwest and the San Gabriel Mountains to the north, the scenic natural beauty of the landscape around Chino helps define the character of the community. The landscape also holds potential for natural hazards that pose risk to human health and property, including earthquakes, flooding, wildfire, and wind-related hazards. These risks are compounded by the warming of the climate, which is projected to bring increased rainfall intensity, hotter average daily temperatures, and more extreme weather events. Urban development in the area has also brought the potential for human-made disasters and disturbances.

This chapter identifies natural and human-made hazards in Chino as well as measures to promote public safety and effective emergency response and recovery. It satisfies the statutory requirements for the General Plan Safety and Noise Elements. Police, fire, and emergency medical response are also addressed in the Community Services, Parks, and Recreation Element. Utility and roadway infrastructure, which are critical facilities, are addressed in the Infrastructure Element.

Hazard Protection

Recognizing the risks facing the community, the City maintains a Local Hazard Mitigation Plan (LHMP) that articulates a plan for reducing and/or eliminating risk from natural and humanmade hazards and enhancing community resilience. The LHMP assesses risks associated with earthquakes, wildfire, flooding, drought, extreme weather, severe wind, hazardous materials accidents, terrorist attack, and other hazards specific in Chino, and it identifies mitigation goals, objectives, and projects to reduce those risks. The LHMP presents a detailed profile of each potential hazard, describing primary and secondary effects, magnitude/severity, previous occurrences, and the likelihood of future occurrences. An assessment of impacts to vulnerable populations, property, critical facilities, and infrastructure and the effects of climate change is also included. To ensure its continued effectiveness and to remain eligible for federal funding in the event of a disaster, the Federal Emergency Management Agency (FEMA) requires that the LHMP be updated every five years.

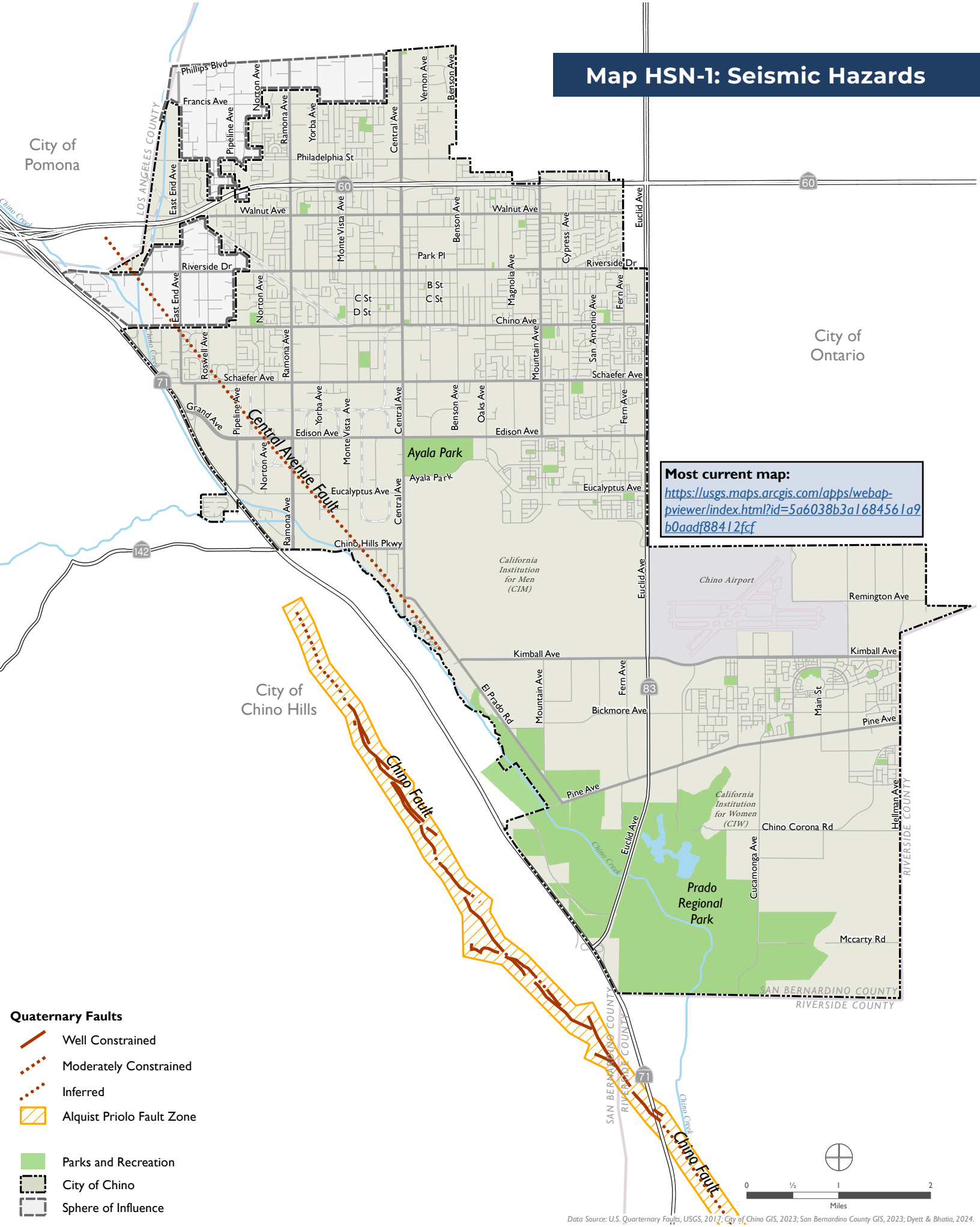
The LHMP 2025 is incorporated by reference into the Hazards, Safety, and Noise Element of the General Plan. The Chino Municipal Code also incorporates development standards and hazard risk mitigation protocols that address natural and humanmade hazards in the community. Hazards, Safety, and Noise Element policies and actions provide a framework to guide City planning and decision-making related to natural and humanmade hazards.

SEISMIC HAZARDS

Like much of California, Chino is located in a seismically active region. Major regional faults in the area include the Sierra Madre, San Jacinto, and the San Andreas Faults located approximately 12 miles, 20 miles and 43 miles from the planning area, respectively. Additionally, there are two known faults in the vicinity of Chino, as shown on **Map HSN-1**. The Chino Fault is part of the Elsinore Fault Zone, one of the major regional fault systems in Southern California. Located to the southwest of Chino, the Chino Fault runs through parts of San Bernardino County and Riverside County, generally trending northwest-southeast. It is classified as a Quaternary fault, meaning it is considered active and capable of producing significant earthquakes, though no major seismic event has been recorded on it in recent history. Estimated magnitudes for potential earthquakes on this fault range from 6.0 to 6.5 or even higher, depending on how much of the fault ruptures. The Central Avenue Fault, located within the City limit, is a lesser-known local fault. It is likely part of a network of smaller, secondary faults, possibly related to compressional forces between larger regional fault systems. It is classified as a pre-Quaternary or inactive fault and available data suggest it may have low or moderate activity compared to regional faults.

Chino Cares emergency survival kit demonstration

Map HSN-1: Seismic Hazards



Data Source: U.S. Quaternary Faults, USGS, 2017; City of Chino GIS, 2023; San Bernardino County GIS, 2023; Dyett & Bhatia, 2024.

Given the extent of known faults in the planning area and the region, the potential for seismic hazards in Chino is high. Ground shaking generated by an earthquake results in the vast majority of damage during seismic events. Seismic hazards may be addressed though adherence to existing building codes and state and local regulations, though exposure to seismic risks cannot be completely eliminated.

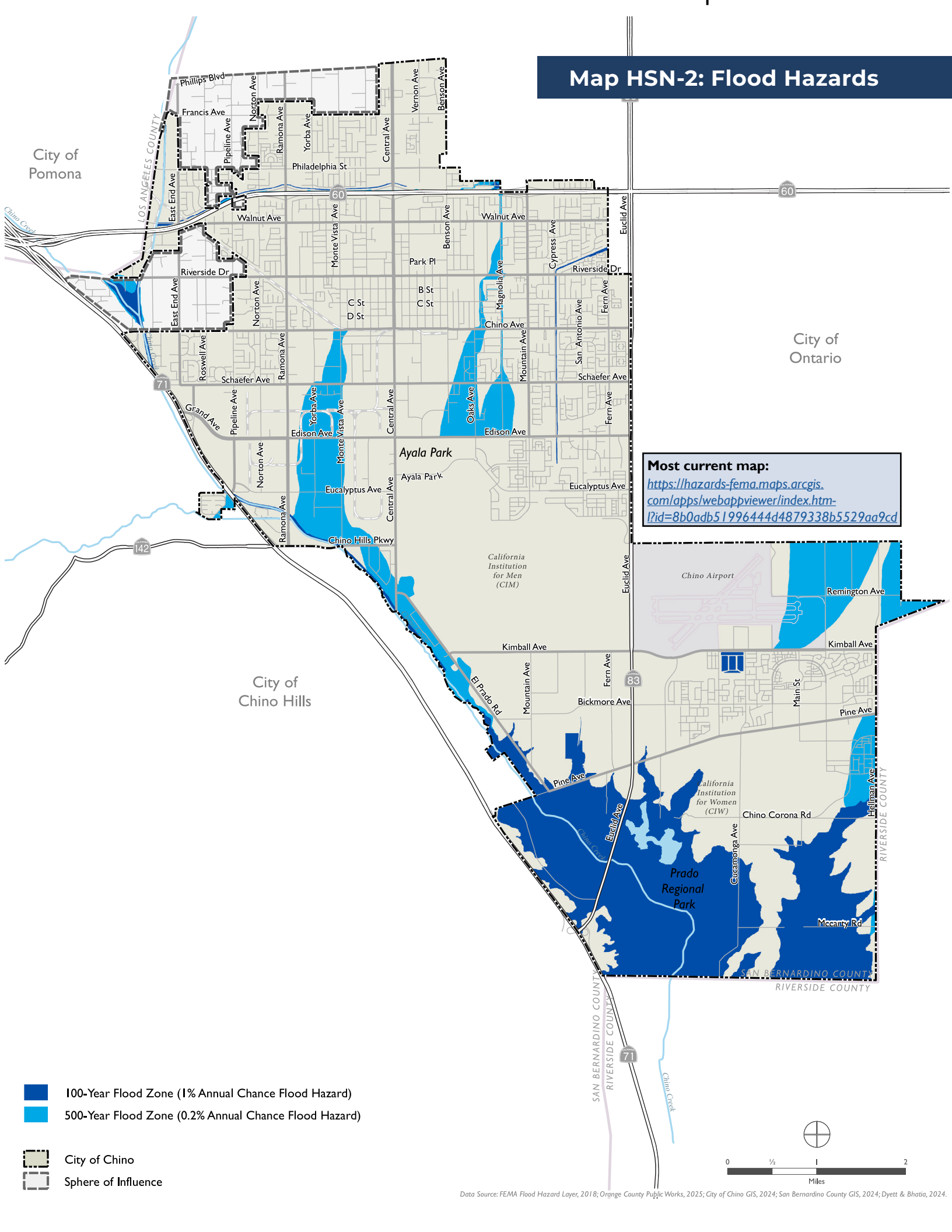
FLOODING HAZARDS

Located on relatively flat land in a valley surrounded by hills and mountains, Chino is susceptible to flooding. Stormwater generally drains in a southwestern and southeastern direction, following the natural slope of the land toward the Santa Ana River and Chino Creek. In the early 20th Century when Chino was a primarily agricultural community, seasonal rains often caused runoff to pool in the valley floor, flooding roads and low-lying properties. Dairies and farms relied on irrigation ditches and natural drainage for flood control. As the population grew and urban development expanded following World War II, the need for modern drainage systems emerged. In 1956, construction of the San Antonio Dam was completed, providing critical flood control for the region, including Chino, dramatically reducing downstream flood risk by containing runoff from the San Gabriel Mountains. The Post War period also saw the construction of a network of storm drains and channels in the city to convey runoff and provide flood control. Management of other storm drainage facilities in Chino primarily falls to the San Bernardino County Flood Control District (SBCFCD) and the United States Army Corps of Engineers (USACE), although the City owns and maintains the Magnolia Channel.

Map HSN-2 shows areas of Chino prone to flooding, based on Flood Insurance Rate Maps prepared by FEMA. As shown, some lower lying areas in the northern part of the city adjacent to creeks and flood control channels are located in the 500-year flood plain, meaning there is a one-in-500 chance of flooding in a given year. Extensive areas in the southern part of the city are located in the 100-year flood plain, where water backs up behind the Prado Dam and where there is a one-in-100 chance of flooding in a given year. Located approximately two miles south of Chino, the Prado Dam provides flood control for portions of Orange, Riverside, and San Bernardino counties. The dam is owned and operated by USACE, who together with the Orange County Flood Control District (OCFCD) have responsibility for managing the Santa Ana River and the associated Prado Dam Flood Control Basin. Planned improvements for the Prado Dam include raising the crest of the spillway designed to safely release excess water from the reservoir when it reaches its maximum capacity. Once completed, areas below the 566-foot elevation mark will be subject to flooding when the water levels rise to the top of the dam. **Map HSN-3** shows areas of Chino at risk of inundation in the event of San Antonio Dam failure and high water levels at the Prado Dam.

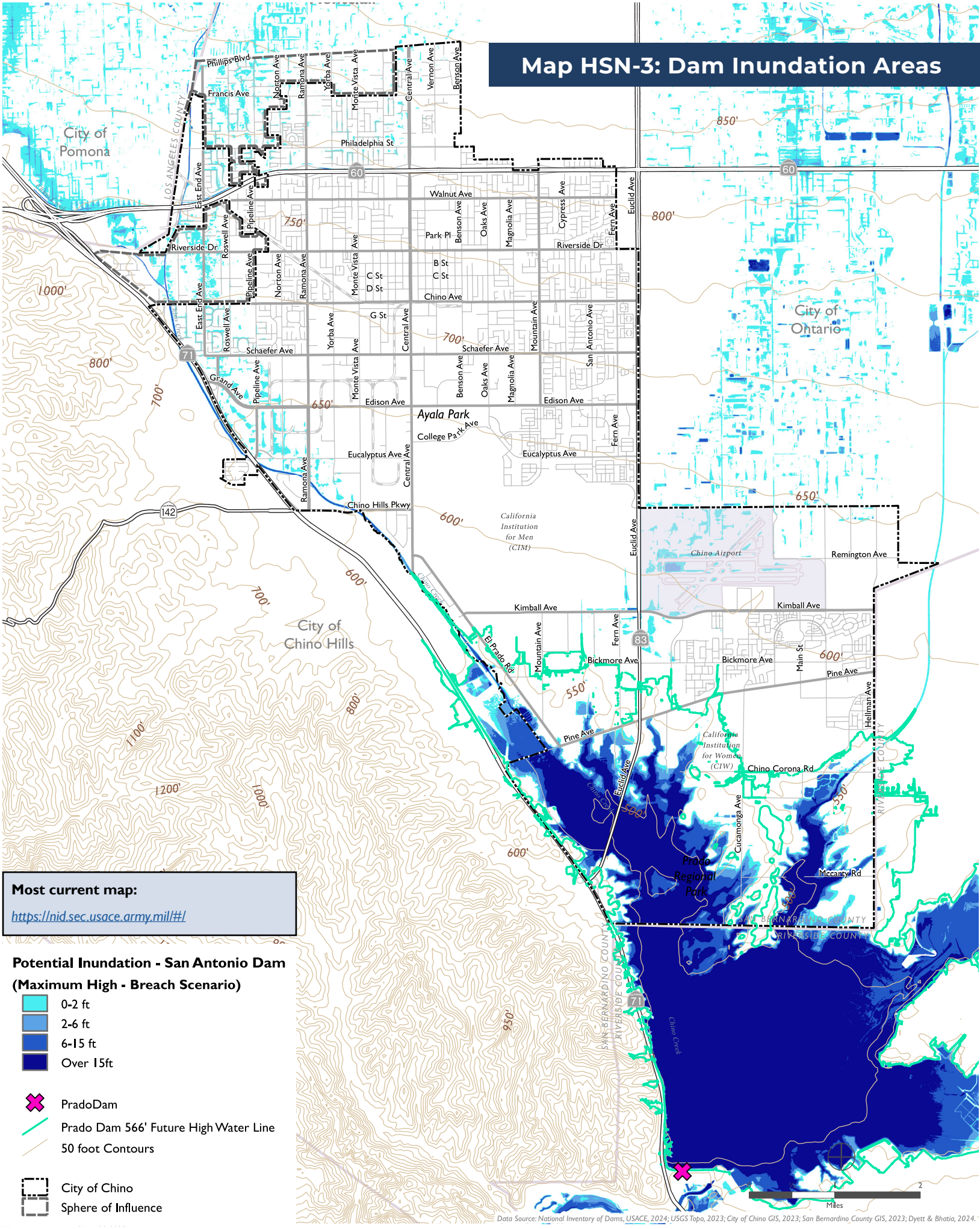
Mill Creek Wetlands and Educational Park

Map HSN-2: Flood Hazards



Data Source: FEMA Flood Hazard Layer, 2018; Orange County Public Works, 2025; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

Map HSN-3: Dam Inundation Areas



Most current map:

https://nid.sec.usace.army.mil/#/

Potential Inundation - San Antonio Dam
(Maximum High - Breach Scenario)

- 0-2 ft
- 2-6 ft
- 6-15 ft
- Over 15ft

- PradoDam
- Prado Dam 566' Future High Water Line
- 50 foot Contours

- City of Chino
- Sphere of Influence

Miles

Data Source: National Inventory of Dams, USACE, 2024; USGS Topo, 2023; City of Chino GIS, 2023; San Bernardino County GIS, 2023; Dyett & Bhatia, 2024.

The City has prepared master plans of drainage that identify drainage facility improvements needed to address system capacity deficiencies and accommodate planned development citywide. In recent decades, Chino has invested heavily in storm drains, detention basins, and creek improvements. The bulk of planned storm drainage improvements are planned in southern part of the city to accommodate development envisioned in The Preserve Specific Plan area, where development has been planned outside of the 100-year flood plain. These improvements will help address localized flooding, particularly along major roadways such as Euclid Avenue and Pine Avenue. Capital improvement projects planned for the older northern part of Chino primarily address older infrastructure. Future development will be required to comply with stormwater control regulations that require the use of low impact development (LID) features to limit the volume and velocity of runoff to the City's storm drain facilities through the use of detention/retention practices and other best management practices (BMPs). Therefore, future municipal storm drainage improvements will focus on maintaining deteriorating assets or system optimization.

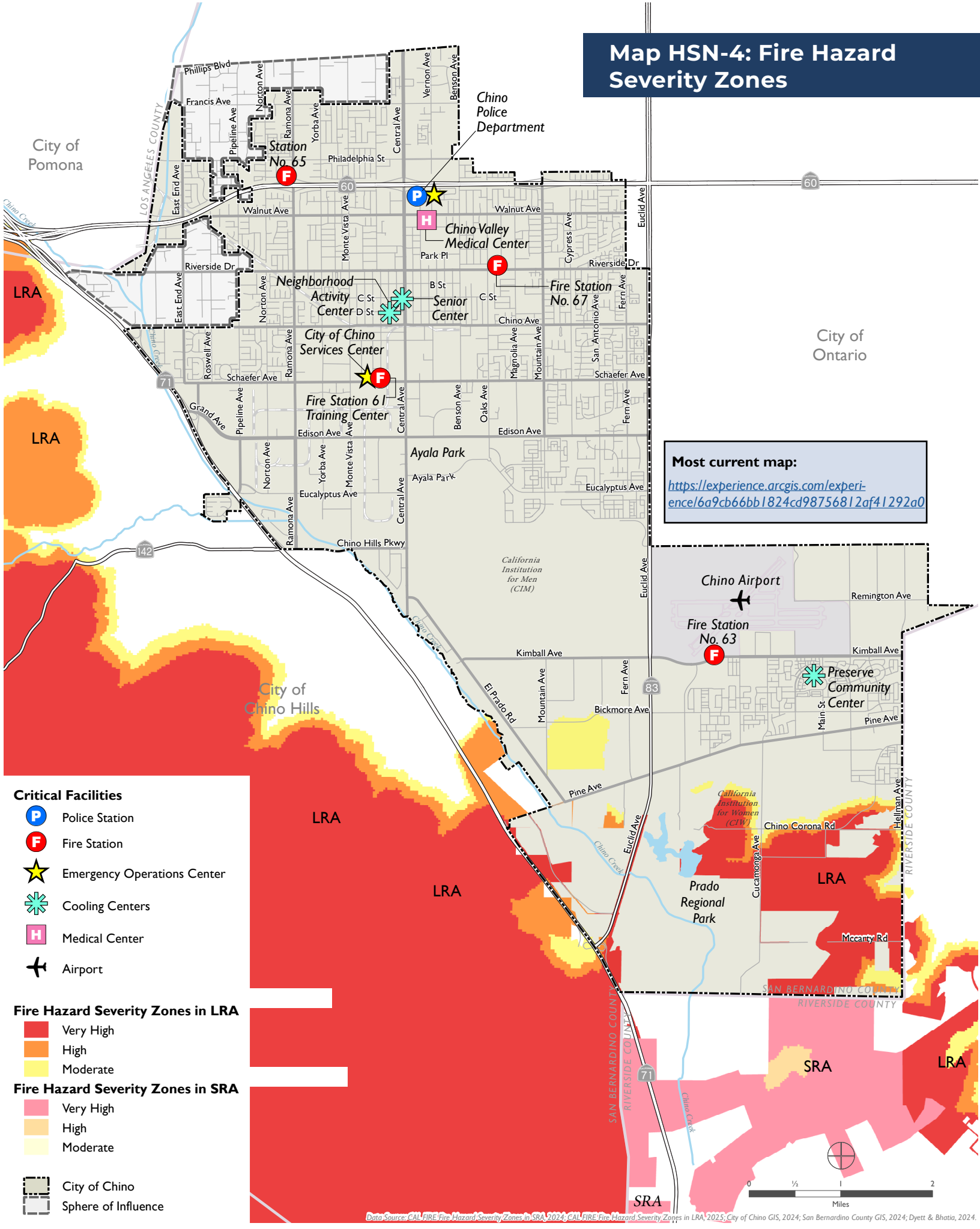
Prado Regional Park

WILDFIRE AND WIND HAZARDS

The Inland Empire is a fire-prone region by nature due to its relatively high temperatures, low humidity, and low precipitation during the summer, followed by a fall season that includes high velocity, very dry Santa Ana winds. Climate change influences these patterns by making the climate generally hotter and drier. In recent years, age-old fire patterns have been broken, with more fires occurring outside the historic fire season, and growing larger and more difficult to contain. According to data from the California Department of Forestry and Fire Protection (CAL FIRE), between 2016-2023, San Bernardino County witnessed 56 wildfire events, burning almost 78,800 acres, although with the exception of the Blue Ridge Fire, none of these events occurred near the City of Chino.

CAL FIRE has designated Fire Hazard Severity Zones (FHSZs) throughout the state based on factors such as fire history, flame length, blowing embers, proximity to wildland, terrain, and weather to indicate varying degrees of fire hazard (i.e., moderate, high, and very high). FHSZ maps evaluate physical conditions that create a likelihood that an area will be impacted over a 30- to 50-year period. As an urbanized community, wildfire hazard is minimal in most of Chino; however, approximately 1,095 acres in the south portion of the City are designated and Very High FHSZs (see **Map HSN-4**). Much of this land is within the Prado Regional Park, although 125.6 acres of land designated for residential use in The Preserve Specific Plan is designated as Very High FHSZ, as is a large portion of the California Institution for Women site and areas flanking Euclid Avenue south of Pine Avenue. Wildfire risk in these areas is from wind-driven fires and human factors, including sparks from vehicles on adjacent roadways, fireworks, or campfires.

Map HSN-4: Fire Hazard Severity Zones



Most current map:

https://experience.arcgis.com/experience/6a9cb66bb1824cd98756812af41292a0

Critical Facilities

- Police Station
- Fire Station
- Emergency Operations Center
- Cooling Centers
- Medical Center
- Airport

Fire Hazard Severity Zones in LRA

- Very High
- High
- Moderate

Fire Hazard Severity Zones in SRA

- Very High
- High
- Moderate

- City of Chino
- Sphere of Influence

Data Source: CAL FIRE Fire Hazard Severity Zones in SRA, 2024; CAL FIRE Fire Hazard Severity Zones in LRA, 2025; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

No critical facilities or infrastructure is located within Very High FHSZs.

Additionally, due to the city's valley-floor location, wildfires anywhere within the region negatively impact the community's air quality because the surrounding mountains trap air pollutants like wildfire smoke. Wildfire smoke includes particulate matter and volatile organic compounds that add to the pollution burden the city already faces from traffic exhaust and industrial activities. Moreover, smoke inundation events can last for weeks. Exposure to wildfire smoke can cause respiratory problems, heart issues, headaches, and nausea, and repeated exposure can lead to a host of chronic health conditions including asthma and heart disease. Regional fire hazards also impact community safety via damage to regional energy infrastructure and roads and strain on local firefighting resources.

To address wildfire risk, the Chino Valley Fire District (CVFD) cooperates with CAL FIRE through a contract with CAL FIRE for wildfire emergency response. CVFD has primary responsibility for Local Responsibility Areas (LRA) within the City limit, although the Prado Regional Park is within federal responsibility areas and unincorporated and portions of the planning area within the City's Sphere of Influence (SOI) are designated State Responsibility Areas (SRA), where the State of California is financially responsible for the prevention and suppression of wildfires. CVFD plays a vital role in wildfire prevention and preparedness, enforcing local weed abatement ordinances that require property owners to clear weeds, brush, and other combustible vegetation and conducting regular inspections to ensure compliance with defensible space requirements, especially in wildland-urban interface (WUI) zones. CVFD requires property owners to comply with local regulations for fuel reduction in high-risk areas, and works closely with the Carbon Canyon Fire Safe Council on implementing the Community Wildfire Protection Plan that provides a strategic framework to address risk and enhance wildfire resilience in the Carbon Canyon area, including at-risk communities of Brea, Chino, Chino Hills, Corona, Diamond Bar, La Habra, La Habra Heights, Placentia, Rowland Heights, and Yorba Linda.

CVFD also leads public education and community engagement efforts around wildfire prevention and preparedness. The Ready! Set! Go! Program teaches residents how to prepare for wildfire threats, including evacuation planning, home hardening, and maintaining defensible space. CVFD also participates in fire safety fairs, hosts informational sessions, and distributes preparedness materials to the community.

CVFD's Ready! Set! Go! program

HAZARDOUS MATERIALS

Hazardous materials are used in Chino for a variety of purposes. Manufacturing processes often involve various hazardous materials, including flammable liquids, toxic gases, and corrosive chemicals; hospitals, clinics and laboratories may generate medical waste; pesticides, herbicides, fertilizers may be used for landscaping and in agricultural operations. Residential homes also generate household hazardous waste, such as batteries, paints and paint thinners, cleaning products, fluorescent light bulbs, and certain electronics. Accidents can occur in the production, use, transport and disposal of these hazardous materials. The probability of accidental spills is accentuated by the fact that the region is susceptible to earthquakes.

Federal, State, and local regulatory requirements and site-specific contingency and evacuation plans help to reduce potential threats. The San Bernardino County Fire Department serves as the Certified Unified Public Agency (CUPA) and is responsible for overseeing the six hazardous materials programs in the County. The Department is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Department maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week. Additionally, the County has a Household Hazardous Waste program with 14 collection facilities , including one collection facility in Chino. These facilities accept a wide range of items including paints, used batteries, and used oil amongst others.

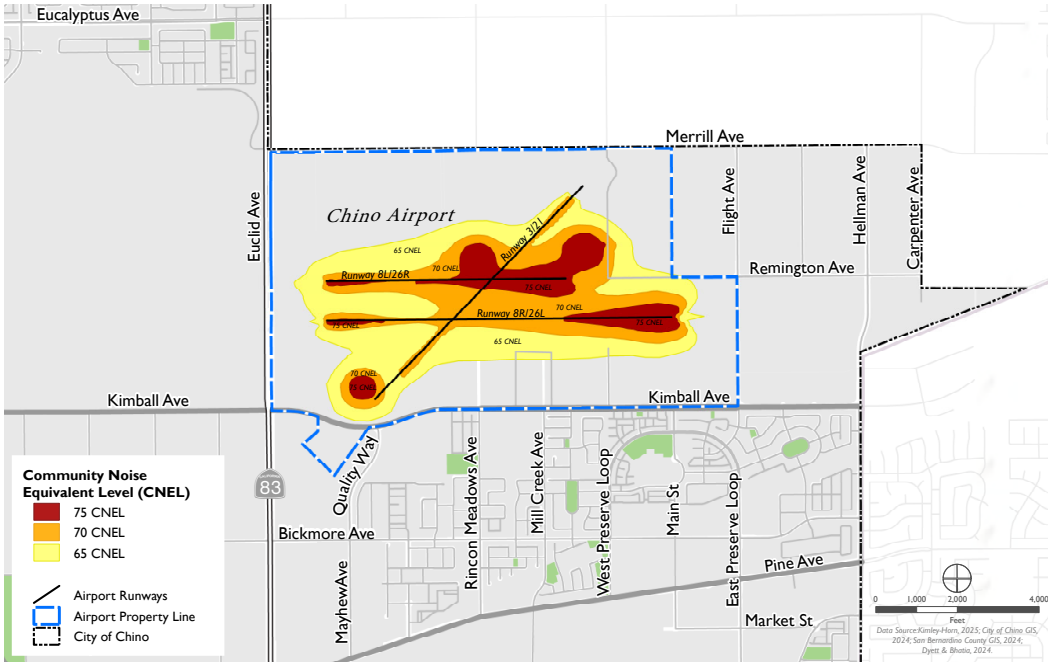
Common sources of hazardous materials include household waste, manufacturing byproducts, pesticides, and petroleum storage tanks

NOISE

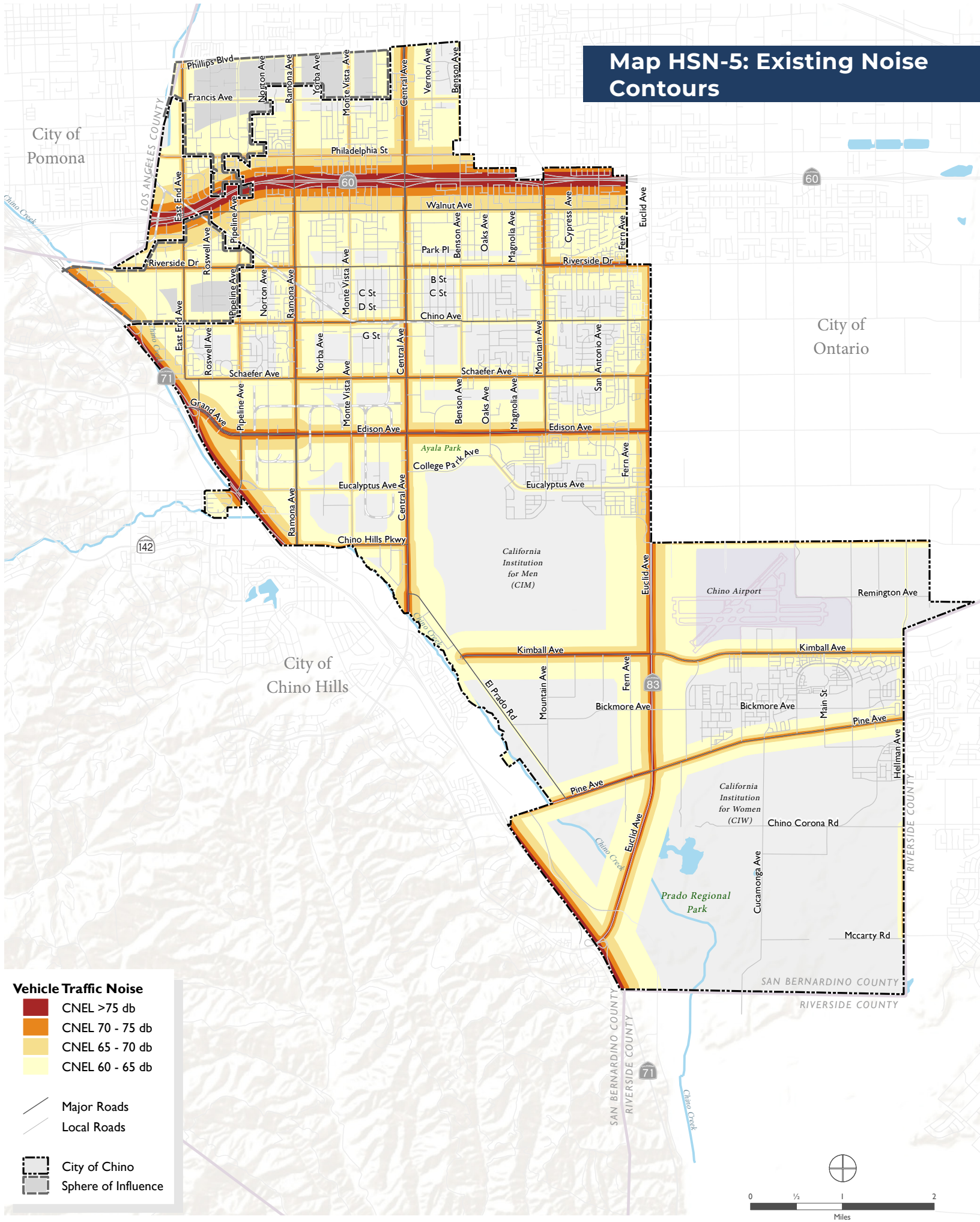
Sound shapes the way we experience the places we live, work, and play. A pleasant, healthy noise environment can reduce stress, improve health, and enhance quality of life in the community. In an urban environment, noise is a part of everyday life, but thoughtful planning and design can minimize unwanted noise. In Chino, the largest source of noise is generated by vehicle traffic on freeways and surface streets, and this will continue to be the noise source that affects most people as Chino continues to grow. Other sources of noise include non-road transportation noises, like freight rail and aircraft at the Chino and Ontario International airports; stationary point-source noises from commercial or industrial operations; and places where trucks congregate, including truck stops, repair facilities, and distribution hubs.

When noise levels are reported, they are typically expressed as a measurement over time to account for variations in noise exposure. Levels also account for varying degrees of sensitivity to noise during daytime and nighttime hours. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) both reflect noise exposure over an average day with weighting to reflect this sensitivity. As part of the General Plan process, existing and future noise sources were evaluated. Ambient noise monitoring was conducted to assess current noise levels in Sacramento at a variety of land uses proximate to major noise sources. Short-term daytime noise measurements were taken adjacent to major noise sources in the city. These measured noise levels included major noise sources (traffic and/or train pass-bys) in addition to non-traffic noise sources. **Map HSN-4** reflects the existing noise level contours for 60, 65, 70, and 75 dBA. **Map HSN-5** shows projected noise level contours at buildout of General Plan land uses in 2045. **Figure HSN-1** shows the existing noise contours surrounding the Chino Airport. Although the Airport's 65-CNEL noise contour does not extend beyond the boundaries of the airport property, noise from aircraft is audible in the southern part of the city and contributes to the ambient noise environment. No part of Chino is within the 60-CNEL noise contour of Ontario International Airport

Figure HSN-1: Airport Noise Contours



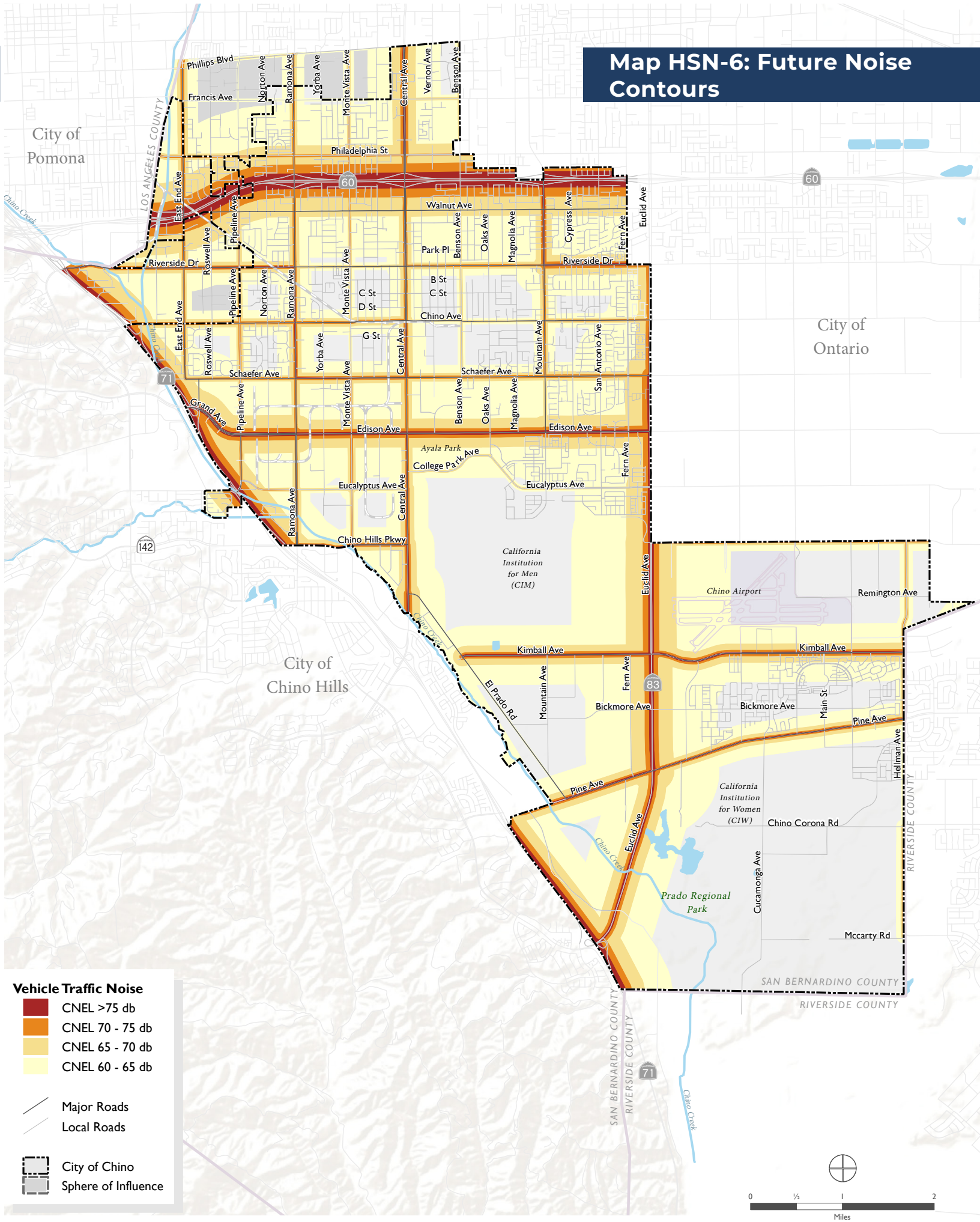
Map HSN-5: Existing Noise Contours



Map Date: 4/14/2025

Data Source: Recon, 2025; City of Chino GIS, 2023; San Bernardino County GIS, 2023; Dyett & Bhatia, 2023.

Map HSN-6: Future Noise Contours



Vehicle Traffic Noise

- CNEL >75 db
- CNEL 70 - 75 db
- CNEL 65 - 70 db
- CNEL 60 - 65 db

- Major Roads
- Local Roads

- City of Chino
- Sphere of Influence

0 ½ 1 2
Miles

Map Date: 4/14/2025

Data Source:Recon, 2025; City of Chino GIS, 2023; San Bernardino County GIS, 2023; Dyett & Bhatia, 2023.

HSN-1 **HAZARD PROTECTION. Protect life and property from natural and humanmade hazards.**

SEISMIC HAZARDS

Policies

HSN-1.1 Require that new development be sited and designed to minimize risks from seismic events, including fault rupture and seismic shaking.

HSN-1.2 Require that buildings intended for human occupancy and critical facilities be set back a safe distance (as determined by a qualified geologist) from surface traces of active and potentially active faults. As appropriate, require that proponents of projects in high-risk areas submit geotechnical investigation reports prepared by qualified professionals and demonstrate that the project conforms to all mitigation measures recommended by the reports prior to City approval.

HSN-1.3 Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.

HSN-1.4 In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.

Actions

HSN-1.A Establish a program to inventory and evaluate earthquake hazards in existing buildings, especially buildings with unreinforced masonry (URME), and explore measures to encourage building owners to upgrade and retrofit structures to render them seismically safe.

FLOODING HAZARDS

Policies

HSN-1.5 Coordinate with the San Bernardino County Flood Control District to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.

HSN-1.6 Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows and comply with federal and State requirements, employing "green infrastructure" techniques as feasible and appropriate.

HSN-1.7 Permit in the 100-year floodplain only that development which represents an acceptable

use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas to the extent practicable.

HSN-1.8 Review all development applications for areas within a 100-year flood hazard zone for consistency with FEMA National Flood Insurance Program (NFIP) standards to mitigate flood hazard potential.

HSN-1.9 Require that development projects employ low impact development (LID) design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development.

HSN-1.10 Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.

HSN-1.11 Protect and preserve natural features such as open space and agricultural lands within the Prado Regional Park that serve as natural mitigation against the impacts of flooding.

HSN-1.12 Refer projects proposing development below of the 566-foot elevation mark to the United States Army Corp of Engineers (USACE) to ensure that future land use proposals and activities are compatible with estimated levels and frequency of inundation. Permit only development that has been approved by USACE below the 566-foot elevation mark.

HSN-1.13 Coordinate with USACE to ensure the safety of the Prado and San Antonio Dams through regular inspection and routine maintenance.

Actions

HSN-1.B Continue to use Master Plans of Drainage to guide actions and investments to mitigate existing and future deficiencies in the municipal storm drainage system, updating periodically as need to keep them current.

HSN-1.C Prioritize capital improvement projects such as the Euclid Avenue Bridge Project and the Pine Avenue Bridge Connection that address roadway flooding in inundation-prone areas .

HSN-1.D Continue to participate in the Federal Emergency Management Agency Management Agency (FEMA) National Flood Insurance Program (NFIP), which enables property owners to

purchase flood insurance, and the Community Rating System (CRS), a voluntary incentive program that can reduce insurance costs in communities that implement floodplain management practices that go beyond the minimum requirements.

HSN-1.E Maintain a proactive storm drain inspection and maintenance program to regularly clear debris from the storm drain system, identify maintenance needs, and optimize system capacity.

HSN-1.F Periodically review the risk of increased flooding hazards due to climate change and develop strategies to adapt to changing flood hazard conditions, including those related to monitoring, emergency preparedness, vegetation management, and development policies, and ensure that the City's hazard information is up-to-date regarding climate trends.

WILDFIRE AND WIND HAZARDS

Policies

HSN-1.14 Continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.

HSN-1.15 Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the California Building Code, the California Fire Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High and High Fire Hazard Severity Zone.

HSN-1.16 Jointly with State, County, and other local agencies, inform property owners of wildfire risks and measures to reduce those risks, including by:

- Maintaining and making publicly available an up-to-date map of high and very high fire hazard areas consistent with CAL FIRE designations; and
- Disseminating information on fire weather watches and fire risks via the City website, social media, and newsletters.

HSN-1.17 Avoid, where feasible, locating new development in Very High Fire Hazard Severity Zones (FHSZ). If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.

HSN-1.18 Require new development in Very High and High FHSZs to prepare a Fire Protection Plan that minimizes risks by:

- Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
- Siting and designing development to avoid hazardous locations (e.g. through fire breaks) to the extent feasible;
- Incorporating fuel modification and brush clearance techniques (including the removal of invasive species) in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
- Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards;
- Using fire-resistive, native plant species in landscaping;

CVFD officers

- Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities; and
- Requiring property owners to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel breaks, and roadside fuel reduction.

HSN-1.19 Require that all new development located in a Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.

HSN-1.20 To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.

HSN-1.21 To the extent feasible, ensure that housing, hospitals, care facilities, community centers, places of worship, and other facilities where people gather are set a minimum of 100 feet back from high voltage power lines or substations.

HSN-1.22 Work with responsible agencies and nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.

Actions

HSN-1.G Continue to collaborate with the Chino Valley Fire District to require proactive weed abatement, brush thinning, and removal services on new and existing development in Very High FHSZs in order to curb potential fire hazards, per adopted codes and ordinances.

HSN-1.H Cooperate with the CALFIRE and the Chino Valley Fire District to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.

HSN-1.I Coordinate with the Chino Valley Fire District to ensure planning for an adequate and sustainable water supply to meet fire suppression needs within Chino over the long term.

HSN-1.J Monitor issues related to damage from windstorms and undertake precautionary measures as needed, such as tree trimming in the public right-of-way.

HSN-1.K Update the municipal code to prohibit the campfires on private property south of Pine Avenue in areas of elevated fire risk.

HAZARDOUS MATERIALS

Policies

HSN-1.23 Continue to require remediation of hazardous materials releases from previous land uses as part of any redevelopment activities.

HSN-1.24 Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.

HSN-1.25 Consistent with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

HSN-1.26 Promote awareness of and participation in hazardous household waste management, control, and recycling programs.

NOISE

Policies

HSN-1.27 Design for a pleasant, healthy sound environment conducive to living and working.

HSN-1.28 Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.

HSN-1.29 Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight.

HSN-1.30 Locate and design transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.

HSN-1.31 Apply the community noise compatibility standards (**Table HSN-1**) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the Chino Airport Comprehensive Land Use Plan (ACLUP) in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ACLUP.

HSN-1.32 Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.

HSN-1.33 Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, notification of neighbors, and sound attenuation devices.

HSN-1.34 Noise impacts should be controlled at the noise source where feasible (as opposed to at receptor end) with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.

HSN-1.35 Require noise buffering, dampening, or active cancellation, on roof-top or other out-door mechanical equipment located near residences, parks, and other noise sensitive land uses.

HSN-1.36 Developers shall reduce the noise impacts on new development through appropriate means (e.g. double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls.

Actions

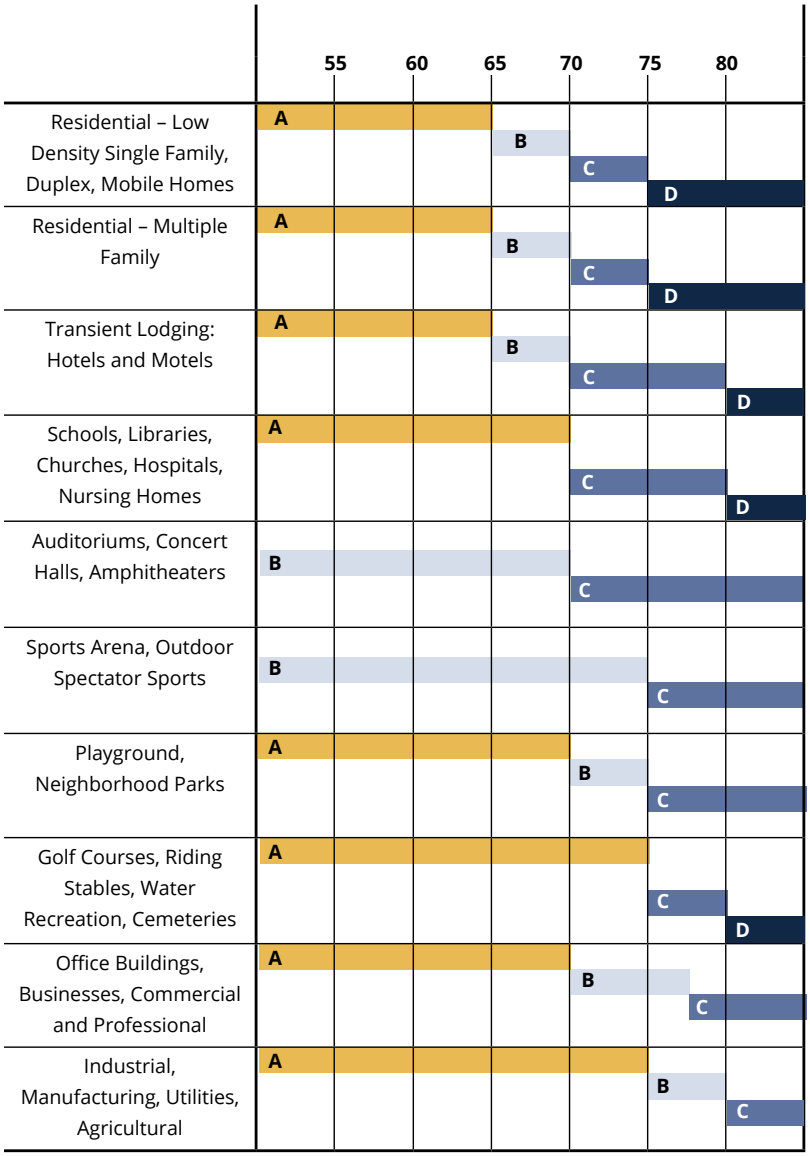
HSN-1.L Study the feasibility of using alternative pavement materials such as open-graded or rubberized asphalt pavements on high volume roadway segments adjacent to residential neighborhoods and mixed use districts to reduce noise generation. Based on the results, if appropriate conduct pilot projects and update City standards.

HSN-1.M Update the Municipal Code to establish controls on outdoor noise in commercial mixed use areas, such as outdoor dining terraces or public plazas. Controls may include limits on noise levels or hours of operation.

HSN-1.N Use the development review process to proactively identify and address potential noise compatibility issues.

HSN-1.O Continue to work with community members and business owners to address noise complaints and ensure voluntary resolution of issues through the enforcement of Municipal Code provisions.

Table HSN-1: Community Noise Compatibility Matrix



Normally Acceptable:
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable:
New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research 2017.

COMMUNITY RESILIENCE TO HAZARDS AND CLIMATE CHANGE

Climate change refers to long-term shifts in weather patterns, including temperature and precipitation. Over the course of the Earth's history, climate shifts have occurred naturally, but since the 1800s, human activities have been the main driver of climate change, primarily due to burning fossil fuels like coal, oil, and gas. Burning fossil fuels generates greenhouse gas (GHG) emissions that act like a blanket wrapped around the Earth, trapping the sun's heat and raising temperatures. As climate change progresses, it will continue to increase the frequency and severity of flooding, droughts, wildfires, and extreme heat events, that will both individually and collectively have increasing impacts on vulnerable populations, critical services, and infrastructure in Chino. While comprehensive, coordinated actions to reduce GHG emissions can help mitigate the extent of these impacts over the long term, additional actions must be taken to address the people, places, and infrastructure most at risk and to leverage other opportunities to effectively build community resilience to natural hazards and the effects of climate change.

The City's Climate Action Plan incorporates strategies to reduce GHG emissions, including strategies to bolster energy efficiency, reduce tailpipe emissions, and increase reliance on renewable energy sources. The LHMP also identifies a prioritized list of actions to mitigate climate risks, based on an assessment of climate vulnerabilities that describes local hazards, their extent, magnitude/severity, previous occurrences, and the likelihood of future occurrences. Hazards, Safety, and Noise Element policies focus on additional long-term actions to strengthen the resilience of community infrastructure to natural hazards and the effects of climate change, while at the same time identifying a robust framework of actions to increase public awareness and build community response capacity.

Please see the Health and Environmental Quality Element for policies that address urban heat.

A CHANGING CLIMATE

Since 2010, San Bernardino County and the State of California have experienced some of the most severe heat wave, drought, wildfire, and flooding events on record.

Heat: Chino recorded all-time record high temperatures of 120+ degrees F in 2018 and 2020.

Wildfire: Nearly 9,900 wildfires, including the Blue Ridge Fire in neighboring Chino Hills, burned about 4.3 million acres in California in 2020.

Drought: From 2012-2016, California experienced the most severe drought on record, including 13 of the 30 driest recorded months.

Flood: A series of atmospheric rivers brought unprecedented flooding to San Bernardino County communities between December 2022 and January 2023, described by the county as "sheer extreme nature that the area had not experienced since January of 1933."

Sources: OEHHA, CNRA, San Bernardino County, NOAA.

HSN-2 RESILIENT COMMUNITY. Build community resilience to natural disasters and the effects of climate change.

COMMUNITY PREPAREDNESS

Policies

HSN-2.1 Enhance collaboration with neighboring communities and agencies responsible for public safety in the region to closely coordinate and implement disaster-related plans, exercises, and training.

HSN-2.2 In partnership with the Chino Valley Fire District and other public agencies, promote community awareness and understanding of threat hazards, disaster response, and steps that can be taken to reduce personal risk by:

- Disseminating information in multiple formats to reach all segments of the community;
- Providing emergency preparedness and emergency alert information through social media, traditional media, community fairs, and direct information to neighborhood groups, residents, service clubs, and other community organizations; and
- Conducting educational seminars or evacuation practice events to enhance preparedness and response.

HSN-2.3 Proactively engage community members in supporting and helping coordinate collaborative city-wide efforts to prepare residents to respond to emergencies of all kinds.

Actions

HSN-2.A Actively promote registration for Chino Notify, the City's Community and Emergency Alert System to enhance community preparedness and emergency response. Target efforts to increase registration to residential areas that face the greatest evacuation challenges (**Map HSN-7**) as a priority.

HSN-2.B Increase participation in the Community Emergency Response Team and LISTOS program to train residents in the basic skills required to respond to their community's immediate needs in the aftermath of a disaster.

HSN-2.C In collaboration with the Chino Valley Fire District, study the feasibility of establishing Neighborhood Response Groups as a vehicle for public safety staff and residents to work together to raise awareness of best practices and check in on each other in the event of natural disasters. Consider promoting the establishment of Firewise Communities in Chino to achieve this objective, coordinating with Carbon Canyon communities where this model is used.

HSN-2.D Develop and maintain a network of resilience hubs at community facilities throughout Chino to serve as central points for gathering, sharing information, and accessing resources in the event of a natural or human-made disaster. Resilience hubs should be situated away from areas at risk of hazard impacts to the extent possible, located in easily accessible locations, and equipped with backup power supplies.

RESILIENT INFRASTRUCTURE

Policies

HSN-2.4 Consider climate impacts, risk, and uncertainty in designing and evaluating capital improvement projects and adjust infrastructure design standards and project locations to address asset- and site-specific vulnerabilities.

HSN-2.5 Plan for the continuity of operations at critical facilities following a disaster to help prevent interruption of emergency response.

HSN-2.6 Increase the resiliency of City-owned facilities and infrastructure to severe weather events and support homeowners and business owners in increasing the resilience of their buildings and properties, through retrofits, weatherization, and other improvements.

HSN-2.7 Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout Chino.

HSN-2.8 Recommend and encourage the installation of backup generators and/or solar batteries in single-family homes to increase neighborhood energy resilience and in commercial developments.

Actions

HSN-2.E Evaluate options for ensuring emergency power at critical facilities, including microgrids, solar capture and storage, distributed energy, and back-up generators. Consider the ability to reduce utility costs and carbon emissions in the assessment.

HSN-2.F Partner with utility providers, regional agencies, and neighboring jurisdictions to assess the vulnerability of energy infrastructure and identify improvements that increase its resilience to natural hazards.

HSN-2.G Explore the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.

Emergency Management and Response

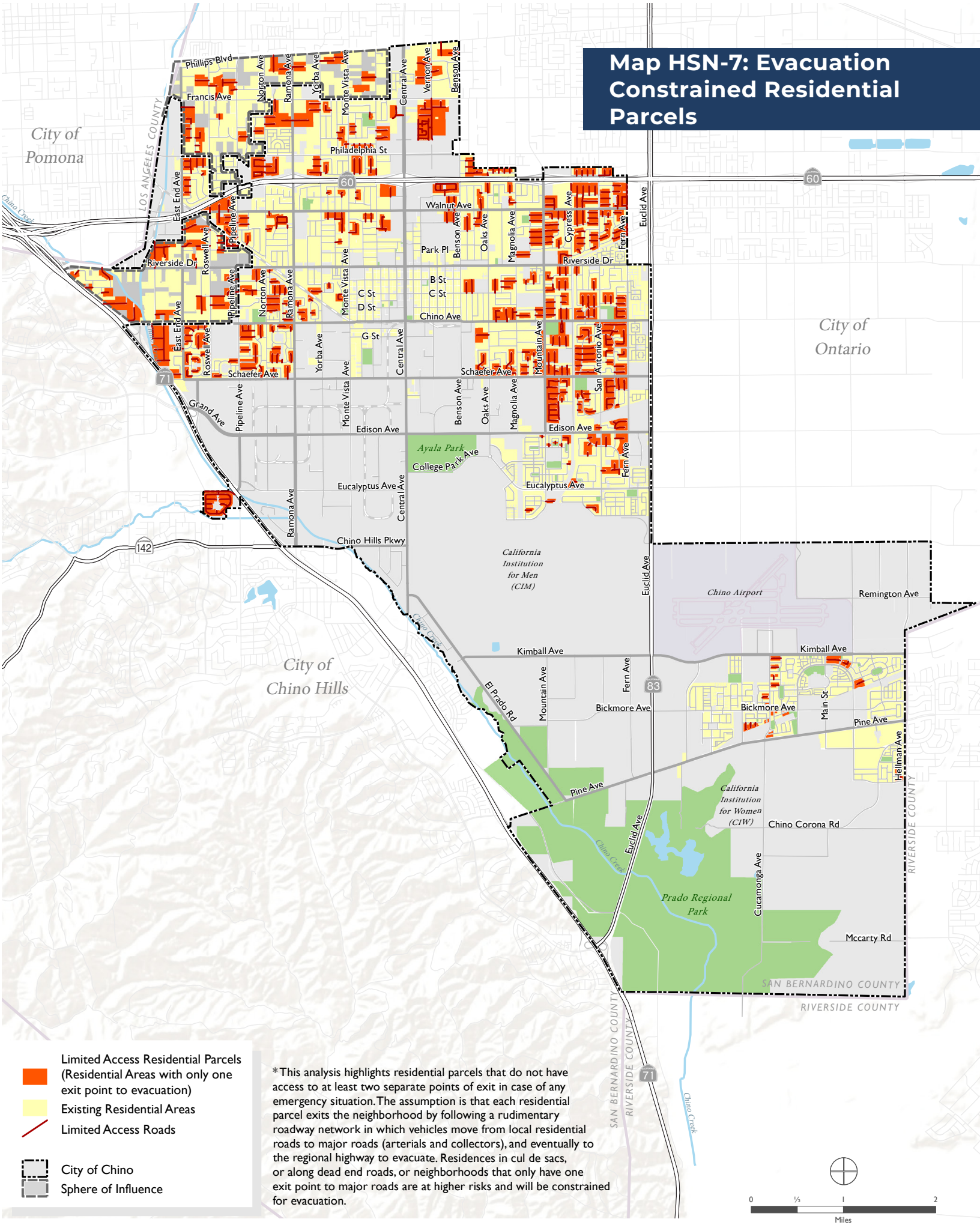
With the potential for natural and human-made hazards in the planning area, it is critical that the City plan proactively to ensure the safety of residents in times of disaster. This involves ensuring that all parts of the city are accessible for both evacuation and emergency access, including areas of new development and areas of the city with fewer points of access to evacuation routes. The City recognizes the importance of emergency preparedness through the design and implementation of its Emergency Operations and Local Hazard Mitigation plans. These plans are based on the functions and principles of the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS). Principal evacuation routes in Chino include State Route 60 (SR-60), State Route 71 (SR-71), Euclid Avenue/State Route 83 (SR-83), and Chino Hills Parkway/State Route 142 (SR-142) as well as all arterial roadways within the city. Evacuation routes in the south and southwest of the city face potential disruption from a flood, earthquake, or wildfire event, which may block roadways or damage the roadway surface. In the event of widespread disruption to local evacuation routes, remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since SR-60 and SR-71 also serve as evacuation routes for neighboring communities, and so potential disruptions may have regional effects.

EMERGENCY EVACUATION

An analysis of existing development patterns and roadway connectivity completed with the use of Geographic Information System (GIS) software indicates that some residential areas of the city have constrained emergency access. Shown on **Map HSN-7**, these evacuation-constrained properties are generally concentrated in the older, northern part of the city and in the SOI. These properties have access to only one emergency evacuation route, which can significantly impede the swift and orderly movement of residents to safer locations and can lead to congestion, delayed emergency response times, and heightened risk to life and property. However, these properties are located outside of areas at the greatest risk from hazards such as flooding, wildfire, and seismic events.

Euclid Ave is a major emergency evacuation route

Map HSN-7: Evacuation Constrained Residential Parcels



*This analysis highlights residential parcels that do not have access to at least two separate points of exit in case of any emergency situation. The assumption is that each residential parcel exits the neighborhood by following a rudimentary roadway network in which vehicles move from local residential roads to major roads (arterials and collectors), and eventually to the regional highway to evacuate. Residences in cul de sacs, or along dead end roads, or neighborhoods that only have one exit point to major roads are at higher risks and will be constrained for evacuation.

Map Date: 4/14/2025

Data Source: City of Chino GIS, 2023; San Bernardino County GIS, 2023; Dyett & Bhatia, 2024.

Emergency evacuation capacity in the event of a disaster was analyzed under multiple hazard scenarios (see **Maps HSN-8a and 8b**). Evacuation would be from hazard impacted areas to publicly accessible safe zones such as schools, parks, shopping centers, fairgrounds or other sites with outdoor areas that can accommodate evacuees. In the event of a natural disaster such as wildfire or flooding in the south of Chino requiring emergency evacuation, northbound Euclid Avenue would be the primary evacuation route, with eastbound Kimball Avenue and Pine Avenue potentially accessible. Under this scenario, the evacuation point would be a location such as the Chino Town Square shopping center in the northern part of the city or the Pomona Fairplex, approximately 4 miles northwest of Chino. For a disaster in the western part of the city, evacuation would be to the east along major arterials. Under this scenario, the evacuation point would be a location such as the Ontario Sports Empire south of State Route 60, between Ontario and Vineyard Avenues in San Bernardino County, or the SilverLakes Equestrian and Sports Park in Norco, approximately three miles east of The Preserve.

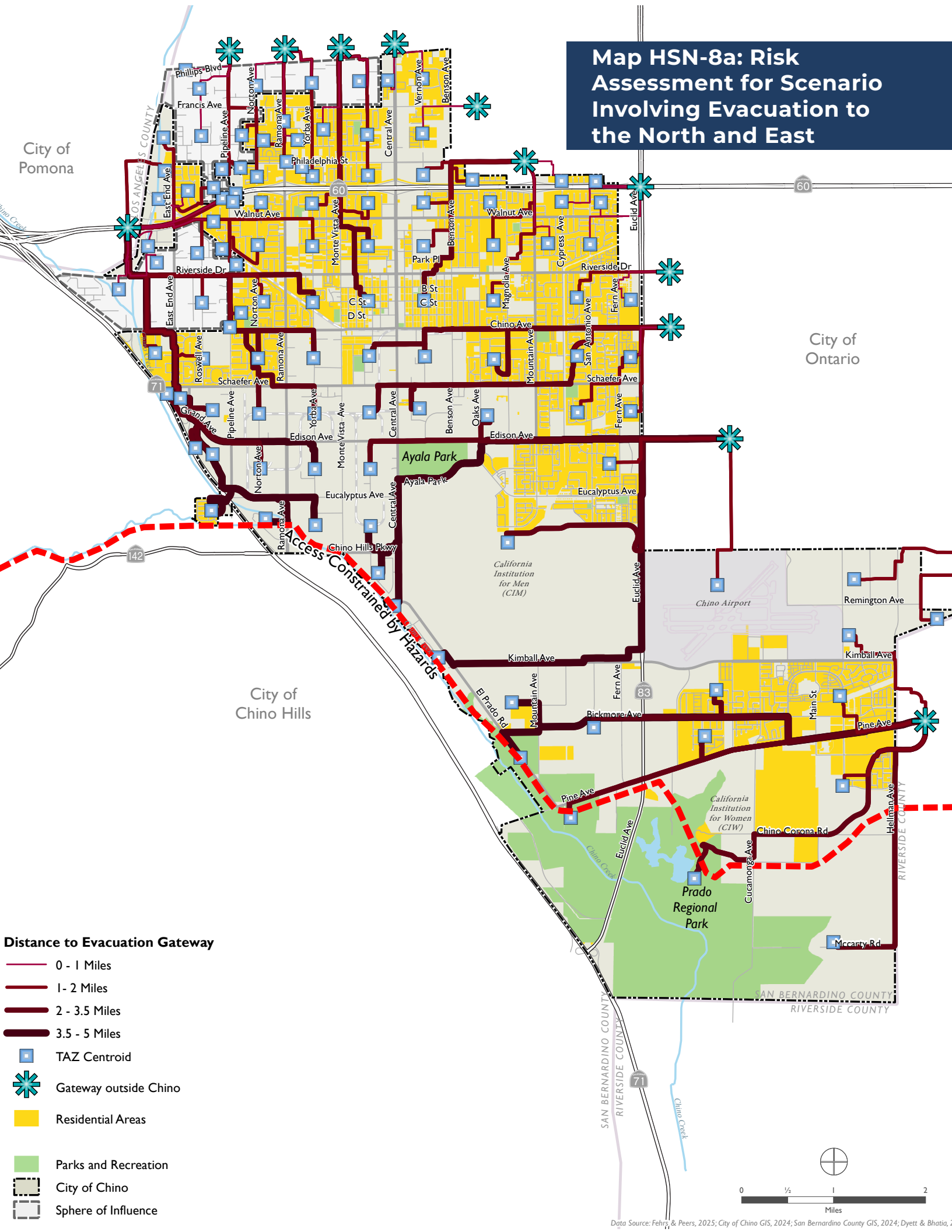
An analysis of multiple factors, including household access to vehicles, network constraints, distance to available exit gateway, and traffic signal timing indicates that roadway capacity will allow for evacuation as follows:

- For a hazard scenario in the south with emergency evacuation to the north and east, evacuation could be completed in approximately 2.6 hours, with bottlenecks on Euclid Avenue;
- For a hazard scenario in the south with emergency evacuation to the north only, evacuation could be completed in approximately 6.15 hours, with bottlenecks on Euclid Avenue;
- For a hazard scenario in the west with emergency evacuation to the east, evacuation could be completed in approximately 4.5 hours, with bottlenecks on Francis Avenue and Walnut Avenue.

Evacuation times can be improved and evacuation capacity optimized with the implementation of technological and design strategies. Above all, ensuring that community members are prepared for emergency evacuation events and understand what to do is of critical importance.

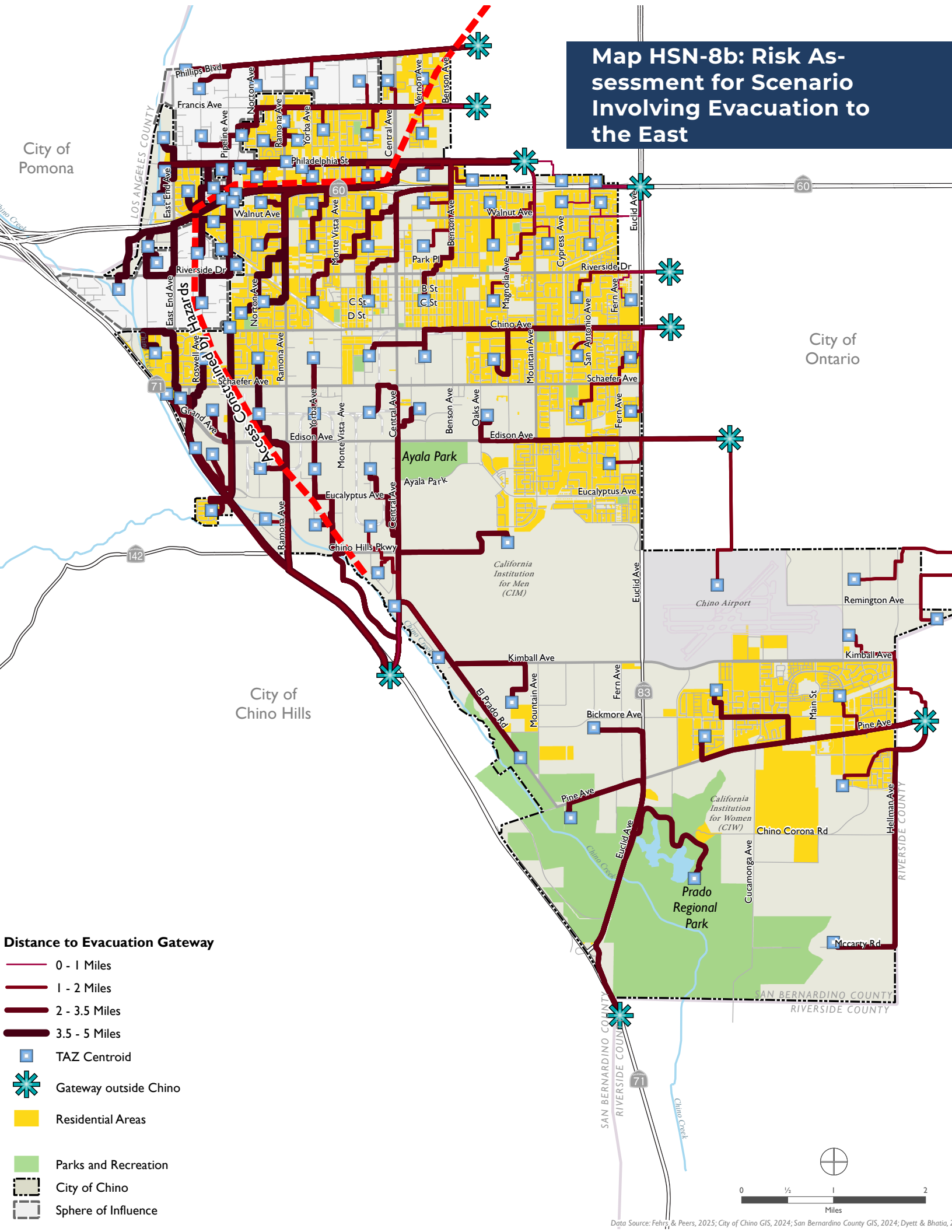
In emergency situations, preparation and communication are key to survival

Map HSN-8a: Risk Assessment for Scenario Involving Evacuation to the North and East



Data Source: Fehrs & Peers, 2025; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2

Map HSN-8b: Risk Assessment for Scenario Involving Evacuation to the East



Distance to Evacuation Gateway

- 0 - 1 Miles
- 1 - 2 Miles
- 2 - 3.5 Miles
- 3.5 - 5 Miles
- TAZ Centroid
- Gateway outside Chino
- Residential Areas
- Parks and Recreation
- City of Chino
- Sphere of Influence

0 ½ 1 2
Miles

Data Source: Fehrs & Peers, 2025; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2

HSN-3 **EFFECTIVE EMERGENCY RESPONSE. Provide effective emergency response to disasters and emergencies.**

Policies

HSN-3.1 Maintain and periodically update the Emergency Operations Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.

HSN-3.2 Maintain mutual aid agreements and communication links with San Bernardino County and other neighboring jurisdictions that allow for supplemental aid from other police and fire personnel in the event of emergencies.

HSN-3.3 To facilitate the orderly evacuation of residential areas, maintain minimum standards for roadway design, maintenance, and vegetation management.

HSN-3.4 Require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout. Design of ingress/ egress must comply with Chino Valley Fire Distrct standards.

HSN-3.5 Ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.

HSN-3.6 Employ technology such as traffic cameras and wildfire early detection systems to monitor conditions and facilitate effective response.

HSN-3.7 Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Chino.

HSN-3.8 Use the Chino Notify Emergency Alert System to notify residents by phone, text, or email of extreme weather conditions and/ or the need to evacuate in the event of emergency. The system should also be used to broadcast the location of evacuation centers, particularly for residents of vulnerable areas and neighborhoods with constrained emergency access.

HSN-3.9 Partner with local media outlets to release evacuation information through radio, social media, and news apps can work as another channel for evacuation notices.

Actions

HSN-3.A In future updates to the Capital Improvement Program, prioritize preventative maintenance and repair on roadway segments designated as evacuation routes.

HSN-3.B Study the feasibility of deploying dynamic message signs, roadway sensors, and other Intelligent Transportation Systems (ITS) tools to disseminate real-time traffic conditions, alternative routes, and delays to drivers, enhancing situational awareness and decision-making.

HSN-3.C Continue to conduct outreach to residents with access and functional needs and ensure that their needs are accounted for in emergency response plans.

HSN-3.D Pursue funding to facilitate structural retrofits and roadway improvements in existing residential neighborhoods without two points of emergency ingress/egress.

HSN-3.E Partner with Caltrans, San Bernardino County Transportation Authority, and neighboring jurisdictions on measures to protect critical evacuation routes such as SR60, SR71, Euclid Avenue, Kimball Avenue, and Pine Avenue, including by constructing the Euclid Avenue Bridge Project, the Pine Avenue Bridge Connection, and the Pine Avenue/SR-71 Interchange Improvements project. Develop contingency plans for operations when these and other roads are inoperable due to flooding or other disasters.

HSN-3.F Coordinate with Caltrans to identify and implement measures to temporarily increase capacity at highway ramps during emergency evacuation events. Measures may include optimizing adaptive signal systems, placing traffic cones to accommodate a higher volume of evacuating vehicles, providing real-time traffic safety and guidance information via changeable message sign (CMS) boards, and other strategies.

HSN-3.G Employ strategies to facilitate orderly evacuation in the event of an emergency. Strategies may include the following as appropriate for the situation:

- Phased evacuation schedules to reduce congestion and bottlenecks;
- Signal timing adjustments to optimize traffic flow during evacuation events;
- Traffic control at critical intersections; and/or
- Temporarily reversing direction of travel of some lanes on evacuation routes to increase capacity.

Airport Safety

Located in the southern part of the city east of Euclid Avenue, between Merrill Avenue and Kimball Avenue, the Chino Airport is a public use airport serving private pilots, flight schools, and corporate aviation. Chino Airport is operated by San Bernardino County and the facility averages between 100,000 to 150,000 takeoffs and landings annually, including flight training, private flights, charter services, and military-related activity. Chino Airport is the busiest non-commercial airport within a 20-mile radius, and it occupies 1,097 acres, has three runways, and provides full precision instrument approach capabilities.

The Chino Airport Comprehensive Land Use Plan (CLUP) was adopted in 1991 to ensure the safety and welfare of residents, businesses, and airport users while supporting continued airport operations. Under State law, local land use plans and individual development proposals are required to be consistent with policies set forth in the applicable land use compatibility plan. The CLUP establishes three airport safety zones, which restrict the development of land uses that could pose particular hazards to flight or the public in the event of an aircraft accident, as outlined in **Table HSN-2** and shown on **Map HSN-9**. While the responsibility for the preparation and adoption of compatibility plans typically falls to the county airport land use commission in California, San Bernardino County and its cities have elected to follow an alternative process provided for in State law, through which the City of Chino has been designated as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport.

In 2011, the California Department of Transportation (Caltrans), Division of Aeronautics published the California Airport Land Use Planning Handbook, which local jurisdictions are required to rely on for guidance in preparing airport land use compatibility plans. The 1993 Chino Airport CLUP does not reflect the guidance set forth in the Caltrans Handbook; as such, General Plan policy calls for the City to prepare a new Land Use Compatibility Plan for the Chino Airport.

Additionally, as shown on **Map HSN-9**, areas in the north of Chino generally north of the 60 freeway are within the Airport Influence Area of Ontario International Airport. In these locations, height and certain other land use characteristics, particularly uses that attract birds, need to be restricted in order to protect the airspace required for operation of aircraft to and from the airport.

Chino Airport Planes of Fame Air Museum

Table HSN-2: Airport Land Use Compatibility

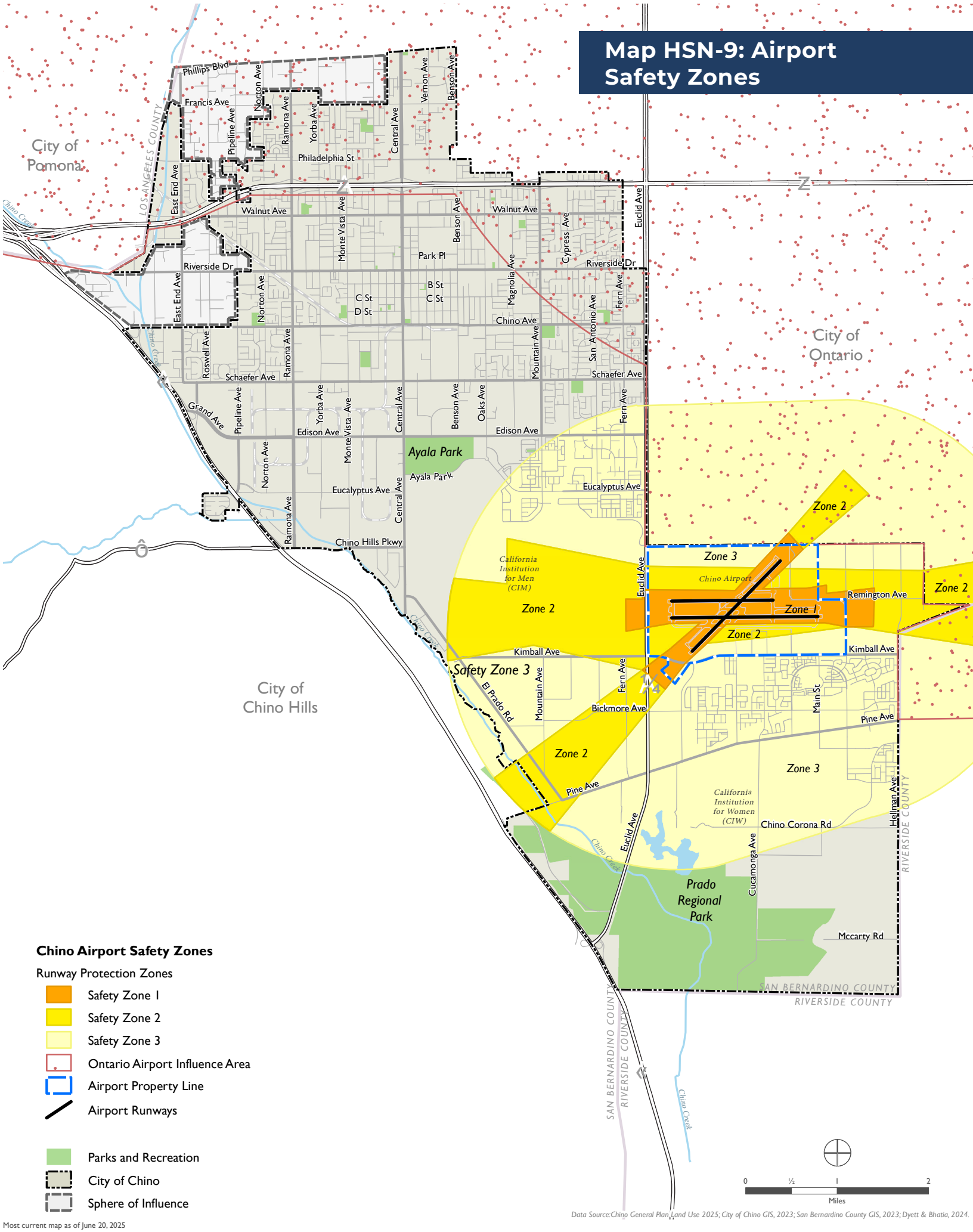
Land Use Groups	*Aviation Safety Zones*		
	I	*II*	*III*
Residential	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Lodging places	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Educational facilities	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Hospitals and nursing homes	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Assembly uses (auditoriums, stadiums, concert halls, theaters, churches, etc.)	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Sports arenas and outdoor spectator sports	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Parks, playgrounds, recreation centers, fairgrounds and picnic grounds	Clearly Unacceptable	Normally Unacceptable	Normally Acceptable
Libraries, museums and art galleries	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Golf courses, commercial riding stables and water recreation	Normally Unacceptable	Normally Acceptable	Normally Acceptable
Commercial office	Clearly Unacceptable**	Clearly Unacceptable**	Normally Acceptable**
Commercial retail	Clearly Unacceptable**	Clearly Unacceptable**	Normally Acceptable
Manufacturing and warehouse/distribution	Clearly Unacceptable	Normally Acceptable	Normally Acceptable
Public utilities	Clearly Unacceptable	Normally Acceptable	Normally Acceptable
Livestock, animal breeding and animal keeping	Normally Unacceptable**	Normally Acceptable**	Clearly Acceptable
Agriculture (commercial growing and field crops)	Normally Acceptable	Clearly Acceptable	Clearly Acceptable
Conservation areas and natural recreation areas	Normally Acceptable	Clearly Acceptable	Clearly Acceptable
Uses of a hazardous nature	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Maximum gross density (in persons per acre)	0.5	25	No Limit
Maximum assembly recommended*	10	100	No Limit

Clearly Acceptable—No restrictions.
Normally Acceptable—Restricted development undertaken only after detailed analysis and satisfactory mitigation measures are initiated.
Normally Unacceptable—No new development shall be permitted.
Clearly Unacceptable—New construction or development should not be undertaken. Furthermore, an effort should be made to relocate existing uses.

Notes:
**Assembly is the gathering together of persons for such purposes as deliberation, education, instruction, worship, entertainment, amusement, drinking or dining, or awaiting transportation, as defined in the California Building Code.*
*** Some specific uses in this group may be acceptable, provided the density criteria are met.*

Source: City of Chino, 2025

Map HSN-9: Airport Safety Zones



Most current map as of June 20, 2025

Data Source:Chino General Plan Land Use 2025; City of Chino GIS, 2023; San Bernardino County GIS, 2023; Dyett & Bhatia, 2024.

HSN-4 AIRPORT SAFETY: Minimize airport safety hazards and promote compatibility with airport operations.

Policies

HSN-4.1 Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the Chino Airport Comprehensive Land Use Plan (ACLUP), as revised per Action HSN-4.a.

HSN-4.2 Minimize the potential for development in the Ontario or Chino Airport Influence Area, to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight.

HSN-4.3 Require real estate disclosures for projects within the Chino Airport Influence Area, consistent with State law. Disclosures should notify the prospective purchasers of the potential annoyances or inconveniences associated with airport operations.

Actions

HSN-4.A Update the Chino Airport Comprehensive Land Use Plan to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around the Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by the California Department of Transportation (Caltrans), Division of Aeronautics. In the interim prior to completion of the update, permit development in the vicinity of the Chino Airport only if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by the California Department of Transportation (Caltrans), Division of Aeronautics.

Chino Airport

7

Health and Environmental Quality

For a community to thrive, its residents need to be healthy, safe, and engaged with one another. The focus of this element is on actions the City can take to promote public health, protect environmental resources and enrich the quality of life for all residents of Chino.

Community health has been a long-standing priority for the City of Chino. In 2004, the City launched the Healthy Chino initiative, an award-winning program that offers events, workshops, and system changes to promote a healthier lifestyle, and the City's 2010 General Plan was one of the first in the state to address public health. State law also requires that strategies to promote environmental justice be incorporated into the General Plan, including strategies to address pollution exposure and negative health impacts from neighborhood conditions. At root public health and environmental justice are closely related, as both seek to address social, environmental, and health inequalities that disproportionately affect vulnerable populations.

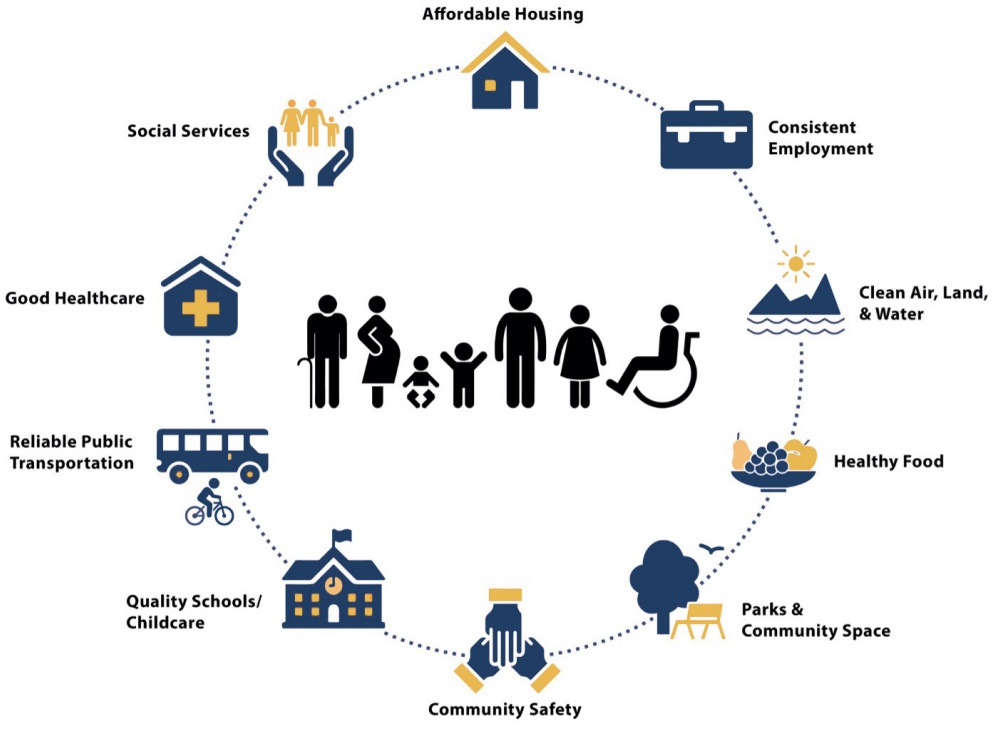
The Health and Environmental Quality Element outlines a framework to move Chino towards health equity by promoting active, healthy lifestyles; creating safe routes to schools, parks and neighborhood destinations; building resilience to summertime heat; and promoting wise stewardship of environmental resources. This Element addresses statutory requirements for environmental justice, conservation, and open space as well as local priorities for public health. Factors affecting community well-being are also addressed throughout this General Plan.

WHAT IS ENVIRONMENTAL JUSTICE?

Environmental justice is rooted in a conviction that all people are entitled to live, work, and play in a clean and healthy environment regardless of race, culture, or income. Throughout California and beyond, low-income communities and communities of color have historically experienced discrimination, negligence, and political and economic disempowerment, with the result that today, these groups struggle with both a disproportionate burden of pollution and health impacts as well as disproportionate social and economic disadvantages such as poverty or housing instability. This undesirable reality is considered environmental injustice, and it contributes to disparities in health (e.g., asthma, lead poisoning, and obesity) among populations of different race, ethnicity, and socioeconomic status. Conversely, environmental justice is a concept that aims to reduce and equalize the effects of environmental hazards among all people. Environmental justice provides a specific lens through which to advance equity and protect human health.

DEFINING DISADVANTAGED COMMUNITIES

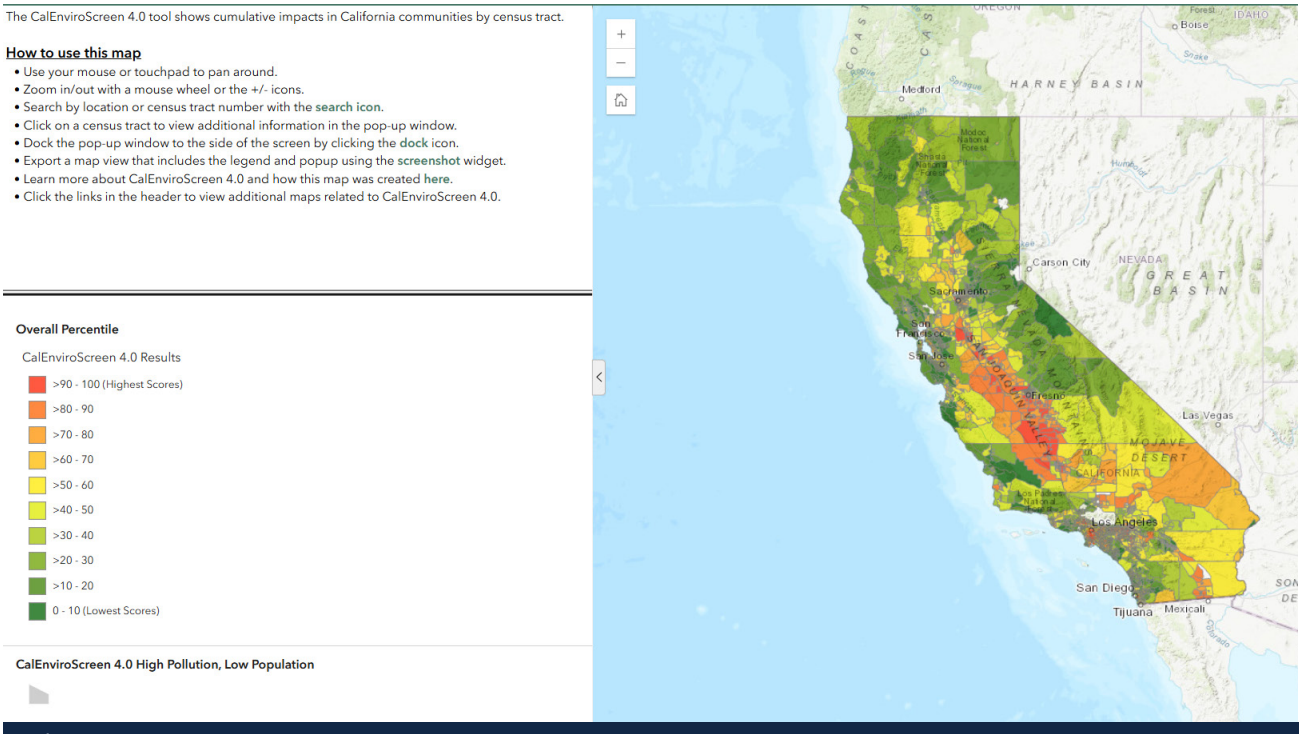
The California Government Code defines disadvantaged communities (DACs) as "... an area identified by the California Environmental Protection Agency... or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation." Identified DACs are eligible for State funding that can improve community conditions and quality of life, including funding from the Cap-and-Trade program for projects that seek to reduce truck pollution near disadvantaged communities, plant trees in cities, provide affordable housing near transit lines, improve energy efficiency in homes, and fund outreach/engagement tools to empower communities.



DISADVANTAGED COMMUNITIES IN CHINO

Under California law (SB 1000, The Planning for Healthy Communities Act), the General Plan must address environmental justice with policies for issues that affect "disadvantaged communities" (DACs). DACs are areas within the city that experience disproportionate levels of pollution, socioeconomic stress, historic disinvestment, and adverse health outcomes. The California Environmental Protection Agency (CalEPA) is responsible for identifying DACs. CalEPA has developed CalEnviroScreen (CES), a methodology that helps identify areas that are most affected by pollution sources and where people are often especially vulnerable to pollution's effects. CES uses data from publicly available sources to measure 21 different indicators related to pollution exposure, environmental quality, and socioeconomic and public health conditions. Indicators are measured at the census tract level – a geographic boundary that is often the smallest or most complete geographic scale for which data is available. Indicators are categorized into two main groups – pollution burden and population characteristics. Each of the state's 8,000 census tracts gets an overall CES based on their pollution burden and population characteristics scores. CES scores are then mapped to show how different communities compare. An area with a high score is one that experiences a much higher burden of pollution and socio-economic disadvantage than areas with low scores. Under SB 535, a DAC is defined as an area scoring in the top 25 percent (75th – 100th percentile) of all California census tracts for pollution burden and socioeconomic factors as measured in CES.

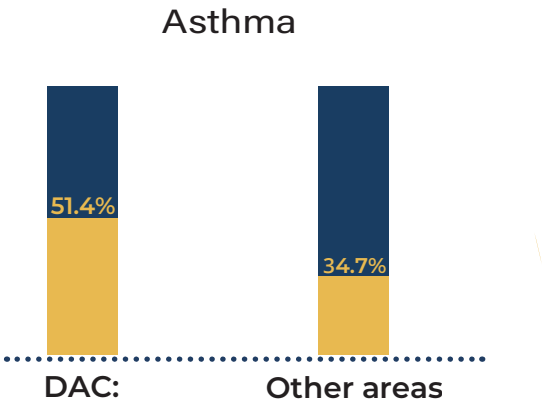
For more information about how the CES 4.0 percentile rankings were developed, please visit https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

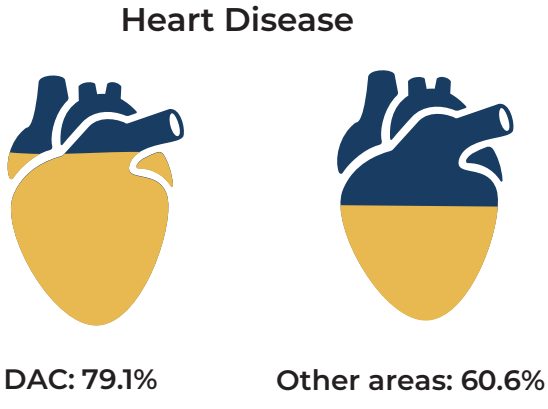


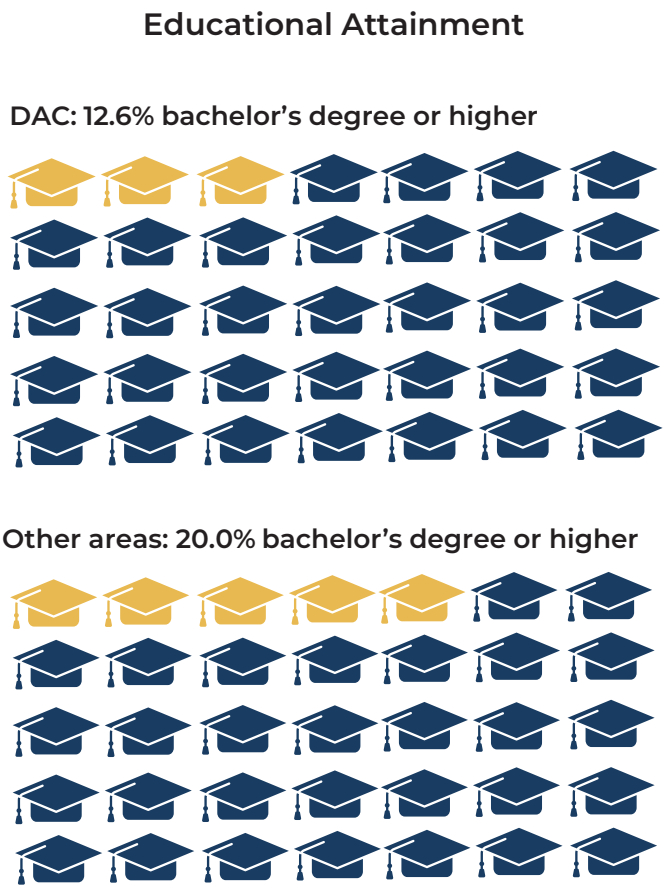
CalEnviroScreen map

Based on CES data, a total of six of the 19 census tracts in the planning area are designated as DACs. As shown in **Map HEQ-1**, DACs are generally concentrated in the northern central portion of the city bounded by Chino Avenue to the south, Philadelphia Street to the north, Mountain Avenue to the east, and Monte Vista Avenue to the west. There is also a DAC in the northwestern unincorporated portion of the planning area south of Phillips Boulevard. Those who live in DACs tend to be slightly older (median age 38.2) compared to the city as a whole (median age 36.9), with lower levels of educational attainment (12.6 percent of the population aged 25 and older have a bachelor's degree or higher in DACs vs. 20.0 percent citywide). DAC tracts have a lower median household income ($84,591) compared to the city as a whole ($92,123) and a higher rate of poverty. DAC residents on average experience higher rates of asthma (51.4 percent) and cardiovascular disease (79.1 percent) than in other areas of Chino (34.7 and 60.6 percent, respectively). The non-White Hispanic population is substantially higher in DACs (50 percent) than in other areas of Chino (30 percent).

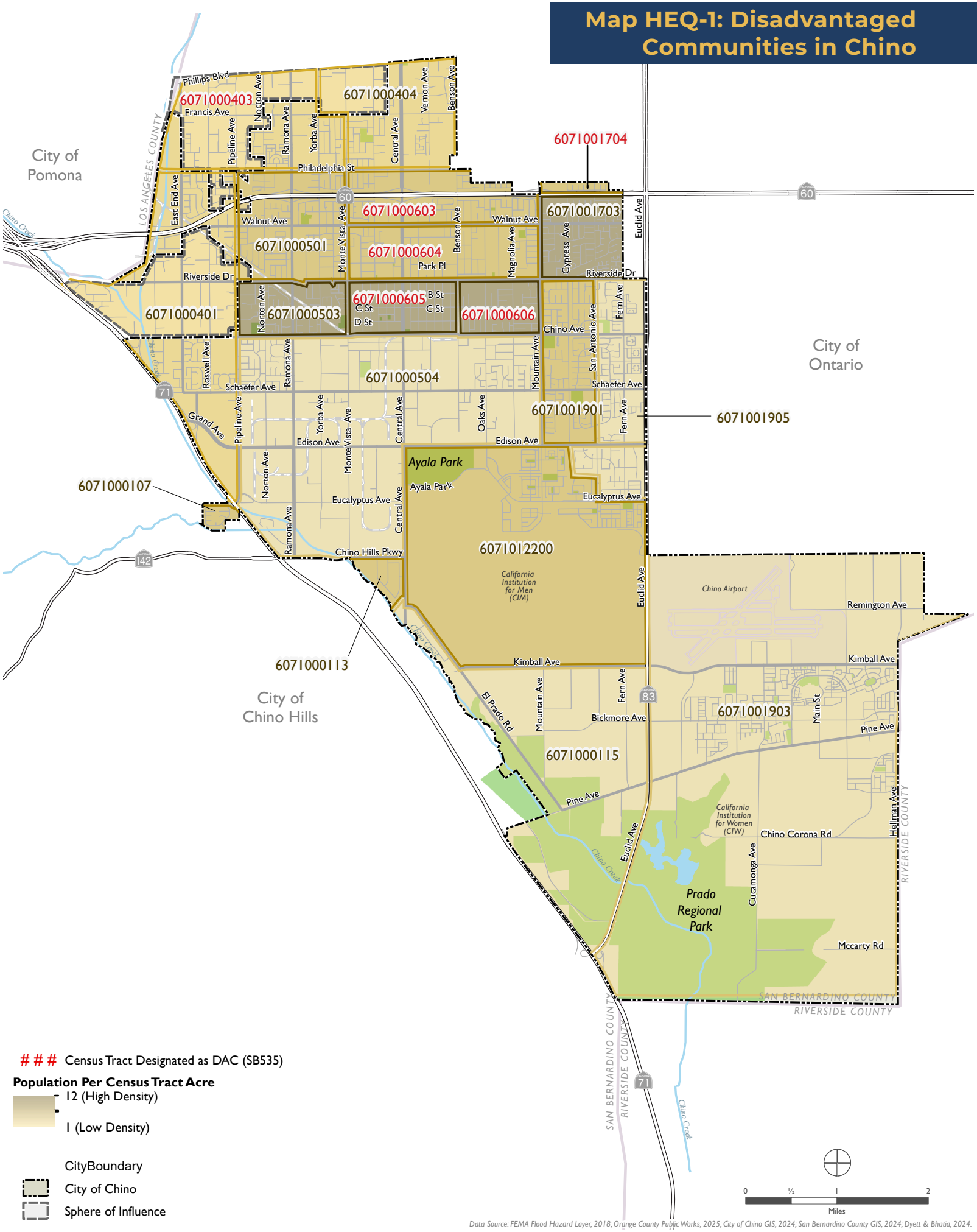
While CES indicators are a useful first step in identifying DACs, the data does not address other factors that characterize environmental justice and health equity, including factors such as access to healthy food, opportunity for physical exercise, and racial inequity. These issues are not related to pollution burden and exposure, but they are directly linked to health outcomes, life expectancy, well-being, and access to opportunity. Therefore, the General Plan considers a wider range of factors influencing environmental justice and health equity, including additional environmental and social determinants of health.







Map HEQ-1: Disadvantaged Communities in Chino



Census Tract Designated as DAC (SB535)

Population Per Census Tract Acre

12 (High Density)

1 (Low Density)

CityBoundary

City of Chino

Sphere of Influence

Data Source: FEMA Flood Hazard Layer, 2018; Orange County Public Works, 2025; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

CHINO HEALTH PROFILE

Table HEQ-1 presents a profile of community health in Chino, comparing health outcomes in three broad categories for residents of DACs, residents of other areas of Chino, and residents of San Bernardino County as a whole. Red indicates factors where outcomes in Chino are less positive in comparison to the county average. As shown, in comparison to San Bernardino County residents as a whole, Chino residents - including DAC residents - tend to have healthier outcomes. Notably, they have a higher life expectancy and lower rates of asthma, cardiovascular disease, obesity, diabetes, and physical inactivity than the average San Bernardino County resident. However, the data indicate that Chino residents face a greater exposure to pollution than residents of the county as a whole, and that exposure to fine particulate matter from cars and trucks is particularly high in Chino, although non-DAC residents are more exposed to diesel particulate matter from trucks and pesticides than DAC residents in Chino.

Overall, DAC residents in Chino have markedly worse health outcomes than non-DAC residents. DAC residents have higher rates of asthma, cardiovascular disease, diabetes, obesity and physical inactivity. Strikingly, DAC residents are three times more likely not to have health insurance than residents of other areas of the city and their average life expectancy is nearly a full year less. These factors also tend to make DAC residents more vulnerable to the adverse effects of summertime heat and air pollution because these conditions reduce the body's ability to cope with environmental stressors and increase the risk of serious health complications. General Plan policy recognizes and addresses these fundamental health inequities.

Table HEQ-1: Select Pollution, Health, and Socio-Economic Indicators

Indicator	*DACs*	*Non-DACs*	*City of Chino*	*San Bernardino County*
Pollution Exposure				
Particulate Matter 2.5	94.4	93.3	93.8	62.6
Diesel Particulate Matter	50.9	65.0	62.6	46.2
Impaired Water Bodies	2.1	28.9	16.4	9.5
Pesticides	9.7	42.0	31.5	11.7
Health Factors				
Asthma	51.4	34.7	40.2	60.9
Cardiovascular Disease	79.1	60.6	67.7	77.3
Uninsurance Rate*	13.5%	4.0%	9.2%	9.1%
Life Expectancy*	79.1	79.9	79.6	78.9
Obesity*	39.3%	35.2%	37.0%	34.1%
Diabetes*	10.7%	8.8%	9.3%	13.9%
Physical Inactivity*	26.1%	20.4%	22.4%	26.2%
Socio-Economic Characteristics				
Educational Attainment	74.5	51.3	61.3	60.0
Poverty	60.6	35.5	43.8	61.8
Unemployment	55.5	43.2	44.1	63.8
Housing Burden	45.3	31.9	44.8	48.6

**Indicates data from City Health Dashboard, all other scores are from CalEnviroScreen.*

Sources: CalEnviroScreen 4.0, 2022; NYU Langone Health (2021). City Health Dashboard. Chino, CA; Dyett & Bhatia, 2023

Active, Healthy Lifestyles

An active, healthy lifestyle is essential for maintaining overall health and well-being, with benefits that reach far beyond weight control or physical appearance. Engaging in regular physical activity reduces stress, anxiety, and depression, while also boosting mood and promoting better sleep. It strengthens the heart and improves circulation, helping to lower blood pressure and cholesterol, and significantly reduces the risk of heart disease and stroke. Physical activity also plays a key role in preventing chronic illnesses such as type 2 diabetes, certain cancers, osteoporosis, and obesity. As we age it strengthens muscles, bones, and joints, helping to prevent injury and maintain mobility. For children and adolescents, physical activity is vital for healthy growth, emotional development, and the formation of lifelong healthy habits, and for people of all ages, even modest amounts of daily physical activity are linked to a longer life expectancy.

Beyond diet and exercise, engagement with neighbors and the community at large is also an important part of an active, healthy lifestyle. Studies have long demonstrated a strong link between social engagement and better health outcomes, including improved mental health, lower the risk of disease, and increased lifespan. General Plan policy seeks to promote active, health lifestyles for residents of all ages with opportunities to participate in physical, social, and civic activities, with a focus on residents who live in DACs.

Seniors Dance Class

HEALTHY CHINO INITIATIVE

Launched in 2004, the City's Healthy Chino program is a comprehensive wellness initiative to enhance the health and quality of life for all community members. It adopts a multifaceted approach, focusing on nutrition, active living, physical and mental health, environmental health, and smart growth practices. Since inception, Healthy Chino has engaged with over 88,000 community members through various programs, workshops, and events and has been recognized with numerous awards.

Representative Programs and Events

- Mobile Stops: Monthly pop-up events across the city that provide families with information on diverse health topics. Each event focuses on a specific theme, such as heart health, nutrition, or stress management.
- Family Fit Challenge: An interactive program encouraging families to track their daily steps. Participants receive a Family Fit Kit, which includes a pedometer, water bottle, and a walker's guide. Registration is available at any Mobile Stop event.
- Chino Walks: A community walking program where participants collectively aim to walk distances equivalent to significant milestones, such as the circumference of the Earth. The program promotes regular physical activity among residents.
- Hike the Valley: A hiking program where participants are taken to trail heads and led on varying levels of difficulty hikes by city staff. Shuttle service is offered from the Carolyn Owens Community Center.
- Healthy Chino Kids: A comprehensive program focused on providing children with opportunities to be physically active, and educating children and parents on healthy food and nutrition choices. The Healthy Chino Kids program provides all City-operated After School sites and Seasonal Camps with an activity schedule, curriculum, supplies, and Healthy Chino support as needed.
- Community Garden Workshops: In partnership with Green Chino and the University of California Cooperative Extension Master Gardener Program, these workshops educate residents on gardening techniques and healthy cooking practices.
- Healthy Family Day: An annual event co-hosted with the Chino Valley YMCA, featuring fitness demonstrations, health screenings, kids' activity stations, and information on nutrition and wellness.

HEQ-1 **ACTIVE, HEALTHY LIFESTYLES. Promote physical activity and enhance the health and well-being of all Chino residents.**

Policies

Overall Health and Well-Being

HEQ-1.1 Prioritize the overall health of Chino residents in City strategies, programs, operations, and practices.

HEQ-1.2 Provide a year-round recreation brochure of community events and programs in City parks and community facilities. Events should be geared toward families, youth, and seniors and should include components of physical activity, healthy food, arts, and music.

HEQ-1.3 Explore opportunities to collaborate with local businesses, community-based organizations, Chaffey College, and the Chino Valley Unified School District to expand the reach of Healthy Chino programs and services.

HEQ-1.4 Lead by example with workplace wellness programs and policies that maintain and improve the health and well-being of City employees. Programs may focus on diet, exercise, and incentivizing commute to work by active transportation modes for staff who live in Chino.

HEQ-1.5 Attract and maintain a full range of health care facilities in the community to meet the needs of all residents, including hospitals, acute care facilities, neighborhood health clinics, and mental health service delivery points.

HEQ-1.6 Support neighborhood level interventions that promote aging in place by enabling older adults to continue to live independently through strategies that address the design of buildings, the public realm, and public spaces; the availability and accessibility of transportation and health and supportive services; and opportunities for social participation, civic participation, volunteering and employment.

Physical Activity

HEQ-1.7 Encourage neighborhood design that makes physical activity the easy choice for residents. This may be accomplished through the following strategies:

- Design of homes with front porches and smaller front yards that encourage social interaction;
- Continuous sidewalks, short blocks, and convenient connections to neighborhood destinations that encourage walking and bicycling;

- Traffic calming measures and pedestrian infrastructure such as raised crosswalks, pedestrian refuge islands, and curb extensions that enhances roadway safety; and
- Community events and programming that support active lifestyles, such as organized walking groups, yoga in the park, or block parties.

HEQ-1.8 Design parks, trails, and public spaces - including publicly accessible privately owned open spaces - with features that promote physical activity, such as:

- Kids play structures and interactive sculpture that invites climbing;
- Adult fitness equipment and exercise circuits;
- Drinking fountains;
- Circular or looped paths with distance markers encourage routine walking/jogging;
- Interpretive signage that combines education with physical engagement, like scavenger hunts or historical walking routes;
- Performance/exercise spaces, such as small amphitheaters, open plazas, or shaded pads for yoga, zumba, or dance;
- Games and ground markings, including hopscotch, maze tiles, or game tables that promote movement and play; and
- Labyrinths, wide walking paths, and tai chi platforms.

HEQ-1.9 In plans for new residential developments, require that project proponents provide for the recreational needs of future residents, including children, youth, older adults, and people with disabilities.

HEQ-1.10 Support new development and infrastructure improvements in existing neighborhoods that enable people to drive less and walk, bike, or take public transit more.

HEQ-1.11 Increase youth and adult participation in existing recreational programs through outreach, promotional activities, and increasing subsidized or free program spots.

Youth recreational programs

HEQ-1.12 Encourage the development of private commercial recreational facilities, such as fitness centers, yoga, dance and martial arts studios, and rock-climbing gyms, to help meet recreational interests of Chino residents.

Healthy Lifestyles

HEQ-1.13 Continue to provide courses, seminars, and informational resources about health and healthy lifestyles at public facilities, including the Senior Center, libraries, community centers, parks, and recreational facilities.

HEQ-1.14 Continue to seek opportunities to partner with public agencies, advocacy groups, and local businesses to organize programming and events that promote healthy lifestyles, food choices, and work environments. Events may include health challenges, bike-to-work days, and sponsored lunchtime events.

HEQ-1.15 Continue to collaborate with the San Bernardino County Department of Public Health, nonprofit organizations, hospitals, health clinics and community groups to improve community health.

HEQ-1.16 Support efforts to allow schools to function as multi-service community hubs providing resources to children and adults in the surrounding neighborhoods.

HEQ-1.17 Expand opportunities for residents to volunteer their time and talents to contribute to community health and quality of life, including volunteer opportunities that encourage residents to socially connect across generations and cultures at the neighborhood level and citywide.

Community engagement events in Chino

Civic and Community Engagement

HEQ-1.18 Encourage inclusive, participatory City processes that emphasize the collaborative exchange of ideas by all segments of the community. Possible strategies may include:

- Continuing to hold public meetings and outreach activities at neighborhood gathering places or community events when feasible;
- Employing a wide-range of outreach methods and activities, including pop-up events, focus groups, community workshops and online surveys, in various languages; and
- Encouraging the participation of DAC residents in civic processes by providing transportation vouchers, translation services, childcare, food, or monetary compensation.

HEQ-1.19 Support efforts that strengthen the ability of community members to participate in local decision-making and engage meaningfully in planning efforts, including increased representation in employment and civic life.

Actions

HEQ-1.A Create a healthy development checklist that outlines strategies that project applicants can incorporate into the design of projects to foster public health and encourage physical activity. The checklist should address site design, building design, traffic safety, air and noise pollution, and community cohesion. Publish the checklist on the City website and provide it in predevelopment consultations with project applicants.

HEQ-1.B Continue to regularly promote participation in City health and recreational programming with email and social media campaigns. Target efforts to increase participation in areas of Chino with lower health outcomes and indicators in particular.

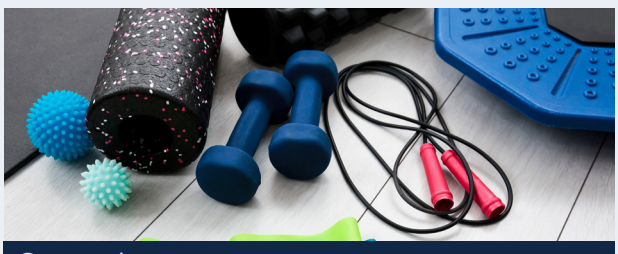
HEQ-1.C Periodically survey community attitudes and preferences concerning recreational programs to help identify changes that can increase participation and further encourage active, healthy lifestyles.

HEQ-1.D During the hottest months of the year, continue working with user groups to reschedule games and practices to another day or time to avoid the hotter times of day.

HEQ-1.E Identify opportunities to add amenities and features in City parks and trail facilities that further promote physical activity, such as those identified in Policy HEQ-1.8.

HEQ-1.F Explore the feasibility of increasing the frequency of Healthy Family Day events that provide mobile health clinics and workshops in disadvantaged communities, run by or in partnership with medical service providers such as Chino Valley Medical Center or the San Bernardino County Department of Public Health, but hosted in local neighborhood facilities such as schools, parks, community centers, and library parking lots.

HEQ-1.G In collaboration with partner agencies, hospitals, and healthcare providers, monitor and maintain data related to health outcomes and risk factors, and to use this data to inform new programs to serve the local community.



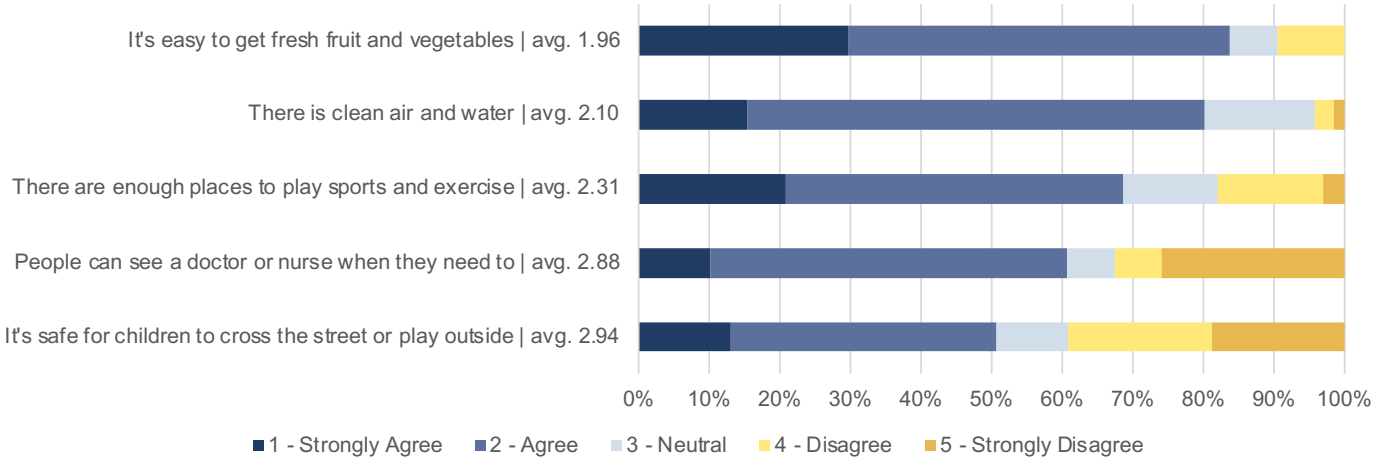
Gym equipment

Safe Routes to Schools and Parks

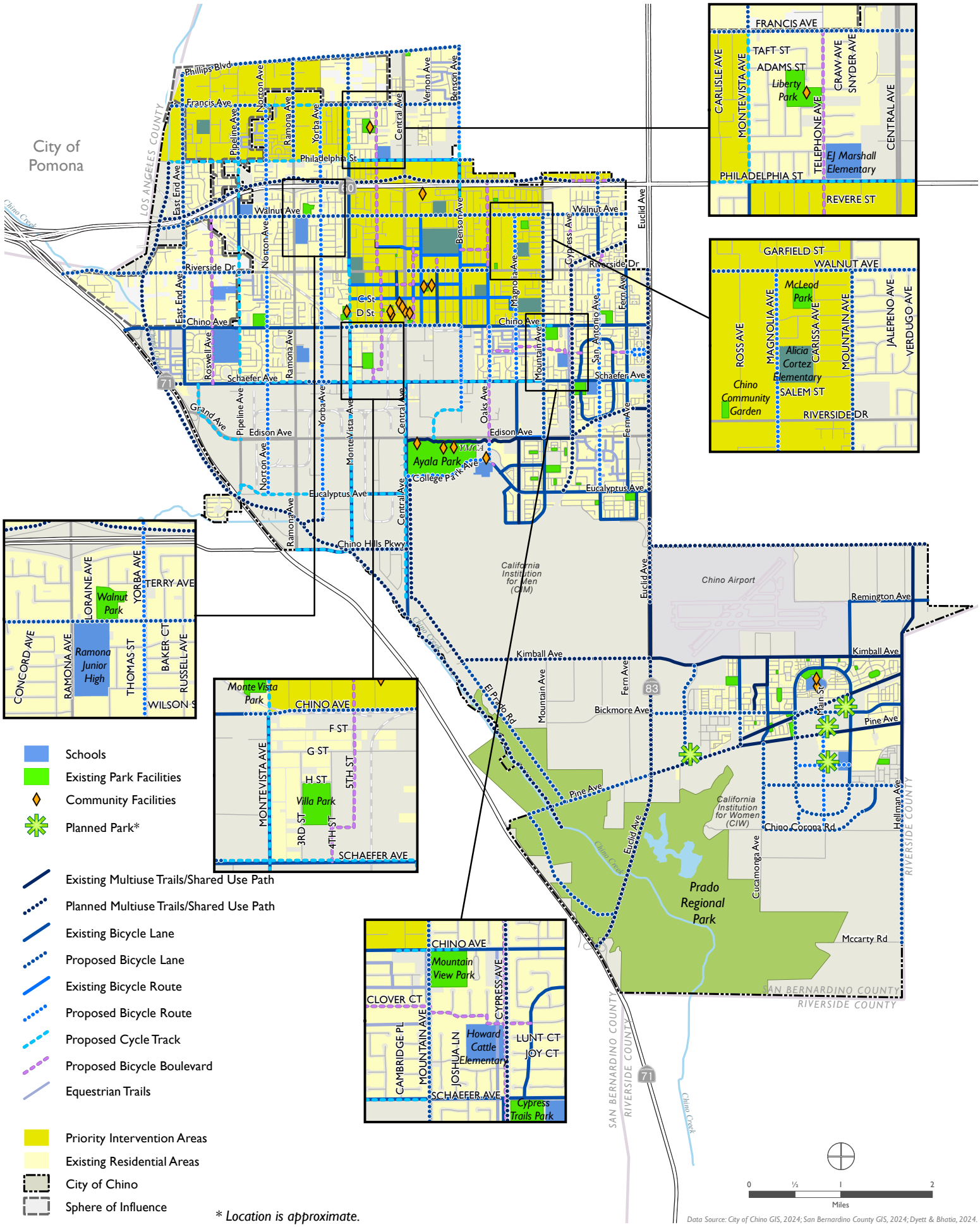
How we choose to travel to schools, parks, stores, and other neighborhood destinations is influenced by a variety of factors: convenience, comfort, safety and even how attractive the route is. The terrain in Chino is relatively flat and the northern part of the city features a rectilinear street grid, which favors walking and bicycling, but the suburban development pattern generally means that commercial areas are physically separated from residential neighborhoods and high summertime temperatures mean that walking and bicycling are not always comfortable and convenient.

Map HEQ-2 shows existing and planned bicycle and trail facilities in Chino and the connections they offer to schools and parks in the community. In general, the areas best served by existing bicycle routes and trails are the residential neighborhoods adjacent to downtown and in College Park and The Preserve, where development has been guided by specific plans. In other areas there are relatively few existing facilities, although an extensive network of improvements is planned in the Bicycle and Pedestrian Master Plan. Data on collisions involving cyclists and pedestrians indicate that major arterials like Riverside Drive, Walnut Avenue, and Central Avenue - which run through DACs - have the highest rate of incidents, and a survey of DAC residents conducted for the General Plan found that roadway safety was ranked as a top concern (see **Figure HEQ-1**). General Plan policy prioritizes completion of bicycle and pedestrian infrastructure to help create safe routes to school, parks, and community centers in residential neighborhoods where existing infrastructure is lacking. Increasing neighborhood tree canopy coverage and providing drinking fountains, misters, and water features in parks and public places can also provide respite from summertime temperatures and encourage walking and bicycling in Chino neighborhoods.

Figure HEQ-1: DAC Neighborhood Priorities



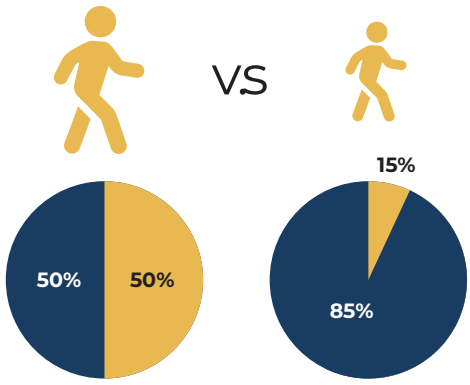
Map HEQ-2: Priority Intervention Areas for Safe Routes to Schools and Parks



* *Location is approximate.*

Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

Beyond physical improvements, activities and programs can also help encourage increased walking, bicycling, and other forms of active transportation. These can take the form of safety educational programming, events like Walk and Bike to School days, and group activities like walking school buses or bike trains, where group of students walk or ride bicycles to school together with adult supervision. Across California there has been a focus on physical improvement and programs to increase walking and bicycling activity among students at elementary, middle and high schools and improve safety since California State Legislature created the Safe Routes to School (SR2S) program in 1999. The same concepts can also be applied to create safe route for seniors and safe routes to parks and other neighborhood destinations. General Plan policy provides guidance for developing and implementing safe routes solutions, with a focus on involving community members in planning.



In 1969, close to 50% of American children walked to school; today, that figure is 12%. Walking to school has been replaced with motorized transport, particularly in private vehicles driven by parents.

Source: Safe Transportation Research & Education Center, Institute of Transportation Studies, UC Berkeley, 2007.

HEQ-2 **SAFE ROUTES TO SCHOOLS AND PARKS. Create safer, more convenient walking and biking routes to schools, parks and other destinations in Chino.**

Policies

HEQ-2.1 Improve connections to parks, schools and community centers by completing gaps in the pedestrian and bicycle network. Prioritize completion of planned facilities in areas identified on **Map HEQ-2**.

HEQ-2.2 Complement the construction of physical improvements to the pedestrian and bicycle network with outreach and public education regarding roadway safety.

HEQ-2.3 Encourage walking, bicycling, and active transportation among children and youth through events and activities like walking school buses, bike trains, and bicycle rodeos.

School children crossing the road

HEQ-2.4 Identify and address barriers to walking, bicycling and active transportation in Chino neighborhoods, including physical constraints, safety considerations and other factors.

HEQ-2.5 Prioritize safety improvements on roadways that provide connections to parks, schools, community centers and other neighborhood destinations. Consider high visibility crosswalks, traffic calming measures, reduced speed zones, striped or protected bicycle lanes, and landscaped buffers as appropriate to the neighborhood and roadway context.

HEQ-2.6 Use the Traffic Advisory Committee to provide an ongoing forum for discussion of strategies to improve safety and increase walking, bicycling, and active transportation to neighborhood destinations in Chino. The Committee should discuss traffic safety issues at least quarterly and include members with diverse expertise, and address the needs of school-aged children, teens, families, and older adults.

See also Infrastructure Element policies related to the planning and design of roadways for safety.

Actions

HEQ-2.A Upon the next Bicycle and Pedestrian Master Plan Update, incorporate strategies to increase the number of neighborhood trips made on foot, by bicycle, or by active transportation by improving the walking and bicycling environment and promoting safe mobility practices. Safe routes planning strategies should identify and address the needs of residents of all ages, including children, teens, and seniors, by providing infrastructure, education, and opportunities for community involvement.

HEQ-2.B Seek grant funding for Safe Routes to Schools programs in collaboration with the Chino Unified School District.

HEQ-2.C Partner with homeowners associations, neighborhood watch groups, and other community organizations to conduct annual or biannual walk audits to note walking and biking conditions on streets near parks, schools, community centers. Use the audit findings to identify priorities for programs and improvements.

HEQ-2.D Develop and implement a campaign targeted at safer driving, prioritizing safe speeds around parks, schools, and community centers. Include yard signs, social media, and other communication channels.

HEQ-2.E Establish a social media strategy with regular posts to promote walking, rolling, and bicycling to neighborhood destinations. Community Center staff and neighborhood residents could be invited to help create content for posts.

Summertime Heat

On a summer day in Chino, the city can feel 15 to 20 degrees Fahrenheit hotter than surrounding undeveloped rural and open space areas. This is because key elements of the built environment in the city, including paved streets, parking lots, and buildings absorb and amplify the heat of the sun, unlike vegetation and soil of rural areas. Even after the sun goes down, these surfaces hold heat, causing high daytime temperatures to linger into the night. Additionally, human activities like driving cars and operating factories produce "waste heat" that can aggravate the problem. Urban heat has serious implications for human health, energy consumption, infrastructure, and the environment. Extreme heat can cause heat-related illnesses (e.g., heat stroke), exacerbate asthma and cardiac disease, and even lead to death. Young children, older adults, outdoor workers, people experiencing homelessness, and those with underlying health conditions are particularly susceptible to heat-related problems, but anyone can experience minor to severe health complications. According to the National Oceanic and Atmospheric Administration in the United States, more people die each year from extreme heat than are killed by storms, floods, and wildfires combined.

While neighborhoods throughout the city feel the effects of increased summertime heat, some areas are more impacted than others. **Map HEQ-3** shows tree canopy coverage in Chino and **Map HEQ-4** shows average summertime temperature in July 2023. The

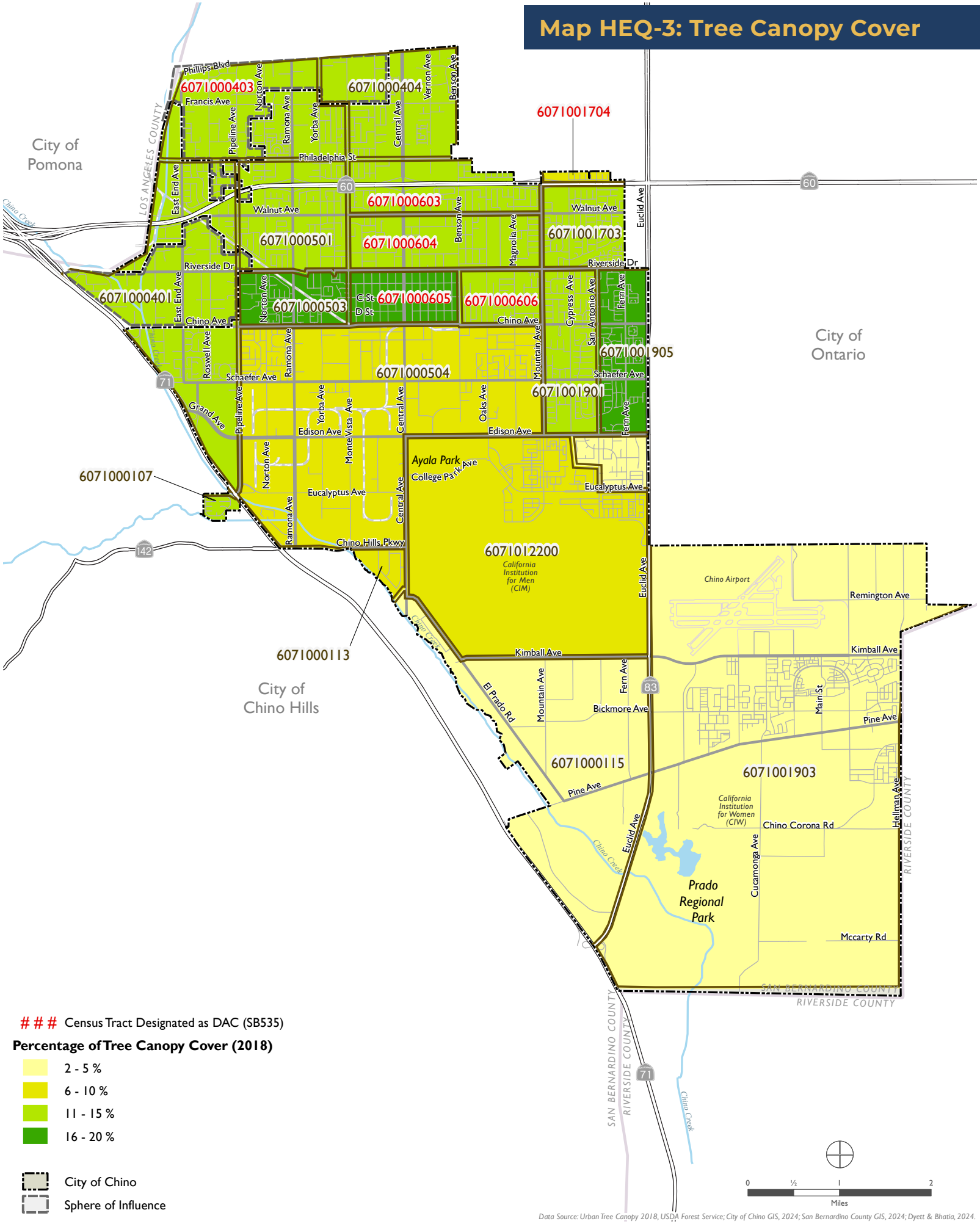
Children at a splash park on a hot day

lowest summertime temperatures are in portions of Prado Regional Park with dense tree canopy and large water features. Residential neighborhoods with mature tree canopy coverage and plentiful parks and green spaces, like neighborhoods in East Chino and College Park, also tend to experience comparatively lower temperatures. By contrast, locations with large expanses of asphalt and concrete, such as the Chino Airport and industrial sites in Chino's main employment districts experience the highest temperatures. Temperatures in shopping centers on Riverside Drive, Central Avenue, and Grand Avenue also experience hotter summertime temperatures, affecting adjacent residential neighborhoods. As temperatures continue to rise with climate change, the effects of urban heat will be felt even more acutely, and the higher levels of air pollution in neighborhoods adjacent to freeways also compounds the health risk for residents.

Studies have shown that 25 percent tree canopy coverage in urban areas can reduce temperatures by as much as 8 degrees compared with bare, unplanted areas. While it can take years for newly planted trees to grow to maturity and provide substantial canopy, there are also solutions that can have a more immediate effect, such as the use of UV-reflective treatments and coatings on roofs and building surfaces, porous pavement, misters, and evaporative cooling towers. The California Building Code requires the use of cool roofing strategies for all new development and major remodels in the Inland Empire region. Code requirements can be satisfied through the use of specialized materials to reflect more of the sun's light and emit heat rather than absorb it or through the installation of attic insulation materials and other techniques for ensuring that energy performance standards are met. The Building Code also identifies voluntary measures that can be applied for energy saving and heat reduction beyond the mandatory requirements. At the ground level, reflective treatments and coatings can also be used on building materials and pavements in combination with shade trees and landscaping to reduce heat. Landscaping, building features, and site design techniques that provide passive cooling and reduce energy demand are also beneficial and can be implemented as new development occurs.

Map HEQ-5 shows heat islands in the city based on projected temperatures in 2045 in relation to residential areas and DACs. While summertime heat is an issue to be addressed citywide, an important focus should be on heat mitigation strategies to address summertime heat in mid-sized heat islands located within opportunity areas that are projected to see significant new development, particularly the Riverside/Central and Philadelphia/Central Opportunity Areas which contain DACs. Implementing heat mitigation strategies in the largest heat islands can also help reduce summertime temperatures in adjacent residential neighborhoods, and in newer neighborhoods that lack mature trees in The Preserve.

Map HEQ-3: Tree Canopy Cover



Census Tract Designated as DAC (SB535)

Percentage of Tree Canopy Cover (2018)

- 2 - 5 %
- 6 - 10 %
- 11 - 15 %
- 16 - 20 %

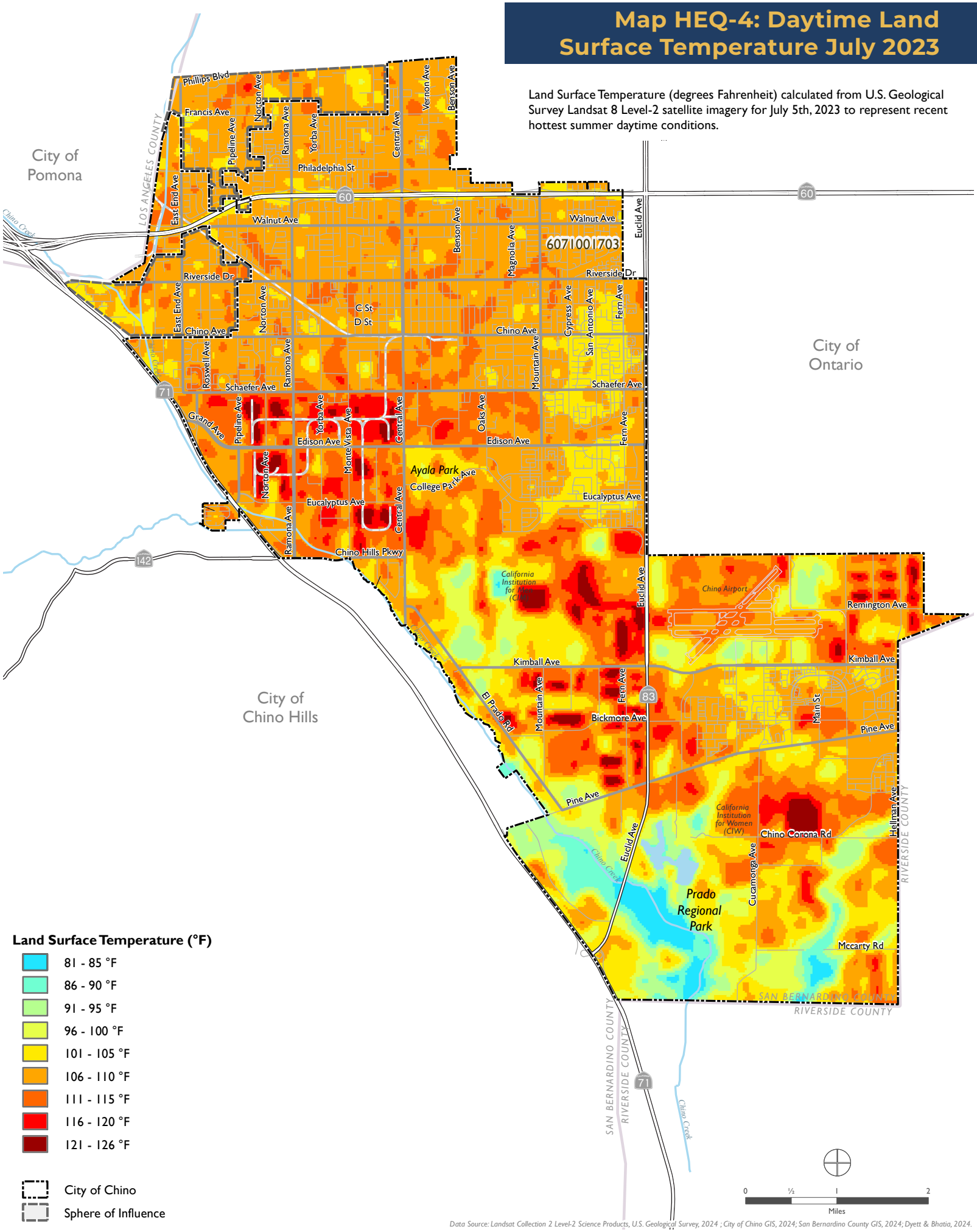
- City of Chino
- Sphere of Influence

0 ½ 1 2
Miles

Data Source: Urban Tree Canopy 2018, USDA Forest Service; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

Map HEQ-4: Daytime Land Surface Temperature July 2023

Land Surface Temperature (degrees Fahrenheit) calculated from U.S. Geological Survey Landsat 8 Level-2 satellite imagery for July 5th, 2023 to represent recent hottest summer daytime conditions.



Land Surface Temperature (°F)

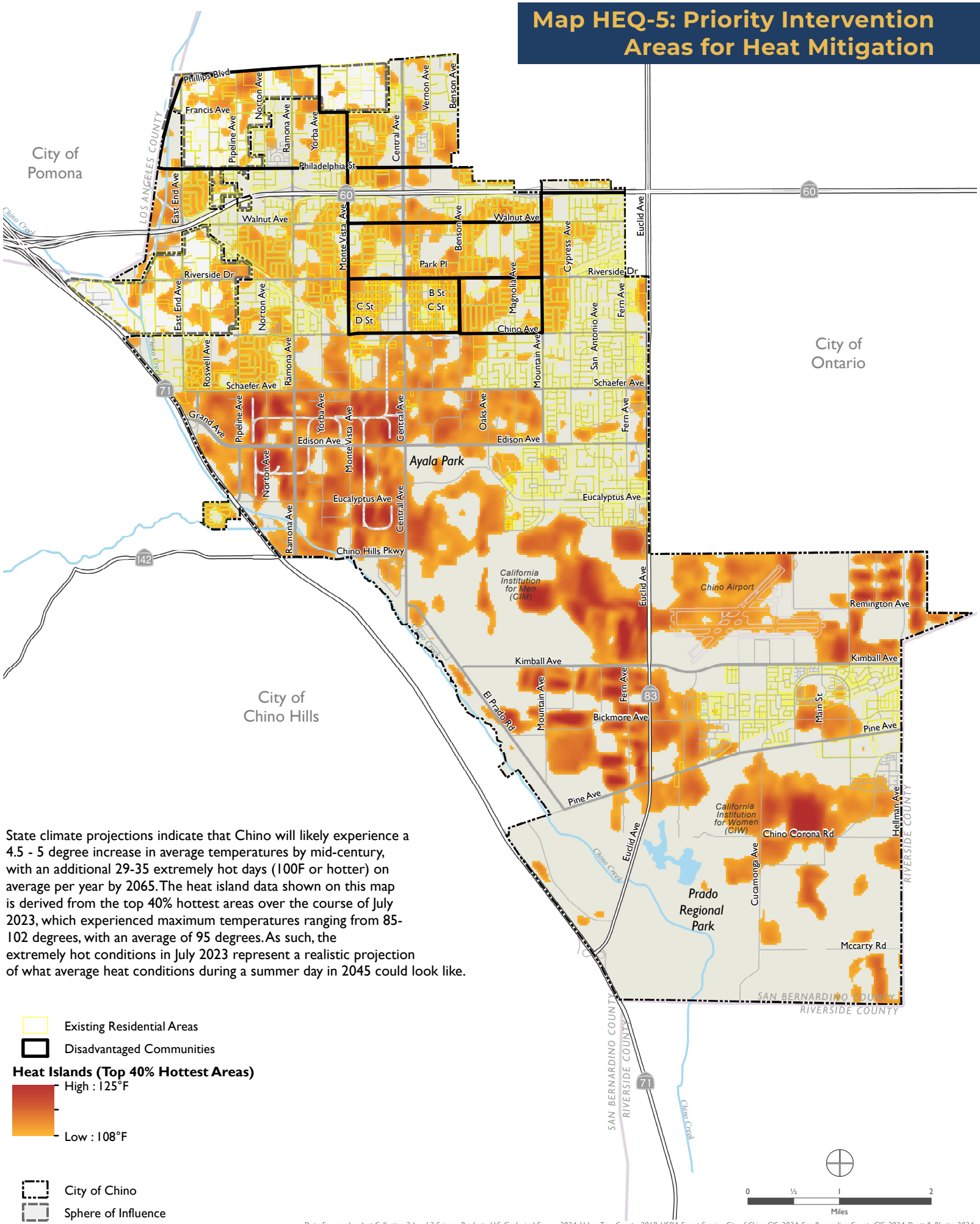
- 81 - 85 °F
- 86 - 90 °F
- 91 - 95 °F
- 96 - 100 °F
- 101 - 105 °F
- 106 - 110 °F
- 111 - 115 °F
- 116 - 120 °F
- 121 - 126 °F

- City of Chino
- Sphere of Influence

0 ½ 1 2
Miles

Data Source: Landsat Collection 2 Level-2 Science Products, U.S. Geological Survey, 2024 ; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024.

Map HEQ-5: Priority Intervention Areas for Heat Mitigation



State climate projections indicate that Chino will likely experience a 4.5 - 5 degree increase in average temperatures by mid-century, with an additional 29-35 extremely hot days (100F or hotter) on average per year by 2065. The heat island data shown on this map is derived from the top 40% hottest areas over the course of July 2023, which experienced maximum temperatures ranging from 85-102 degrees, with an average of 95 degrees. As such, the extremely hot conditions in July 2023 represent a realistic projection of what average heat conditions during a summer day in 2045 could look like.

Existing Residential Areas

Disadvantaged Communities

Heat Islands (Top 40% Hottest Areas)

High : 125°F

Low : 108°F

City of Chino

Sphere of Influence

0 ½ 1 2

Miles

Data Source: : Landsat Collection 2 Level-2 Science Products, U.S. Geological Survey, 2024; Urban Tree Canopy 2018, USDA Forest Service; City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024

HEQ-3 HEAT RESILIENT CITY. Improve community resilience to the effects of summertime heat.

Policies

HEQ-3.1 Through design guidelines and other means, in all new development promote the use of tree canopy, cool pavements, landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.

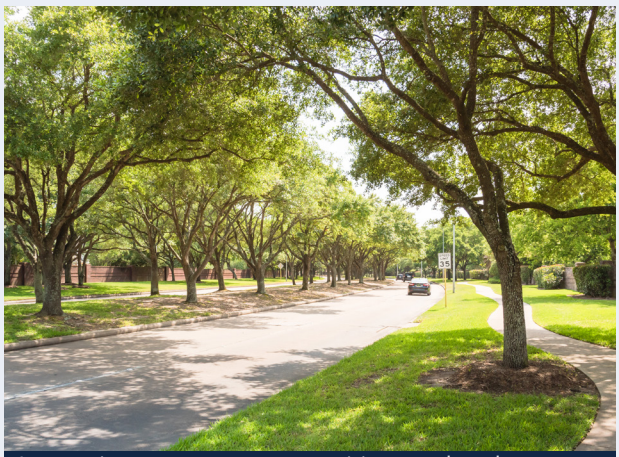
HEQ-3.2 Maintain and periodically update a list of desirable trees that suit soil and climate conditions in specific areas of Chino, promoting tree species that demonstrate greater adaptiveness to higher temperatures, reduced water use, recycled water, and pest and disease resistance.

HEQ-3.3 Promote stewardship of trees and ensure that the design of development projects provides for the retention of trees where possible. Where removal cannot be avoided, the City shall require replacement or appropriate remediation.

HEQ-3.4 Work with property owners and businesses identified in urban heat island hot spots, informed by **Map HEQ-5**, to address the urban heat island effect and reduce ambient temperatures in surrounding residential areas. City actions may include the following:

- Facilitating coordinated action among property owners; and
- Providing information and incentives for cost-effective heat reduction strategies, including voluntary measures identified in the California Building Code.

HEQ-3.5 Pursue pilot projects to test the use of new materials (e.g., landscaping, building materials, and site design techniques) in City infrastructure projects that can mitigate urban heat when implemented at scale. Prioritize projects in neighborhoods with the lowest tree canopy coverage that are most impacted by summertime heat.



Increasing tree canopy can mitigate urban heat effects

HEQ-3.6 Strive to install heat-reducing public amenities in areas most affected by urban heat, prioritizing the areas with vulnerable populations. Amenities could include the following:

- Drinking water fountains or bottle refilling facilities in public parks, at community facilities, transit centers, or other appropriate locations.
- Splash pads, sprinklers, fountains, and other water features in public parks, where appropriate.
- Shade structures and shading elements in parks and public facilities, where appropriate.
- Additional trees planted in passive landscape areas in parks and public facilities.

HEQ-3.7 Encourage Omnitrans to study the feasibility of designing and installing bus shelters that are designed to offer protection and relief from heat, including the incorporation of shade trees, misters, and drinking fountains.

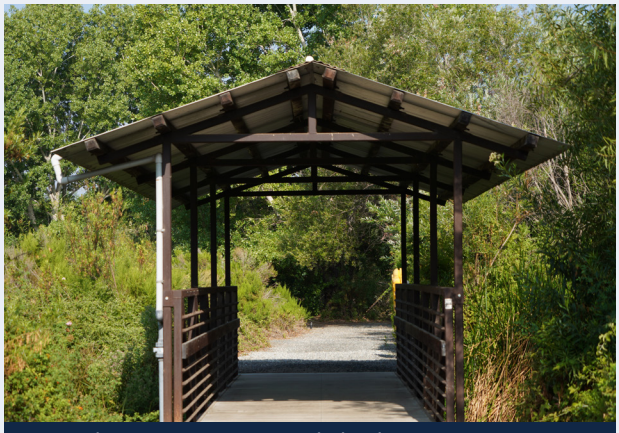
HEQ-3.8 Work with labor organizations, the business community, and County and State health and safety agencies to publicize programs and standards for preventing heat-related illness in employees who work outdoors and publicize precautions for preventing heat-related illness during heat waves.

HEQ-3.9 Continue to open and operate City Cooling Centers during extreme heat events.

Actions

HEQ-3.A Prepare, adopt and implement an Urban Forest Management Plan that acts as a roadmap for effectively and proactively managing and expanding Chino's tree canopy. The Urban Forest Management Plan should address trees on both public and private property and incorporate a set of key performance indicators for monitoring progress toward implementation.

Cooling off on a hot day at a splash park



Expanding tree canopy and shading structures

HEQ-3.B Evaluate cooling techniques and plan for the retrofit of municipal facilities in coordination with energy efficiency upgrades, including administrative offices, community centers, and maintenance buildings. Consider the application of cool roofing materials, cool paving treatments, landscaping, and shading amenities as funding allows.

HEQ-3.C Review development standards and design guidelines and identify opportunities to promote the use of heat mitigation strategies to reduce temperatures in the public realm, particularly in mixed use activity centers. Standards should address the following:

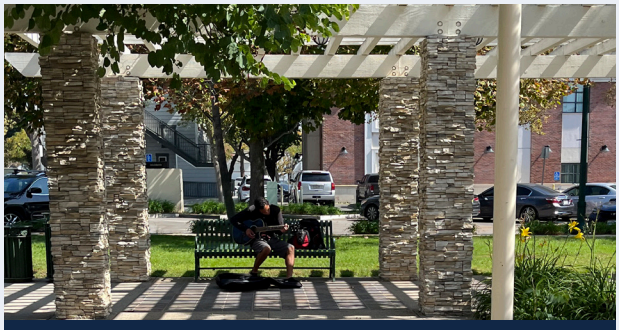
- Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features);
- Cooling materials, treatments, and coatings;
- Multiple layers of shading to maximize coverage throughout the day; and
- Street trees, and landscaping.

HEQ-3.D Prepare an Arterial Street Landscape Plan or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following:

- A climate appropriate planting palette and recommended plant mix;
- Targets for street tree canopy;
- Shade structure coverage; and
- Asphalt paving coverage.

HEQ-3.E Explore the feasibility of creating an Adopt-A-Tree program in partnership with community-based organizations and neighborhood groups. The program should seek to foster a healthy drought-resilient urban forest by providing interested property owners with tree planting and tree care services, education, and permitting assistance. Newly planted trees typically require frequent watering during establishment (the first 1–3 years), which may conflict with drought restrictions or messaging encouraging reduced irrigation, so the program should prioritize native and drought-tolerant species and provide property owners with water-efficient tree planting

HEQ-3.F Collaborate with the San Bernardino County Department of Public Health to provide information and services to residents to manage heat.



Public areas with shade and seating

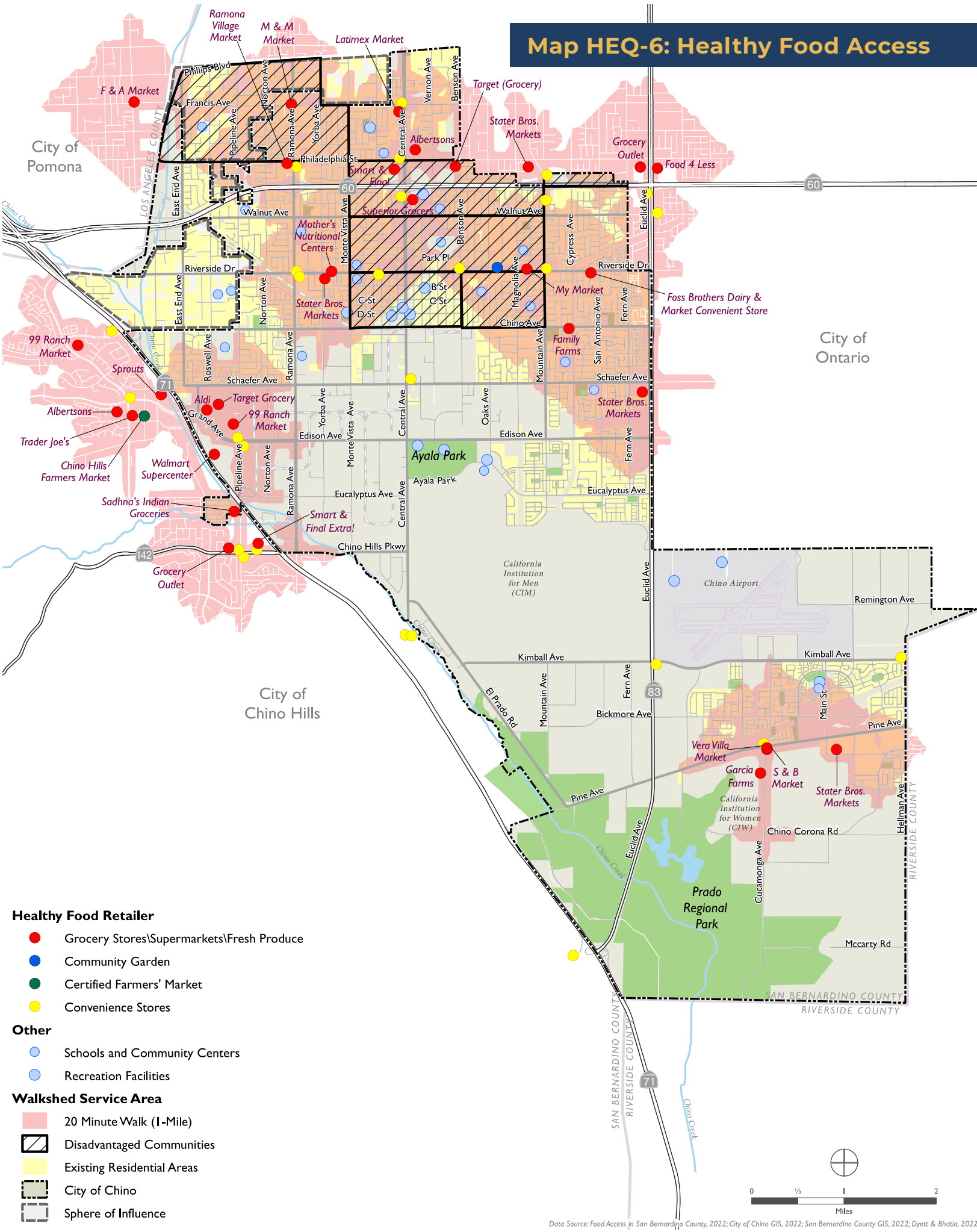
Healthy Food Access

Good nutrition is a cornerstone of well-being at every stage of life, essential for maintaining good health and preventing a wide range of chronic diseases. A balanced diet rich in fruits, vegetables, whole grains, lean proteins, and healthy fats helps regulate body weight, improves digestion, and supports healthy development in children. For adults, a healthy diet improves mood, enhances concentration and productivity, and contributes to a longer, more active life. By contrast, poor nutrition is a major risk factor for obesity, type 2 diabetes, heart disease, stroke, certain cancers, and other preventable conditions. Diets high in sugar, salt, and processed foods can lead to inflammation, high blood pressure, high cholesterol, and poor blood sugar control. Over time, these imbalances increase the risk of serious and often life-threatening health outcomes.

As part of the Healthy Chino initiative, the City offers numerous programs and services to promote healthy eating habits and increase access to healthy food, particularly for youth, seniors, and disadvantaged community members. The Chino Community Garden hosts classes and activities through Healthy Chino, including gardening, cooking, and children's nutrition programs, many offered in Spanish. The Senior Lunch Program provides hot weekday meals at the Chino Senior Center, along with a Senior Mobile Pantry that distributes supplemental groceries without requiring proof of income. For youth, the City provides snacks during after-school care programs in partnership with Chino Valley Unified School District and offers free weekday summer lunches for children and individuals with disabilities at Liberty and Monte Vista Parks. Additionally, Chino Valley Meal Giveaways distribute free Thanksgiving and holiday meal baskets to eligible families with children. The City's Edible Food Recovery Program provides an avenue for local businesses to donate surplus edible food that would otherwise be wasted for redistribution to those in need.

Map HEQ-6 shows access to grocery stores, farmers markets, and other sources of healthy food from residential neighborhoods in Chino. Most residential neighborhoods, including DACs, are located within one mile of sources of healthy food and the City's community gardens are centrally located in the northern part of the city within DACs. General Plan policy seeks to build on this strong network of healthy food resources to further expand access to healthy food and nutritional resources for all residents of Chino, with a continued focus on children, youth, seniors and low-income residents.

Chino Community Garden


Map HEQ-6: Healthy Food Access
City of Pomona
City of Ontario
City of Chino Hills
Ramona Village Market
M & M Market
Latimex Market
F & A Market
Target (Grocery)
Stater Bros. Markets
Grocery Outlet
Food 4 Less
Albertsons
Smart & Final
Superior Grocers
Mother's Nutritional Centers
My Market
Foss Brothers Dairy & Market Convenient Store
99 Ranch Market
Sprouts
Aldi
Target Grocery
Trader Joe's
Chino Hills Farmers Market
Walmart Supercenter
Sadhna's Indian Groceries
Smart & Final Extra!
Family Farms
Ayala Park
California Institution for Men (CIM)
Chino Airport
Vera Villa Market
García Farms
S & B Market
California Institution for Women (CIW)
Prado Regional Park
Phillips Blvd
Francis Ave
Philadelphia St
Walnut Ave
Riverside Dr
Schaefer Ave
Edison Ave
Eucalyptus Ave
Chino Hills Pkwy
Kimball Ave
Bickmore Ave
Pine Ave
Chino Corona Rd
Remington Ave
Mccarty Rd
Chino Ave
Park Pl
B St
C St
D St
Norton Ave
Ramona Ave
Yorba Ave
Central Ave
Vernon Ave
Benson Ave
Monte Vista Ave
Oaks Ave
Mountain Ave
San Antonio Ave
Fern Ave
Cypress Ave
Euclid Ave
Magnolia Ave
Pipeline Ave
Roswell Ave
East End Ave
Los Angeles County
Riverside County
San Bernardino County
Chino Creek
El Prado Rd
Hellman Ave
Cucamonga Ave
Main St
60
71
83
142
Healthy Food Retailer
Grocery Stores\Supermarkets\Fresh Produce
Community Garden
Certified Farmers' Market
Convenience Stores
Other
Schools and Community Centers
Recreation Facilities
Walkshed Service Area
20 Minute Walk (1-Mile)
Disadvantaged Communities
Existing Residential Areas
City of Chino
Sphere of Influence
0
½
1
2
Miles
Data Source: Food Access in San Bernardino County, 2022; City of Chino GIS, 2022; San Bernardino County GIS, 2022; Dyett & Bhatia, 2022

HEQ-4 **HEALTHY FOOD ACCESS. Expand access to fresh, healthy foods for all Chino residents.**

Policies

HEQ-4.1 Promote equitable access to fresh, healthy, and affordable food throughout Chino.

HEQ-4.2 Promote wider access to and awareness of healthy food resources in Chino, prioritizing disadvantaged communities.

HEQ-4.3 Support community and neighborhood efforts to establish new community gardens with strategies such as:

- Providing land for growing food;
- Offering reduced property tax assessments for land dedicated to community gardens;
- Adopting an urban agriculture incentive zone to facilitate permitting approvals for community gardens;
- Facilitating water access; and
- Sharing information and best practices.

HEQ-4.4 Engage with local growers and community-based organizations (CBOs) on ways to expand regional community supported agriculture (CSA) as an alternative source of fresh and healthy fruits and vegetables for Chino residents, particularly those with limited mobility, limited income, or those furthest from existing grocery stores.

HEQ-4.5 Encourage demonstration gardens, edible gardens, and other sustainable agricultural landscaping alternatives on commercial and institutional properties.

HEQ-4.6 Expand the reach of food distribution activities providing healthy food and groceries to low income residents in Chino by:

- Identifying and facilitating the siting of new distribution points, such as parks and community facilities;
- Promoting the use of volunteers and other cost-effective strategies at food distribution points; and
- Publicizing calls for donations in City communications.

HEQ-4.7 Increase awareness and use of food assistance programs for eligible residents, (e.g. Women, Infants, and Children (WIC) nutrition program and the Supplemental Nutrition Assistance Program (SNAP)) by:

- Providing information in City newsletters, on the City's website, and at community centers and other City facilities.
- Promoting acceptance among local merchants, particularly those serving disadvantages communities.

HEQ-4.8 Support and promote farm-to-fork festivals, events, and programs that raise awareness of healthy food options in Chino and encourage healthy eating and nutrition.

HEQ-4.9 Continue to increase food literacy among children and youth through collaboration with schools, hospitals, community groups and other partners to develop and deliver programs, activities, and events.

Actions

HEQ-4.A Through the Healthy Chino program, continue to offer healthy food and eating programs and services, such as gardening classes; children's discovery programs focused on nutrition, physical activity, science, reading, and other garden-focused activities; healthy cooking and grilling classes; and Spanish-language classes about health and nutrition.

HEQ-4.B Assess the feasibility of attracting a farmers' market to Chino as an opportunity to increase access to healthy food, celebrate Chino's agricultural heritage, and build community bonds.

HEQ-4.C Work with the Chino Valley Unified School District and local faith-based organizations to explore the possibility of establishing school or church gardens that grow healthy food in partnership with residents.

HEQ-4.D Consider amending the zoning code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food, including fresh, natural menu options that minimize processed foods, added sugars, and excessive sodium and saturated fat.

Clean Air, Water and Soil

Pollution exposure occurs when people come into contact with air, food, water, and/or soil pollutants in the course of daily life. In cities, pollution can come from a variety of different sources, including cars and trucks emitting exhaust, stationary sources such as diesel power generators, solid waste facilities that emit toxic gases, storage tanks that leak hazardous chemicals into groundwater and soil, or even agricultural operations using pesticides in the surrounding area. Ongoing exposure to pollution can worsen existing health conditions and lead to absences from work or school. Long-term pollution exposure can even result in reduced life expectancy. Based on an analysis of CalEnviroScreen data, Chino is most affected by issues related to air quality and hazardous materials, particularly in areas of the City adjacent to former and current industrial and agricultural activities.

Chino is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Prevailing westerly to northwesterly winds tend to blow pollutants away from the coast toward the inland areas, and Chino's location in a valley ringed

by mountains tends to trap air pollutants. The combination of these meteorological and environmental features with a high volume of vehicle and truck traffic in the region results in elevated levels of air pollution. Consequently, the Basin is in "non-attainment" for many federal and State air quality standards, which means that air pollutant emissions exceed acceptable levels for the region. However, overall pollutant concentrations in the Basin have been decreasing since 1975 due to regulations governing motor vehicle emissions and reductions in emissions from electric utilities. SCAQMD maintains air quality monitoring sites located throughout the Basin, including 15 active sites in San Bernardino County. Air pollutant concentrations and meteorological information are continuously recorded at these stations and data is then used by scientists to help forecast daily air pollution levels.

Environmental hazards may also be present in factories or facilities that release toxic chemicals, sites that have been contaminated in the past, pesticides, or other sources of pollution. Federal, State, and local regulatory requirements and site-specific contingency and evacuation plans help to reduce potential threats. In Chino, clusters of hazardous materials sites can be found in areas of past and present industrial activity and where agriculture formerly made use of pesticides, including in the City's primary employment district south of Schaefer Avenue, adjacent to the airport, on the California Institution for Men property, and in the northeast of the city. In some cases, the pollution was generated outside of the city and migrated by way of contaminated groundwater plumes. These sites are generally undergoing remediation or ongoing monitoring to ensure hazards are remediated and adverse risks to the public are avoided. Remediation is required for future development within these sites, consistent with federal and State remediation standards.

Urban runoff, agricultural runoff, and discharges from confined animal feeding operations in the region have also resulted in the pollution of water bodies in Chino, including Chino Creek, Mill Creek, Cucamonga Creek and Prado Park Lake. Remediation of these water bodies is ongoing under the supervision of federal and State agencies. To protect existing water quality, the Chino Municipal Code establishes measures to control erosion and runoff pollution and requires development projects to prepare a project-level Water Quality Management Plan (WQMP) to identify the inclusion of Best Management Practices (BMPs) relative to stormwater quality and quantity.

Policies in this section prioritize City action on air, water and soil pollution, and coordination with regional regulatory agencies, focusing efforts on protecting residential neighborhoods, schools, and other sensitive uses from air pollution, reducing pollutant emissions, and promoting the use of clean energy and building materials.

Water treatment is critical in protecting quality of neighborhoods and residents' lives

HEQ-5 CLEAN AIR, WATER AND SOIL. Reduce pollution and improve community health.

Policies

HEQ-5.1 Coordinate air and water quality planning efforts with other local, regional, and State agencies.

HEQ-5.2 Cooperate with South Coast Air Quality Management District and San Bernardino County Transportation Authority in efforts to promote public awareness about air pollution and control measures.

HEQ-5.3 Require new development that would locate sensitive uses adjacent to sources of toxic air contaminants (TAC) to be designed to minimize any potential health risks, consistent with State law.

HEQ-5.4 Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.

HEQ-5.5 Consistent with AB98 regulations, regulate new light industrial and warehouse uses in proximity to housing and other sensitive uses and require such projects to route trucks and minimize idling in order to reduce diesel particulate emissions.

HEQ-5.6 Work with existing industrial and transportation-related business in Chino to improve outdoor air quality through improved operations and practices, such as planning for zero emissions trucks and vans.

HEQ-5.7 Promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.

HEQ-5.8 Support and encourage onsite alternative energy production, such as thermal systems, onsite photovoltaic, wind turbines, and other emerging technologies that do not emit air pollutants.

HEQ-5.9 Continue to purchase or lease of fuel-efficient and low emissions vehicles for City fleet vehicles.

HEQ-5.10 Ensure adequate buffer distances are provided between offensive odor sources and sensitive receptors, such as schools, hospitals, and community centers.

EV charging

HEQ-5.11 Through the development review process, ensure that hazardous material-affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.

HEQ-5.12 Encourage, through redevelopment and retrofitting, phasing out of commercial and industrial building materials such as galvanized roofs that leach metals into storm water runoff and work with business owners to reduce the amount of uncovered industrial and commercial areas where the work activity may contribute pollutants.

HEQ-5.13 Require construction projects that disturb 10,000 square feet of ground cover revegetate graded areas with native or locally appropriate vegetation to restore biological diversity, minimize erosion and promote groundwater recharge.

HEQ-5.14 Encourage development to minimize grading related to the topography and natural features in order to limit soil erosion.

See also Land Use and Community Character Element policies related to good neighbor standards for light industrial and warehouse developments. See also Hazards, Safety and Noise Element policies related to hazardous materials handling and storage.

Actions

HEQ-5.A Use the Climate Action Plan to guide City actions and investments aimed at reducing greenhouse gas emissions community-wide.

HEQ-5.B Update the Municipal Code to provide for district infrastructure systems and onsite alternative energy production.

HEQ-5.C Study the feasibility of local measures to promote the use of electric vehicles, including the feasibility of offering incentives such as priority parking for EVs at public facilities and the feasibility of requiring a minimum number of EV-ready parking spaces in new commercial, industrial, and multi-unit residential projects.

Solar panels

Water and Energy Conservation

Water is a precious resource, particularly in the Inland Empire, where in some areas water is imported from other regions of the state and rising average annual daily temperatures are increasingly straining availability. Energy, too, is indispensable to our daily lives and our energy choices impact the natural systems around us in many ways. Responsible management of energy and water will be critical if Chino is to thrive. Individual residents, businesses, and developers all have a role to play in the conservation of local water and energy resources.

WATER EFFICIENCY

Residential development accounts for the largest share of water demand in Chino, followed by commercial and institutional developments including their respective landscaping. Nearly half of the water used by the average household is for outdoor purposes, such as maintaining lawns and gardens. Statewide, the California Green Building Standards Code (CalGreen) requires the installation of water-efficient indoor infrastructure for all newly constructed buildings or structures, which will help reduce water consumption by 20 percent in new construction. Additionally, using drought-tolerant, locally adapted plants throughout the city can save thousands of gallons of water per year and reduce demand for groundwater. Greywater systems, which reuse water from showers, sinks, and laundry, can get multiple uses out of a single gallon of water, and are becoming more common in both new multi-family buildings and as retrofits in single-family homes. Rainwater harvesting can save water for a rainless day: barrel storage can keep water ready for landscaping irrigation in the dry summer months and can also help residents be prepared for emergencies. Making sure that water can infiltrate into the aquifer keeps the groundwater supply abundant: as water seeps into the ground, it gets filtered by soils and rock and gets naturally stored underground until it is pulled up as drinking water.

As the main water purveyor to the community, the City is primarily responsible for encouraging water conservation within Chino. The City has established water conservation restrictions governing irrigation of lawns and turf and incentivizes efficient water use through a budget-based water allocation rate structure, providing customized water budgets for households and businesses based on their specific indoor and outdoor water needs. In collaboration with the Chino Basin Water Conservation District, the City also implements a variety of programs to promote water conservation and reduce consumption among residents, businesses, and institutions, including the Turf Replacement Program that encourages homeowners to replace traditional lawns with drought-tolerant landscaping, and the Sprinkler Timer Upgrade and Sprinkler Tune-Up Program that provides a no-cost upgrade to smart sprinkler timers that adjust watering schedules based on weather conditions. Through the SoCal WaterSmart program, residents can also access rebates for various water-saving devices and appliances, including high-efficiency toilets and weather-based irrigation controllers.

ENERGY EFFICIENCY

Energy is indispensable to our daily lives and our energy choices impact the natural systems around us in many ways. Southern California Edison (SCE) offers several energy efficiency programs and incentives to help Chino residents lower energy use and utility costs. The Home Performance Plus Program provides a free online energy assessment, personalized advice, access to rebates, and contractor referrals for home improvements. The Energy Savings Assistance (ESA) Program offers no-cost upgrades—such as energy-efficient appliances, lighting, weatherization, and heating/cooling improvements—for income-qualified households. In addition, SCE offers rebates for energy-efficient products like smart thermostats, helping customers make cost-effective, sustainable choices.

Lighting along front lawns and streets

HEQ-6 **WISE USE OF RESOURCES. Use water and energy wisely and promote reduced consumption.**

Policies

HEQ-6.1 Promote energy conservation throughout the community and encourage the use of renewable energy systems and technologies to supplement or replace traditional building energy systems.

HEQ-6.2 Participate in regional energy efficiency financing programs such as low-interest revolving loan funds, the California Comprehensive Residential Building Retrofit Program, and California First that enable property owners to obtain low-interest financing for energy improvements.

HEQ-6.3 Promote energy and water use awareness community-wide by informing the community regarding energy audits and incentive programs (tax credits, rebates, exchanges, etc.) available for energy conservation as well as water conservation techniques, services, devices, and rebates.

HEQ-6.4 Continue to implement energy and water conservation measures in City facilities and operations.

HEQ-6.5 Promote the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community.

HEQ-6.6 Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.

HEQ-6.7 Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and recycled usage to support public parks and landscaped areas.

HEQ-6.8 Conserve water through the planting and maintenance of trees and landscaping, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community greening' projects utilize water-efficient landscape.

Actions

HEQ-6.A Use the Climate Action Plan to help guide energy and water reduction efforts.

HEQ-6.B Connect businesses and residents with voluntary programs that provide free or low-cost energy and water efficiency audits, retrofit installations, rebates, and financing by publishing information on the City's website.

HEQ-6.C Seek funding programs to assist low and moderate-income households with renovations and improvement aimed at energy conservation and climate resilience.

HEQ-6.D Encourage City employees to submit energy efficiency and conservation recommendations for City operations and follow up on the recommendations.

HEQ-6.E Periodically review and update City plans, resolutions, and ordinances to promote greater energy efficiency in both existing and new construction in regard to site planning, architecture, and landscape design.

Rainwater harvesting system

Responsible Waste Management

Diverting waste from landfills by promoting reduction, reuse, recycling, and composting of materials can substantially reduce greenhouse gas emissions. Recycling and waste prevention programs reduce energy and transportation needed to manufacture and ship resource-intensive products and packing. Composting food and yard waste reduces the amount of methane produced in landfills. Moreover, the combination of waste management and diversion strategies can extend the life of existing landfills. The City contracts with Waste Management (WM) for the provision of solid waste, recycling, and organic waste collection services for both residential and commercial customers. WM offers bulky item pickups for residents and provides educational resources on recycling and composting. In partnership with the San Bernardino County Fire Protection District, the City provides a free household hazardous waste disposal program for residents on every 2nd and 4th Saturdays of each month. Policies in this section reflect Chino's commitment to responsible waste management and diversion with the goal of expanding reduction, reuse, recycling, and composting activities; ensuring compliance with State law; and promoting cost-effective strategies for greenhouse gas reduction and sustainability.

WASTE REDUCTION LAWS IN CALIFORNIA

Landfills are a significant source of greenhouse gas emissions and beginning in the late 1980's, the State passed several laws aimed at reducing the quantity of waste sent to landfills. The landmark Assembly Bill (AB) 341, passed in 2011, mandated commercial recycling and established the statewide diversion goal of 75 percent. AB 1826, passed in 2014, mandated commercial organics recycling. Organics like food scraps, yard trimmings, paper, and cardboard make up half of what is deposited in landfills. Reducing short-lived climate super pollutants like methane will have the most immediate impact on the climate crisis we are starting to see in cities and counties throughout California. To reduce statewide methane emissions in various sectors of California's economy, in 2016, the State signed into law Senate Bill (SB) 1383, the most comprehensive waste reduction mandate to be adopted in California in the last 30 years. SB 1383 required the State to reduce organic waste disposal, including disposal of food waste, green waste, and paper products, by 75 percent by 2025, an amount equivalent to more than 20 million tons annually. The law also required the State to increase edible food recovery by 20 percent over the same timeframe. These laws have significant policy and legal implications for local governments on a statewide level.

HEQ-7 RESPONSIBLE WASTE MANAGEMENT. Promote cost-effective waste management solutions that reduce disposal in landfills.

Policies

HEQ-7.1 Reduce the amount of solid waste disposed in landfills by promoting source reduction and recycling throughout Chino and by expanding the range of programs and information available to residents and businesses, consistent with State requirements.

HEQ-7.2 Strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2025 forward, consistent with State targets.

HEQ-7.3 Continue to promote the safe disposal of household hazardous waste through public education.

HEQ-7.4 Provide information via the City's website on curbside pick-up of donations by local organizations such as Goodwill and Salvation Army.

HEQ-7.5 Continue to plan and secure access for recycling and edible food recovery capacity.

Actions

HEQ-7.A Continue to monitor compliance and conduct enforcement on non-compliant entities.

HEQ-7.B Work with commercial and industrial generators to develop and implement source reduction and recycling plans tailored to their individual waste streams.

HEQ-7.C Establish a procurement target for recyclable and recovered organic products used in City operations. The target should be linked to the City's population.

HEQ-7.D Explore the feasibility of providing compost receptacles in parks and public spaces, in addition to trash and recycling receptacles.

Recycling

Healthy Environment

NATURAL RESOURCES AND OPEN SPACE

Chino is home to a rich array of biological resources and natural open space lands, with the most ecologically sensitive areas located in the southern portion of the city. These areas, primarily along the lower floodplains of Chino Creek, Mill Creek, and Cucamonga Creek, support a diverse range of native and non-native habitats, including extensive riparian and wetland systems. Large expanses of undeveloped public land provide critical habitat for sensitive wildlife species, including areas designated Critical Habitat for federally listed species such as the Southwestern Willow Flycatcher, Least Bell's Vireo, and the Western Yellow-Billed Cuckoo. Much of this land is protected from development due to its inclusion in Prado Regional Park, under management by the U.S. Army Corps of Engineers (USACE) and the Orange County Water District (OCWD) as part of the Prado Flood Control Basin. The natural floodplain habitats in this area are vital for ecological function, offering habitat connectivity, foraging areas, and breeding grounds for both resident and migratory species.

Outside of the southern floodplains, much of Chino's landscape is urbanized or historically disturbed due to intensive agriculture and dairy operations. Scattered undeveloped lands within the city's urban footprint—particularly near the California Institution for Men (CIM)—consist mostly of disturbed habitat and non-native grasslands. In these urban and semi-disturbed areas, wildlife diversity is reduced and typically includes species that are well-adapted to human environments, such as opossums, raccoons, cottontail rabbits, rock doves, house finches, and American crows, although there is still the potential for burrowing owl, migratory birds, and other sensitive species to be present in these areas of the city. While riparian and wetland habitats are generally limited in extent within the urbanized portions of Chino, narrow vegetation corridors remain along sections of Chino Creek and Cucamonga Creek. As these creeks move southward and converge, they transition into broader, more natural floodplains rich in riparian and wetland vegetation. These downstream zones are critical to maintaining the city's remaining native ecosystems and represent the last substantial refuges for native species and ecological processes in the area.

Willow Flycatcher
Source: Tyler Pockette / Tucson Bird Alliance

Least Bell's Vireo

General Plan policy seeks to preserve, protect and enhance natural resources and open space in Chino, recognizing their value for public health, environmental quality and community character.

WATER QUALITY AND GROUNDWATER PROTECTION

The Chino Groundwater Basin is one of the most important and productive groundwater basins in Southern California, providing a vital source of water to over 1.5 million people across western San Bernardino County, parts of Riverside County, and eastern Los Angeles County. Spanning approximately 235 square miles, the basin underlies several fast-growing cities, including Chino, Chino Hills, Ontario, Montclair, Rancho Cucamonga, and Fontana, making it a critical regional source of water. To ensure the long-term and sustainable management of the Chino Groundwater Basin, the Optimum Basic Management Program for the Chino Basin was developed by the Chino Basin Watermaster, an adjudicated agency established under a 1978 court Judgment to manage the Chino Groundwater Basin. The Watermaster is responsible for overseeing groundwater rights, monitoring basin conditions, and implementing management strategies to ensure the basin's long-term sustainability. The plan focuses on enhancing water supply reliability, improving groundwater quality, and promoting environmental stewardship through collaborative and adaptive management strategies. Core objectives include increasing groundwater recharge using local stormwater runoff and recycled water, preventing the spread of contamination, maintaining a sustainable balance between pumping and recharge (Safe Yield), and optimizing the use of all available water resources. The plan also emphasizes protecting sensitive habitats like wetlands and riparian areas, encouraging regional cooperation among cities and water agencies, and staying flexible to respond to climate change, regulatory shifts, and technological advances. Basin Plan program elements are implemented collaboratively by the Watermaster, Parties of the Judgment, the Inland Empire Utilities Agency and other stakeholders, making it a model for integrated water resource management in growing and drought-prone regions.

Chino Creek Wetlands

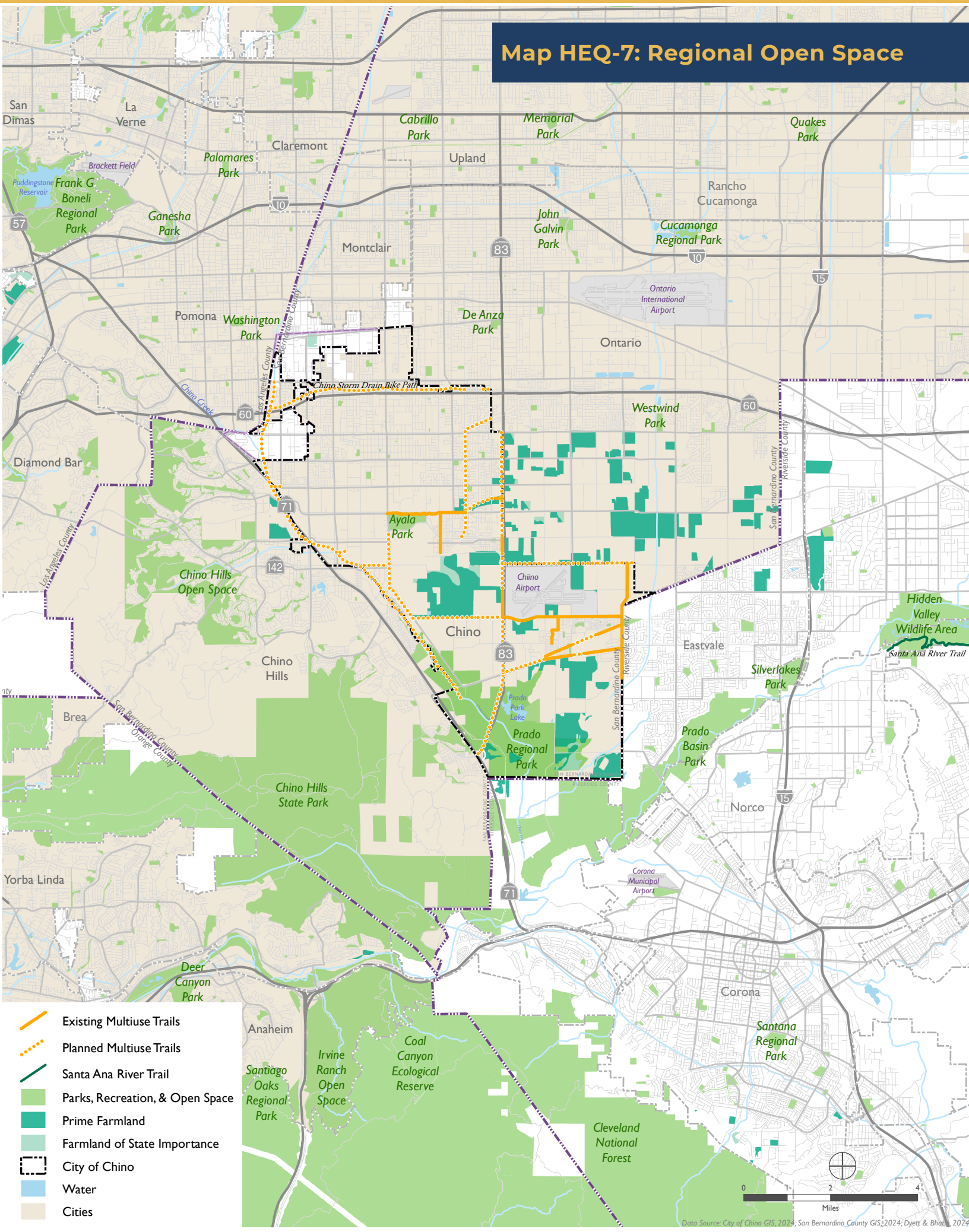
The planning area located within the watershed of the Santa Ana River, which along with its tributaries, stretches approximately 700 miles and serves as a critical waterway for the region. Within this watershed lies the Prado Basin Management Zone, covering the southern part of Chino and adjacent areas. This zone supports several designated beneficial uses as identified by the Santa Ana River Basin Water Quality Control Plan (SARBWQCP), including recreational uses, warm freshwater habitat, wildlife habitat, and habitat for rare or endangered species. To safeguard these uses, the SARBWQCP monitors water quality and mandates action under the Clean Water Act (CWA) Section 303(d) for water bodies not meeting quality standards. Several waterways within the watershed, including Chino Creek, Cucamonga Creek, Mill Creek, Santa Ana River, and Prado Park Lake, have been listed as impaired due to pollutants like pathogens, nitrates, and high coliform counts. To address these, Total Maximum Daily Loads (TMDLs) have been developed to set pollutant limits, representing the maximum amount of a specific pollutant that a water body can receive each day without violating water quality standards. TMDLs provide a pollution "budget" designed to ensure the water body can still support its beneficial uses, such as recreation, wildlife habitat, or drinking water supply. Locally, Chino's Municipal Code requires new developments to implement Water Quality Management Plans (WQMPs) incorporating Best Management Practices (BMPs) to manage stormwater quality and reduce runoff pollution. These efforts are supported by General Plan policies aimed at erosion and pollution control, ensuring ongoing protection of the watershed's water quality and ecological health.

REGIONAL RECREATION AND TRAILS

Chino is an important hub for regional outdoor recreation. **Map HEQ-7** shows regional open space lands in and surrounding Chino. The Prado Basin and the Santa Ana Watershed in the southern part of the city offer an array of recreational uses, including biking, hiking, birdwatching, horseback riding, and water-based activities as well as opportunities for ecological education. Prado Regional Park is a 2,000-acre public park that serves as one of the Inland Empire's largest and most diverse regional recreation areas, offering a wide range of outdoor activities, natural habitats, and community amenities. It is situated along the Pacific Flyway, key habitat for migratory birds and parts of the park connect to the Chino Creek Wetlands and Mill Creek Wetlands, sensitive ecosystems which support habitat restoration and water quality improvement efforts while also providing interpretive trails and signage. Access to Chino Hills State Park is available from the Prado Regional Park, with links to 90 miles of trails that connect to the wider regional network.

General Plan policy supports preservation and enhancement of these important resources and the opportunities for recreation and environmental education they provide. It also supports completion of regional trail connections, such as links to the Santa Ana River Trail, to provide additional recreation opportunities in Chino and ties to the wider regional recreational network.

Map HEQ-7: Regional Open Space



- Existing Multiuse Trails
- Planned Multiuse Trails
- Santa Ana River Trail
- Parks, Recreation, & Open Space
- Prime Farmland
- Farmland of State Importance
- City of Chino
- Water
- Cities

Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & Bhatia, 2024

HEQ-8 **HEALTHY ENVIRONMENT. Preserve, protect and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.**

OPEN SPACE PRESERVATION AND ACCESS

Policies

HEQ-8.1 Preserve existing open space and agricultural land in Chino, recognizing its habitat value as well as its contribution to healthy air quality, community character, local quality of life.

HEQ-8.2 Support regional efforts to preserve, protect, and enhance environmentally sensitive areas, including riparian corridors, wetlands, and native grasslands in and adjacent to the planning area.

HEQ-8.3 Maximize public access to natural resource areas where appropriate, to enhance environmental awareness and provide recreational opportunities.

HEQ-8.4 Encourage the development of interpretive facilities that provide education about local environmental resources and ecosystems.

HEQ-8.5 Design stormwater detention basins as multi-use amenities providing recreation, aesthetic value, and wildlife habitat along with flood control.

HEQ-8.6 Where agriculture exists within the City limits, support appropriate commercial activities (i.e. horse stables, agri-tourism) in rural areas in and around Chino.

HEQ-8.7 Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.

Actions

HEQ-8.A Work with responsible public agencies, including the Omnitrans, Orange County Flood Control District, U.S. Army Corps of Engineers, Prado Regional Park, and Chino Hills State Park, to provide convenient public access to open space lands and trails, except in those areas where public safety would be compromised or significant land use conflicts would occur.

HEQ-8.B Work with public agencies and non-profit organizations to establish a coordinated web-presence and region-wide map of open space areas and recreational facilities.

HEQ-8.C Partner with public agencies to offer programs that foster local environmental awareness and encourage the protection of natural resources.

HEQ-8.D Maintain a map of sensitive archaeological sites in Chino and use it to inform project applicants of the need for cultural resource assessments.

HABITAT CONSERVATION AND SPECIES PROTECTION

Policies

HEQ-8.8 Cooperate with federal, State, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the planning area.

HEQ-8.9 Ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.

HEQ-8.10 In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.

HEQ-8.11 Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to mitigate impacts to such areas.

HEQ-8.12 Promote the use of conservation easements and preserves as means to conserve natural habitats and protect natural resources.

Actions

HEQ-8.E Continue to participate in the implementation of regional habitat conservation and restoration programs, including implementation of the Chino Basin Plan.

RECREATIONAL TRAILS

Policies

HEQ-8.13 Coordinate with public and private entities to link regional open spaces with a network of paths and trails, including connections to Chino's Multi-Use Trail System. Pursue construction of multiuse trails along flood control channels in coordination with partner agencies.

HEQ-8.14 Expand the City's network of multi-use trails and provide connections from residential and commercial areas to natural open space within the city and to surrounding hillsides, open spaces and other scenic areas. Coordinate expansion of the City's network with existing and planned facilities in neighborhood jurisdictions and the region to support a comprehensive active transportation network.

HEQ-8.15 Provide sufficient resources for the maintenance of trails and staging areas through a combination of grant funding, City resources, and volunteer efforts.

Actions

HEQ-8.F Develop standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open space, and rights-of-way.

WATER QUALITY AND GROUNDWATER PROTECTION

Policies

HEQ-8.16 Continue to participate in regional efforts to proactively manage surface and groundwater resources and ensure their long-term health and viability, including the Chino Basin Plan.

HEQ-8.17 Preserve natural drainage courses in their natural state to the extent feasible and consider opportunities to naturalize flood control channels.

Flood Control Channels

HEQ-8.18 Maximize the amount of pervious surface in public spaces to permit the percolation of urban runoff while implementing best practices for stormwater pollution prevention.

HEQ-8.19 Facilitate groundwater recharge in Chino by encouraging development projects to use Low Impact Development (LID) practices such as bioretention, pervious paving, and rainwater harvesting systems, and by encouraging private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.

HEQ-8.20 Continue to regulate new commercial and industrial activities as well as construction and demolition practices to minimize discharge of pollutants and sedimentation into the stormwater drainage system.

Actions

HEQ-8.G Continue to provide information to residents and businesses regarding proper disposal practices for common household waste items, such as paints, pool chemicals, pesticides, motor oil, and household cleaners and disinfectants.

HEQ-8.H Periodically Review Model Water Efficient Landscaping Ordinance requirements in the Municipal Code for consistency with State requirements, updating as needed.

8

General Plan Administration & Implementation

The General Plan provides specific policy guidance for implementation of Plan concepts through its goals, policies, and implementing actions. This framework establishes a basis for coordinated action by the City and other regional and local public agencies. This chapter describes the major actions to be undertaken by the City in order to provide an overall sense of the priorities for future actions in support of accomplishing the goals of the General Plan.

General Plan Maintenance and Monitoring

ANNUAL GENERAL PLAN IMPLEMENTATION REVIEW

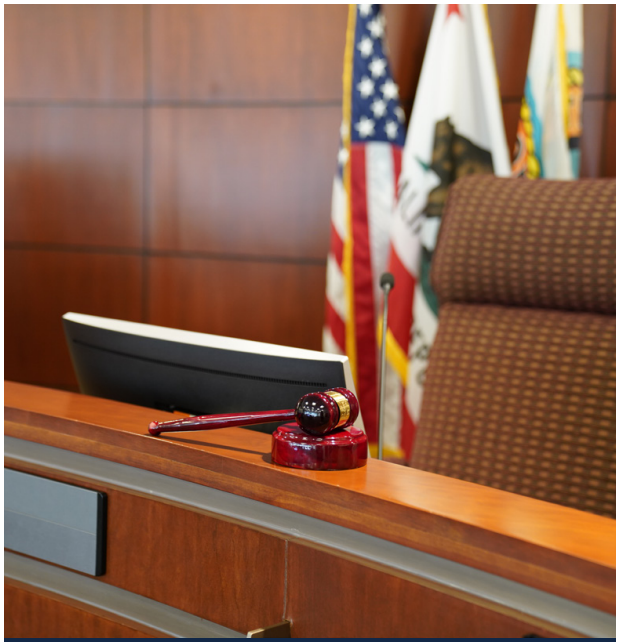
The City is committed to annually reviewing its progress in implementing the goals, policies, and actions of the General Plan. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the General Plan's vision. This review will report on the status of each specific implementing action in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from General Plan monitoring activities.

GENERAL PLAN AMENDMENTS

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. These amendments could include policy revisions or updates to the Land Use Diagrams or other maps and figures. Each of the changes will need to be carefully evaluated not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, and implementing actions.

FISCAL RESPONSIBILITY

Fiscal responsibility is an important Chino value articulated in the City's Strategic Plan. It is an essential principle for ensuring that the City can continue to provide high quality services and programs to the community and for inspiring trust in government. It involves not only well-managed municipal finances, but also fiscally sustainable land use and development patterns and strategic investments in public amenities and services. Fiscal responsibility will be a guiding principle in administering and implementing the General Plan, embedded in General Plan policies and actions.



Fiscal responsibility is an important Chino value articulated in the City's Strategic Plan

Implementation Mechanisms

The General Plan is implemented through the decisions of the Planning Commission, the Community Services Commission, and the City Council and through a variety of regulatory mechanisms and administrative procedures. California planning law requires consistency between the General Plan and its implementation programs, which include zoning and subdivision ordinances, the City's Capital Improvement Program (CIP), specific plans, environmental impact procedures, and building and housing codes.

Title 20 of the Chino Municipal Code, referred to as the Zoning Code, translates plan policies into specific land use regulations and development standards that govern development on individual properties. The General Plan establishes the policy framework, while the Zoning Code prescribes standards, rules, and procedures for development. The Zoning Map will provide more detail than the General Plan Diagram. The City will bring both the Zoning Code and the Zoning Map into conformance with the General Plan Land Use Diagram within a reasonable time. Existing specific plans will also need to be updated for consistency with the General Plan and future specific plans must be consistent with the General Plan too.

Ribbon cutting ceremony with City Staff

The CIP is the primary means of scheduling and funding infrastructure improvements of citywide benefit. Capital planning represents an ongoing investment in the City's future to ensure the timely repair and replacement of aging infrastructure, and the implementation of priorities to meet the demands of the community. The CIP is a comprehensive five-year plan, which identifies current and future fiscal requirements, thereby becoming the basis for determining annual capital budget expenditures. Capital improvements are either major projects or programs undertaken by the City for the procurement, construction, or installation of facilities or major assets/equipment that will meet regulatory requirements and will improve, preserve, maintain, enhance, or modernize the City's delivery of municipal services.

In many areas, General Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most of the development expected in the next 20 years. The General Plan will serve a coordinating function for private sector decisions; it also provides a basis for action on individual development applications, which must be found to be consistent with the General Plan if they are to be approved.

FORMAT OF THE IMPLEMENTATION TABLE

The following tables present implementing actions the City intends to undertake between 2025 and 2045 to help achieve the goals in the General Plan. The actions listed in Table 8-1: Implementation Matrix describe and prioritize actions to implement various Plan concepts. Some programs are already budgeted and ongoing, while the City Council will need to identify resources during future budget cycles in order to implement other actions. For each action, the responsible City departments and the timeframe for implementation are shown. **Bold** font indicates the department with primary responsibility for implementation, while un-bolded font indicates secondary or supportive role. Near-term describes actions that are anticipated for completion within five years of adoption of the General Plan; mid-term describes actions that are anticipated for completion within six to 10 years of adoption; long-term describes actions that are anticipated for completion more than 10 years after adoption. Ongoing actions are those that continue or are periodically implemented through the life of the General Plan.

The actions are grouped into categories that represent the type of implementing mechanism:

- **Plans** - actions implemented through master plans, specific plans, concept plans, or strategies that focus City attention on specific geographic areas, types of development, or types of services.
- **Programs and Services** - actions implemented through ongoing programs or services provided by the City.
- **Coordination** - actions implemented in coordination with other federal, State, regional or local agencies.
- **Studies and Reports** - actions implemented through studies and reports prepared to collect and evaluate information related to specific issues and to inform future actions or investments.
- **Regulations, Standards, and Development Review** - actions implemented through regulations and standards adopted by the City based on the city's "police power" to protect the public health, safety, and welfare, or through a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan.
- **Financing and Budgeting** - actions implemented through the establishment of new funds or the identification of new staff resources.

Downtown Chino

Table 8-1: Implementation Matrix

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
PLANS						
LCC-1.b	Collaborate with Chaffey College to explore opportunities for the development of surplus campus lands with uses that benefit both the college and the community.	**Development Services**/ Economic Development		X		
LCC-1.c	Prepare an area plan, master plan, or specific plan for the State Route 83/Euclid Avenue corridor to plan holistically for the area between Riverside Drive and Pine Avenue. The plan should consider opportunities presented by the expansion of activities at the Chino Airport, the planned Pine Avenue Connector project, demand for an outdoor amphitheater or a sports complex in the region, and land that may be declared surplus by the State of California in the future as well as planned development in adjacent communities.	**Development Services**		X		
LCC-2.b	Prepare a concept plan outlining the vision and strategy for Downtown and hold a Measure M vote to seek voter approval of land use and zoning changes needed for implementation.	**Development Services**			X	
LCC-2.c	Implement a 3-pronged strategy to catalyze creation of a vibrant downtown following a successful Measure M vote: – Partner with commercial developers to curate a lively mix of new shops and restaurants; – Lease some City land for residential development to help build a customer base for businesses and create a revenue stream; Use revenue generated from the land lease to fund a new theatre or auditorium, as well as ongoing events and activities downtown.	**Development Services**/ Economic Development			X	
LCC-3.k	Prioritize the completion of the Pine Avenue Connector project linking SR 71 with SR83 (Euclid Avenue), and the Pine Avenue/ SR71 Interchange Project. These projects will increase access for commuters and help generate a customer base for the commercial-retail uses on the site.	**Public Works**		X		
LCC-6.c	Review airport land use consistency requirements and assess the feasibility of expanding the range of permitted uses at Chino Airport to support the economic vitality of the airport and quality of life in Chino. The feasibility of on-site energy co-generation facilities and spaces for private events, weddings, or corporate gatherings should be considered.	**Development Services**/ Economic Development		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
LCC-7.a	Pursue the creation of an agritopia community in Chino, featuring a heritage museum with a working farm, a training facility dedicated to sustainable agricultural practices, a farm-to-table restaurant, an event space, other potential commercial opportunities, and a range of new homes for young families.	**Development Services**/ Economic Development		X		
LCC-7.b	Study the feasibility of developing a heritage tourism plan in collaboration with the Chino Valley Historical Society, the Chino Valley Chamber of Commerce, other public agencies, non-profit organizations, and private entities as appropriate. The evaluation should consider market demand and potential funding sources.	**Economic Development**			X	
ED-1.a	Identify industrial and commercial opportunity sites, to produce a land inventory. The inventory should provide pertinent details (e.g.: size, location, land use/ zoning designation, infrastructure location and sizing, price, property representative, special features).	**Economic Development**/ Development Services		X		
INF-3.g	Prepare an ITS Master Plan that outlines a strategy to deploy new technology and innovations and continue investment to expand ITS and the citywide camera system.	**Public Works**		X		
INF-3.l	In the event of a Measure M vote to realize the community vision for Downtown Chino, develop and implement a comprehensive parking management strategy, which would include construction of a multilevel parking structure and provision of angled street parking in proximity to the commercial core; permit shared parking that facilitates the complementary uses of the same spaces at different times of day; and encourage people to park once and walk when visiting downtown.	**Public Works**/ Development Services			X	
PLANS						
INF-4.d	Update the Bicycle and Pedestrian Master Plan and continue to use it as the primary resource for planning and implementing bikeway and pedestrian improvements. Integrate the High Injury Network and associated actions to reduce crashes and fatalities. Incorporate improvements to address roadway segments with overlapping truck routes and existing or proposed bicycle facilities, with appropriate prioritization. Consider the potential for repurposing equestrian trails as multiuse trails.	**Public Works**		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
INF-5.e	Plan for increased demand for truck parking as logistics uses increase. Consider leasing land for short- and long-term parking as a form of revenue. Consider shared parking in off-peak areas to maximize space utilization.	**Development Services**/ Public Works	X			
INF-6.a	Regularly prepare and implement an Urban Water Management Plan, updating it on a 5-year cycle, to ensure a reliable, long-term water supply and service under projected future conditions.	**Public Works**	X			
PRC-1.a	Use the Parks & Facilities Master Plan as the primary tool for planning specific capital improvements and parks and recreational programming in Chino. Update the master plan periodically to reflect evolving community needs.	**Community Services Parks and Recreation**	X			
PRC-2.a	Pursue redevelopment of the former driving range at Ayala Park with new uses to serve community needs and enhance the facility's role and a regional recreational destination.	**Community Services Parks and Recreation**		X		
PRC-2.b	Develop and implement a parking management plan for tournaments and events at Ayala Park. The effort should explore opportunities for shared parking agreements with neighboring property owners and incorporate transportation demand management (TDM) strategies that promote walking, bicycling, carpooling, and transit.	**Community Services Parks and Recreation**/ Public Works		X		
HSN-1.b	Continue to use Master Plans of Drainage to guide actions and investments to mitigate existing and future deficiencies in the municipal storm drainage system, updating periodically as need to keep them current.	**Public Works**	X			
HSN-1.i	Coordinate with the Chino Valley Fire District to ensure planning for an adequate and sustainable water supply to meet fire suppression needs within Chino over the long term.	**Public Works**/ Development Services	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
PLANS						
HSN-4.a	Update the Chino Airport Comprehensive Land Use Plan to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around the Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by the California Department of Transportation (Caltrans), Division of Aeronautics. In the interim prior to completion of the update, permit development in the vicinity of the Chino Airport only if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by the California Department of Transportation (Caltrans), Division of Aeronautics.	**Development Services**		X		
HEQ-1.a	Create a healthy development checklist that outlines strategies that project applicants can incorporate into the design of projects to foster public health and encourage physical activity. The checklist should address site design, building design, traffic safety, air and noise pollution, and community cohesion. Publish the checklist on the City website and provide it in predevelopment consultations with project applicants.	**Development Services/** Community Services Parks and Recreation		X		
HEQ-1.e	Identify opportunities to add amenities and features in City parks and trail facilities that further promote physical activity, such as those identified in HEQ-1.8.	**Community Services Parks and Recreation**	X			
HEQ-2.a	Upon the next Bicycle and Pedestrian Master Plan Update, incorporate strategies to increase the number of neighborhood trips made on foot, by bicycle, or by active transportation by improving the walking and bicycling environment and promoting safe mobility practices. Safe routes planning strategies should identify and address the needs of residents of all ages, including children, teens, and seniors, by providing infrastructure, education, and opportunities for community involvement.	**Public Works/** Community Services Parks and Recreation		X		
HEQ-3.a	Prepare, adopt and implement an Urban Forest Management Plan that acts as a roadmap for effectively and proactively managing and expanding Chino's tree canopy. The Urban Forest Management Plan should address trees on both public and private property and incorporate a set of key performance indicators for monitoring progress toward implementation.	**Public Works**		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HEQ-5.a	Use the Climate Action Plan to guide City actions and investments aimed at reducing greenhouse gas emissions community-wide.	**Development Services**/ Public Works	X			
HEQ-6.a	Use the Climate Action Plan to help guide energy and water reduction efforts.	**Public Works**	X			
PROGRAMS AND SERVICES						
LCC-2.a	Continue to provide a year-round program of community events downtown, such as movie nights, concerts, fun runs, seasonal events, and other activities.	**Community Services Parks and Recreation**	X			
LCC-2.h	Install interpretive signage, plaques, and public art to highlighting local heritage and downtown historic context.	**Public Works**/ Development Services			X	
LCC-3.a	Work with property owners of commercial centers to facilitate redevelopment of underutilized parcels.	**Development Services**/ Economic Development	X			
LCC-3.e	Focus economic development efforts to attract a privately run regional sports facility, like an aquatics complex or volleyball center to a larger site in the area.	**Economic Development**			X	
LCC-3.f	Leverage proximity to the freeway and the potential new sports facility to attract a new hotel to the area, providing lodging for out-of-town teams coming for competitions and travelers arriving/departing from Ontario International Airport.	**Economic Development**			X	
LCC-3.g	Explore opportunities to install digital signage visible from freeways and major roads to advertise events, attract visitors, provide information to the community, and generate advertising revenue.	**Public Works**/ Development Services			X	
LCC-3.i	If feasible, establish a Business Improvement District (BID) open to local businesses along the corridors to help fund installation and maintenance of streetscape improvements, landscaping, plazas, mini parks, banners, flower boxes, public art, events programming, and local business marketing efforts.	**Economic Development**/ Development Services			X	
LCC-3.l	Work with the Orange County Flood Control District to create publicly-accessible passive open space on the southern portion of the Euclid/Bickmore site that is within the floodplain for the enjoyment of community members.	**Development Services**/ Community Services Parks and Recreation			X	

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
LCC-4.b	Develop a program of branding, signage, and wayfinding to promote connections to major destinations in Chino, including Downtown, the Civic Center, Ayala Park, and regional commercial centers. The program should apply on key access routes, includingsuch as Central Avenue, Riverside Drive, and Philadelphia Street, Grand Avenue, Edison Avenue, Ramona Avenue, Euclid Avenue, and Pine Avenue and should seek to build visual connections.	**Development Services/** Public Works		X		
LCC-4.c	Work with existing business owners to promote the improvement and maintenance of facades of commercial uses.	**Economic Development**	X			
LCC-5.c	Periodically assess the need to expand the residential parking permit program to neighborhoods adjacent to local traffic generators (e.g., hospitals, schools, or businesses) and mixed use and commercial areas where the Mixed Use and Affordable Housing overlays permit the development of new multifamily housing.	**Public Works**	X			
PROGRAMS AND SERVICES						
LCC-7.c	Partner with the Chino Valley Historical Society and the Chino Valley Unified School District and identify opportunities to educate children about the City's history through community events and educational programming.	**Community Services Parks and Recreation**		X		
LCC-7.d	Provide information on incentives to encourage rehabilitation and adaptive reuse of historic properties, consistent with Secretary of the Interior Standards for the Treatment of Historic Properties.	**Development Services**	X			
LCC-7.e	Support restoration and adaptive reuse through implementation of Mills Act contracts, grant programs, and other preservation incentive programs.	**Development Services**	X			
ED-1.c	On an ongoing basis, solicit customer service feedback from businesses and individuals who do business with the City.	**Economic Development**	X			
ED-2.a	Create a brand identify for Chino that tells a story about why to invest and do business in our community.	**Economic Development**		X		
ED-2.b	Establish a standalone website to serve as a portal for information on economic development opportunities, business incentives and promotional programs to support and attract businesses in Chino. The portal should also provide economic, educational, and occupational indicators.	**Economic Development**		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
ED-2.c	Actively participate in regional business and trade councils, organizations, and events.	**Economic Development**	X			
ED-2.d	Actively promote local restaurants, retail and entertainment districts throughout Chino.	**Economic Development**	X			
ED-4.d	Maintain and promote a list of small business lending programs that may provide funding to local businesses that are denied access to capital through private markets.	**Economic Development**	X			
ED-5.a	Promote the availability of County workforce development programs and resources.	**Economic Development**	X			
ED-5.b	Establish a forum for cooperation between the Chamber of Commerce, Chaffey College, and local businesses on better aligning secondary and post-secondary education and training with the needs of local businesses.	**Economic Development**			X	
ED-5.d	Develop programs that help local businesses to hire local trainees.	**Economic Development**			X	
PROGRAMS AND SERVICES						
ED-6.b	Launch an Economic Development Report to publish transparent, data-rich information evaluating the fiscal outcomes and community benefits of all economic development initiatives to guide future investment decisions.	**Economic Development**		X		
ED-6.c	Adopt an Economic Development Incentive Policy that outlines strategies the City will use to encourage businesses to locate or expand in Chino. The policy should identify specific financial or non-financial incentives to offer as a way to stimulate job creation, attract investment, and boost local economy.	**Economic Development**		X		
INF-3.f	Develop and implement a comprehensive wayfinding program serving all modes of transportation to improve navigation and optimize travel time for residents, visitors, and employees.	**Public Works**			X	
INF-4.g	Work with Omnitrans to implement bus shelter design that encourages transit use.	**Public Works**			x	
INF-5.d	Periodically, conduct education programs for the goods movement industry on designated truck routes through the city.	**Public Works**/ Police	X			
PRC-1.b	Work with the Chaffey Community College District and the Chino Valley Unified School District to expand shared use of parks and recreational facilities.	**Community Services Parks and Recreation**		X		
PRC-1.e	Work with Orange County Flood Control District and the US Army Corps of Engineers to provide passive recreational opportunities on land below the high-water mark of the Prado Dam Spillway.	**Development Services**/ Community Services Parks and Recreation			X	

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
PRC-2.c	Work with the Chino Valley Chamber of Commerce and other economic development partners to raise the profile of Ayala Park as a regional recreational and entertainment destination through marketing campaigns and other promotional activities.	**Economic Development**		X		
PRC-2.d	Work with OmniTrans to improve the frequency of transit service to Ayala Park, particularly on weekends and for major events.	**Public Works**		X		
PRC-3.b	Proactively raise awareness of facilities and programs currently offered by the City and work with residents and stakeholders to identify additional facilities and programs that respond to evolving needs.	**Community Services Parks and Recreation**	X			
PRC-3.c	Develop partnerships with businesses, community organizations, and non-profits to supplement and sponsor City programs and events.	**Community Services Parks and Recreation**	X			
PROGRAMS AND SERVICES						
PRC-4.a	Deliver fire prevention programs that protect the public through education, adequate inspection of existing development, and incorporation of fire safety features in new development.	**Development Services**	X			
HSN-1.a	Establish a program to inventory and evaluate earthquake hazards in existing buildings, especially buildings with unreinforced masonry (URME), and explore measures to encourage building owners to upgrade and retrofit structures to render them seismically safe.	**Development Services/** Public Works			X	
HSN-1.d	Continue to participate in the Federal Emergency Management Agency Management Agency (FEMA) National Flood Insurance Program (NFIP), which enables property owners to purchase flood insurance, and the Community Rating System (CRS), a voluntary incentive program that can reduce insurance costs in communities that implement floodplain management practices that go beyond the minimum requirements.	**Development Services/** Public Works	X			
HSN-1.e	Continue to maintain a proactive storm drain inspection and maintenance program to regularly clear debris from the storm drain system, identify maintenance needs, and optimize system capacity .	**Public Works**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HSN-1.h	Cooperate with the CALFIRE and the Chino Valley Fire District to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.	**Police**/ Public Works	X			
HSN-2.a	Actively promote registration for Chino Notify, the City's Community and Emergency Alert System to enhance community preparedness and emergency response. Target efforts to increase registration to residential areas that face the greatest evacuation challenges (Map HSN-7) as a priority.	Administration (PIO) / Police Department	X			
HSN-2.b	Increase participation in the Community Emergency Response Team and LISTOS program to train residents in the basic skills required to respond to their community's immediate needs in the aftermath of a disaster..	Administration (PIO)/ Police Department	X			
PROGRAMS AND SERVICES						
HSN-2.d	Develop and maintain a network of resilience hubs at community facilities throughout Chino to serve as central points for gathering, sharing information, and accessing resources in the event of a natural or human-made disaster. Resilience hubs should be situated away from areas at risk of hazard impacts to the extent possible, located in easily accessible locations, and equipped with backup power supplies.	**Community Services Parks and Recreation**/ Public Works	X			
HSN-2.g	Explore the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.	**Public Works**			X	
HSN-3.c	Continue to conduct outreach to residents with access and functional needs and ensure that their needs are accounted for in emergency response plans.	**Police**/ Public Works	X			
HSN-3.g	Employ strategies to facilitate orderly evacuation in the event of an emergency. Strategies may include the following as appropriate for the situation: – Phased evacuation schedules to reduce congestion and bottlenecks; – Signal timing adjustments to optimize traffic flow during evacuation events; – Traffic control at critical intersections; and/or – Temporarily reversing direction of travel of some lanes on evacuation routes to increase capacity.	**Police**/ Public Works	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HEQ-1.b	Continue to regularly promote participation in City health and recreational programming with email and social media campaigns. Target efforts to increase participation in areas of Chino with lower health outcomes and indicators in particular.	**Community Services Parks and Recreation**	X			
HEQ-2.c	Partner with homeowners associations, neighborhood watch groups, and other community organizations to conduct annual or biannual walk audits to note walking and biking conditions on streets near parks, schools, community centers. Use the audit findings to identify priorities for programs and improvements.	**Police**		X		
HEQ-2.d	Develop and implement a campaign targeted at safer driving, prioritizing safe speeds around parks, schools, and community centers. Include yard signs, social media, and other communication channels.	**Police/ Public Works**		X		
HEQ-2.e	Establish a social media strategy with regular posts to promote walking and bicycling to neighborhood destinations. Community Center staff and neighborhood residents could be invited to help create content for posts.	**Community Services Parks and Recreation**		X		
PROGRAMS AND SERVICES						
HEQ-3.f	Collaborate with the San Bernardino County Department of Public Health to provide information and services to residents to manage heat.	**Community Services Parks and Recreation**	X			
HEQ-4.a	Through the Healthy Chino program, continue to offer healthy food and eating programs and services, such as gardening classes; children's discovery programs focused on nutrition, physical activity, science, reading, and other garden-focused activities; healthy cooking and grilling classes; and Spanish-language classes about health and nutrition.	**Community Services Parks and Recreation**	X			
HEQ-6.b	Connect businesses and residents with voluntary programs that provide free or low-cost energy and water efficiency audits, retrofit installations, rebates, and financing by publishing information on the City's website.	**Public Works**/ Development Services	X			
HEQ-6.d	Encourage City employees to submit energy efficiency and conservation recommendations for City operations and follow up on the recommendations.	**Public Works**/ Community Services Facility Maintenance	X			
HEQ-7.a	Continue to monitor compliance and conduct enforcement on non-compliant entities.	**Development Services**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HEQ-7.b	Work with commercial and industrial generators to develop and implement source reduction and recycling plans tailored to their individual waste streams.	**Public Works**/ Development Services	X			
HEQ-7.c	Establish a procurement target for recyclable and recovered organic products used in City operations. The target should be linked to the City's population.	**Public Works**		X		
HEQ-8.a	Work with responsible public agencies, including the Omnitrans, Orange County Flood Control District, U.S. Army Corps of Engineers, Prado Regional Park, and Chino Hills State Park, to provide convenient public access to open space lands and trails, except in those areas where public safety would be compromised or significant land use conflicts would occur.	**Public Works**/ Development Services	X			
HEQ-8.c	Partner with public agencies to offer programs that foster local environmental awareness and encourage the protection of natural resources.	**Development Services**/ Public Works	X			
HEQ-8.e	Continue to participate in the implementation of regional habitat conservation and restoration programs, including implementation of the Chino Basin Plan.	**Development Services**/ Public Works	X			
HEQ-8.g	Continue to provide information to residents and businesses regarding proper disposal practices for common household waste items, such as paints, pool chemicals, pesticides, motor oil, and household cleaners and disinfectants.	**Development Services**/ Public Works	X			
COORDINATION						
INF-1.a	Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and I-71 (including on/off-ramps) and improve regional access for Chino residents and businesses, including the Pine Avenue Bridge Connector, Pine Avenue & SR-71 Interchange Project, Euclid Avenue (SR83) Relinquishment, and the Euclid Avenue Bridge Project.	**Public Works**			X	
INF-1.c	Coordinate regularly with Caltrans to ensure efficient traffic flows between interchanges and local roadways including signal timing and operations.	**Public Works**	X			
INF-1.d	Continue to coordinate with rail operators to minimize negative impacts and maximize benefits to Chino from rail service that runs through the city.	**Development Services**/ Public Works	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
INF-2.e	Review the layered network with neighboring jurisdictions and seek agreement on actions needing coordination.	**Public Works**		X		
PRC-3.a	Maintain regular coordination and share data on proposed development projects and growth trends with the Chino Valley Unified School District to assist with school facilities planning and ensure that adequate permanent classroom and recreational facilities are available to meet the needs of Chino's growing population.	**Development Services**	X			
HSN-2.f	Partner with utility providers, regional agencies, and neighboring jurisdictions to assess the vulnerability of energy infrastructure and identify improvements that increase its resilience to natural hazards.	**Public Works**		X		
HSN-3.e	Partner with Caltrans, San Bernardino County Transportation Authority, and neighboring jurisdictions on measures to protect critical evacuation routes such as SR60, SR71, Euclid Avenue, Kimball Avenue, and Pine Avenue, including by constructing the Euclid Avenue Bridge Project, the Pine Avenue Bridge Connection, and the Pine Avenue/SR-71 Interchange Improvements project. Develop contingency plans for operations when these and other roads are inoperable due to flooding or other disasters.	**Police**/ Public Works	X			
COORDINATION						
HSN-3.f	Coordinate with Caltrans to identify and implement measures to temporarily increase capacity at highway ramps during emergency evacuation events. Measures may include optimizing adaptive signal systems, placing traffic cones to accommodate a higher volume of evacuating vehicles, providing real-time traffic safety and guidance information via changeable message sign (CMS) boards, and other strategies.	**Police**/ Public Works	X			
HEQ-8.b	Work with public agencies and non-profit organizations to establish a coordinated web-presence and region-wide map of open space areas and recreational facilities.	**Economic Development**/ Community Services Parks and Recreation		X		
STUDIES AND REPORTS						
LCC-1.d	Map all planning actions, such as general plan amendments and rezonings, on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which require special studies and possible amendment on the General Plan map.	**Development Services**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
LCC-1.g	Require fiscal impact analyses, as appropriate, for development proposals in order to evaluate public facility needs and costs, and the revenue likely to be generated by that development.	**Development Services**	X			
LCC-3.h	Explore opportunities to close off some alleyways or driveways on commercial properties as a way to create opportunities for outdoor dining and pocket parks along Riverside Drive. The intent is to enhance the vitality and ambiance along the corridors while also helping to aprovide more park space in the northern part of the city and reduce pedestrian involved crashes.	**Public Works**/ Community Services Parks and Recreation	X			
LCC-3.m	Explore the potential for an interpretive trail on the southern portion of the Euclid Avenue/ Bickmore Avenue site in addition to informal opportunities for hiking, dog walking, and picnicking.	**Development Services**/ Public Works			X	
LCC-5.a	Map and track location of accessory dwelling unit (ADU) construction in residential neighborhoods to help monitor infrastructure and parking demand.	**Development Services**	X			
LCC-5.d	Study the feasibility of a program to permit temporary neighborhood street closures for block parties and neighborhood festivals.	**Development Services**/ Public Works/ Police			X	
STUDIES AND REPORTS						
LCC-8.c	Consider establishing a public art ordinance that would require large projects to install public art or contribute an in-lieu fee that can be put toward the cost of public art installations.	Development Services			X	
LCC-8.d	Explore a range of public and private funding sources to support the visual and performing arts and cultural development goals and activities.	**Development Services**/ Economic Development/ Community Services Parks and Recreation			X	
ED-1.b	Periodically benchmark Chino's regulatory and permit costs against comparable communities, adjusting as needed to ensure competitiveness.	**Development Services**/ Economic Development	X			
ED-3.a	Research potential programs that offer business support, technical assistance, and funding to support the establishment and growth of businesses in key sectors. Assess the feasibility of replicating or adapting programs for use in Chino.	**Economic Development**		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
ED-4.b	Study the feasibility of establishing a local procurement program that encourages sourcing supplies and services from local businesses.	**Economic Development**			X	
ED-3.c	Explore strategic opportunities to acquire land declared surplus by the State of California or other public agencies in Chino and pursue redevelopment projects that can benefit the community and help the City achieve its economic development goals.	**Development Services**/ Economic Development		X		
ED-4.a	In collaboration with Chaffey College, the Chino Valley Chamber of Commerce and other partners, investigate the feasibility of creating a business innovation center to provide education, resources, mentoring, and connections that support local business creation, growth and retention.	**Economic Development**/ Development Services			X	
ED-5.c	Explore opportunities to create and finance programs targeted to youth and low-income residents, such as financial literacy and job training programs.	**Economic Development**			X	
ED-5.f	Track educational attainment levels in Chino's disadvantaged communities over time.	**Community Services Parks and Recreation**	X			
INF-2.g	Periodically conduct cost/benefit analysis and assess the feasibility of using new materials and technologies, updating the Standard Specifications and Drawings as appropriate. Investigate technological means of collecting and analyzing traffic data to support operations, planning and maintenance activities.	**Public Works**	X			
STUDIES AND REPORTS						
INF-3.a	Monitor traffic service levels and strive to implement roadway improvements prior to deterioration in levels of service below the stated standard.	**Public Works**	X			
INF-3.d	Periodically collect traffic count data to support management of existing traffic operations and planning for future infrastructure. Investigate technological means of collecting and analyzing traffic data to support operations, planning and maintenance activities.	**Public Works**	X			
INF-3.h	Evaluate opportunities to incorporate new materials, technologies, or design features that improve the transportation system, including materials that will have a longer life cycle, require less maintenance, and are climate friendly.	**Public Works**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
INF-3.k	With the objective of reducing congestion, improving air quality, and enhancing the overall efficiency and sustainability of Chino's transportation network, assess the feasibility of requiring that large employers develop TDM plans to incentivize alternatives to single-occupancy vehicle commuting.	**Public Works**			X	
INF-3.m	Investigate new technologies that can facilitate the efficient management and turnover of parking supply at Ayala Park, including solutions that facilitate payments and provide real-time information on the location of available spaces.	**Public Works**/ Community Services Parks and Recreation		X		
INF-4.a	Identify opportunities to implement enhancements to pedestrian crossings at key locations across minor arterials, boulevards, and collectors with a target of providing pedestrian crossings no further than 600 feet apart in appropriate areas and in accordance with State standards.	**Public Works**/ Community Services Parks and Recreation		X		
INF-4.e	Periodically evaluate opportunities and collaborate with Omnitrans to support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.	**Public Works**	X			
INF-5.a	Evaluate the use of innovative materials in roadway design, including updating City standard plans to implement stronger concrete roads that will have a longer life cycle and require less maintenance.	**Public Works**	X			
INF-5.c	Create easily understood truck route maps, potentially including GIS and mobile online applications, to be distributed by the goods movement industry to drivers. Once created, share the maps with Caltrans – Traffic Operations Team.	**Public Works**		X		
STUDIES AND REPORTS						
INF-6.b	Periodically conduct rate and fee studies to ensure adequate funds are collected to maintain and expand utility systems as needed to support projected growth, implementing rate and fee increases as needed.	**Public Works**	X			
INF-6.d	Evaluate opportunities for the development of joint-use water, stormwater quality, flood control and other utility facilities as appropriate in conjunction with schools, parks, bike paths, golf courses, and other suitable uses to achieve economy and efficiency in the provision of services and facilities.	**Public Works**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
PRC-1.c	Explore opportunities to close off some alleyways or driveways on commercial properties as a way to create opportunities for mini-parks and public plazas along Riverside Drive. The intent is to enhance the vitality and ambiance along the corridors while also helping to provide more park space in the northern part of the city and reduce pedestrian involved crashes. (See also Action LCC-3.i)	**Public Works**/ Community Services Parks and Recreation		X		
PRC-1.d	Explore the potential for additional linear parks, dog parks, and trails along underutilized/ restricted sectors of freight rail and private utilities easements, including flood control channels and the Southern California Edison electrical utility easements.	**Community Services Parks and Recreation**/ Public Works	X			
PRC-1.f	Evaluate changes to parkland dedication requirements that will ensure the adequate provision of parkland, including updating the municipal code to extend parkland dedication requirements to residential projects of fewer than 50 parcels.	**Community Services Parks and Recreation**		X		
PRC-1.g	Periodically assess in-lieu parkland dedication fees, park improvement impact fees, and other fees and charges to ensure they are adequately providing for community needs and competitive within the region.	**Community Services Parks and Recreation**	X			
PRC-1.i	Investigate the feasibility of new park funding and financing strategies to facilitate land acquisition, construction, and maintenance of parks and recreational facilities, such as impact bonds or public-private partnerships that make strategic use of public investment for community benefit.	**Community Services Parks and Recreation**		X		
STUDIES AND REPORTS						
PRC-3.d	Assess the feasibility of expanding City youth workforce programs to hire and train youth for seasonal work at City parks and recreational facilities throughout the year. The assessment should evaluate options to involve youth in program planning and work within recreation programs as a way to provide employment and life skills training and to strengthen connections between youth and their community.	**Economic Development**/ Community Services Parks and Recreation			X	
PRC-4.b	Assess the need for new volunteer programs and initiatives that continue to strengthen community policing and fire protection.	**Police**			X	

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
PRC-4.c	Explore new technology to maintain and enhance public safety in the community and support the efficient, cost-effective delivery of public safety services.	**Police**/ Public Works	X			
HSN-1.j	Monitor issues related to damage from windstorms and undertake precautionary measures as needed, such as tree trimming in the public right-of-way.	**Public Works**/ Development Services	X			
HSN-1.l	Study the feasibility of using alternative pavement materials such as open-graded or rubberized asphalt pavements on high volume roadway segments adjacent to residential neighborhoods and mixed use districts to reduce noise generation. Based on the results, if appropriate conduct pilot projects and update City standards	**Public Works**			X	
HSN-2.c	In collaboration with the Chino Valley Fire District, study the feasibility of establishing Neighborhood Response Groups as a vehicle for public safety staff and residents to work together to raise awareness of best practices and check in on each other in the event of natural disasters. Consider promoting the establishment of Firewise Communities in Chino to achieve this objective, coordinating with Carbon Canyon communities where this model is used.	**Police**			X	
HSN-2.e	Evaluate options for ensuring emergency power at critical facilities, including microgrids, solar capture and storage, distributed energy, and back-up generators. Consider the ability to reduce utility costs and carbon emissions in the assessment.	**Public Works**		X		
STUDIES AND REPORTS						
HSN-3.b	Study the feasibility of deploying dynamic message signs, roadway sensors, and other Intelligent Transportation Systems (ITS) tools to disseminate real-time traffic conditions, alternative routes, and delays to drivers, enhancing situational awareness and decision-making.	**Police**/ Public Works			X	
HEQ-1.c	Periodically survey community attitudes and preferences concerning recreational programs to help identify changes that can increase participation and further encourage active, healthy lifestyles.	**Community Services Parks and Recreation**	X			
HEQ-1.d	During the hottest months of the year, continue working with user groups to reschedule games and practices to another day or time to avoid the hotter times of day.	**Community Services Parks and Recreation**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HEQ-1.f	Explore the feasibility of a neighborhood program that provides increasing the frequency of Healthy Family Day events that provide mobile health clinics orand workshops in disadvantagesdisadvantaged communities, run by or in partnership with medical service providers such as Chino Valley Medical Center or the San Bernardino County Department of Public Health, but hosted in local neighborhood facilities such as schools, parks, community centers, and library parking lots.	**Community Services Parks and Recreation**		X		
HEQ-1.g	In collaboration with partner agencies, hospitals, and healthcare providers, monitor and maintain data related to health outcomes and risk factors, and to use this data to inform new programs to serve the local community.	**Community Services Parks and Recreation**	X			
STUDIES AND REPORTS						
HEQ-3.b	Evaluate cooling techniques and plan for the retrofit of municipal facilities in coordination with energy efficiency upgrades, including administrative offices, community centers, and maintenance buildings. Consider the application of cool roofing materials, cool paving treatments, landscaping, and shading amenities as funding allows.	**Public Works**/ Community Services Parks and Recreation			X	
HEQ-3.e	Explore the feasibility of creating an Adopt-A-Tree program in partnership with community based organizations and neighborhood groups. The program should seek to foster a healthy drought-resilient urban forest by providing interested property owners with tree planting and tree care services, education, and permitting assistance. Newly planted trees typically require frequent watering during establishment (the first 1–3 years), which may conflict with drought restrictions or messaging encouraging reduced irrigation, so the program should prioritize native and drought-tolerant species and provide property owners with water-efficient tree planting.	**Public Works**			X	
HEQ-4.b	Assess the feasibility of attracting a farmers' market to Chino as an opportunity to increase access to healthy food, celebrate Chino's agricultural heritage, and build community bonds.	**Economic Development**/ Development Services				X
HEQ-4.c	Work with the Chino Valley Unified School District and local faith-based organizations to explore the possibility of establishing school or church gardens that grow healthy food in partnership with residents.	**Community Services Parks and Recreation**/ Development Services/ Public Works			X	

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HEQ-4.d	Consider amending the zoning code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food, including fresh, natural menu options that minimize processed foods, added sugars, and excessive sodium and saturated fats.	**Development Services**				X
HEQ-5.c	Study the feasibility of local measures to promote the use of electric vehicles, including the feasibility of offering incentives such as priority parking for EVs at public facilities and the feasibility of requiring a minimum number of EV-ready parking spaces in new commercial, industrial, and multi-unit residential projects.	**Public Works**			X	
HEQ-7.d	Explore the feasibility of providing compost receptacles in parks and public spaces, in addition to trash and recycling receptacles.	**Public Works**				X
HEQ-8.d	Maintain a map of sensitive archaeological sites in Chino and use it to inform project applicants of the need for cultural resource assessments.	**Development Services**	X			
REGULATIONS, STANDARDS, AND DEVELOPMENT REVIEW						
LCC-1.a	Retire the following older specific plans that are largely built out and have achieved their original goals, incorporating any area-specific standards that remain relevant into the zoning code: Central Avenue Specific Plan, Eucalyptus Business Park Specific Plan, and Majestic/Spectrum Specific Plan.	**Development Services**		X		
LCC-1.e	Coordinate with San Bernardino County to ensure that land use designations and development standards in unincorporated portions of the Planning Area are consistent with those set forth in the Chino General Plan.	**Development Services**		X		
LCC-2.e	Develop a program of incentives to encourage small, locally-owned businesses downtown. Incentives may include: – Streamlined entitlements/ design review; – Business start up support; and – Reducing or eliminating parking requirements for commercial spaces of 500 square feet or less when on-street and/or structured parking is available.	**Development Services**/ Economic Development			X	
LCC-2.g	Build sense of place and enhance "small town" character downtown with design standards in the Zoning Code and distinctive branding.	**Development Services**			X	

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
LCC-3.b	Adopt regulations, mechanisms, programs, or incentives to facilitate the development or temporary active use of vacant buildings and property.	**Development Services**		X		
LCC-3.c	Adopt a community benefits program into the zoning code that: – Provides regulatory incentives in exchange for the provision of onsite amenities in commercial centers such as outdoor dining; mini parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; public art; and off-site bicycle and trail facilities; – Allow for transfer of floor area ratio (FAR) between parcels on the same site or within the Boulevard Mixed Use district in exchange for the provision of additional community benefits onsite. Transfers must be recorded and monitored to ensure the total permitted FAR along the corridor is never exceeded. The maximum permitted FAR on any one site should be limited to 1.25 FAR.	**Development Services**		X		
REGULATIONS, STANDARDS, AND DEVELOPMENT REVIEW						
LCC-3.d	Facilitate cooperative arrangements between property owners and local artists that allow for the temporary or permanent display of works of art in commercial centers.	**Development Services**/ Economic Development	X			
LCC-3.j	Revise streetscape standards for Riverside Drive and Central Avenue to require that landscaping and trees be located to buffer pedestrians from traffic, enhancing safety and creating a more walkable environment.	**Public Works**			X	
LCC-4.a	Establish a unified gateway design palette and standards that address streetscape design, signage, lighting, and building massing and setbacks to heighten sense of place.	**Development Services**/ Public Works		X		
LCC-5.b	Review parking standards for residential neighborhoods and evaluate options for optimizing the availability of parking, including: – Increasing the number of spaces required for new single-family homes; – Revising front setback and landscaping requirements to provide additional parking; and – Requiring that construction management plans include transportation demand management requirements for worker vehicles.	**Development Services**/ Public Works		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
LCC-6.a	Identify and offer incentives for new industrial, manufacturing, and distribution to adopt green building practices and technologies that exceed Title 24 California Green Building Code requirements.	**Development Services**		X		
LCC-6.b	Amend the Zoning Code to incorporate performance standards governing screening, landscaping, architectural design, noise, air quality, truck parking and loading, and traffic and access for warehousing and logistics uses, consistent with California General Plan Law (AB98). Amendments should also address applicable requirements for the replacement of legal non-conforming residential uses in industrial areas.	**Development Services**		X		
LCC-8.a	Use the design review process to assess how built characteristics, including scale, materials, hardscape, lights, and landscaping, blend into the surrounding neighborhood.	**Development Services**	X			
LCC-8.b	Review development standards applicable along Euclid Avenue, Pine Avenue, and other major roadways to identify opportunities to strengthen scenic view preservation standards.	**Development Services**/ Public Works		X		
ED-3.b	Identify and incorporate zoning that supports innovative businesses located in residential neighborhoods and mixed use areas.	**Development Services**/ Economic Development		X		
REGULATIONS, STANDARDS, AND DEVELOPMENT REVIEW						
INF-2.a	Maintain design standards for each functional roadway classification shown on Map INF-1. These standards are for a typical mid-block application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.	**Public Works**		X		
INF-2.b	Review "paper streets" and unconnected alleyways in Chino and determine whether associated rights of way should be vacated or kept in order to streamline buildout of the circulation system.	**Public Works**			X	
INF-2.c	Develop a maintenance plan for public alleyways and incorporate necessary improvements into the Capital Improvement Program.	**Public Works**		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
INF-2.d	Use the layered network approach to identify, schedule, and implement roadway improvements as development occurs in the future, and as a standard against which to evaluate future development and roadway improvement plans.	**Public Works**	X			
INF-2.f	Work with San Bernardino County to harmonize street development standards in areas that may ultimately be annexed into the City of Chino.	**Public Works**/ Development Services		X		
INF-3.b	Update the Traffic Impact Analysis (TIA) Guidelines to establish the following VMT thresholds for Land Use Plans, including General Plan amendments and specific plans: – Project threshold: A significant impact would occur if project would exceed the VMT/ service population of the horizon year of the current adopted RTP/SCS – Cumulative threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted RTP/SCS	**Public Works**		X		
INF-3.c	Periodically review and update traffic impact study guidelines for vehicle miles traveled and level of service assessment.	**Public Works**	X			
INF-3.e	Update the City's standard roadway cross-sections and standard plans to reflect state-of-the-practice in safe and efficient roadway design.	**Public Works**		X		
INF-3.i	In mixed use activity centers and other appropriate locations, identify and designate passenger pick-up/drop-off locations within the public right-of-way for transit, autonomous vehicles, ridesharing services, and micro-transit to limit traffic disruptions, reduce congestion, and increase safety.	**Public Works**	X			
INF-3.j	Adopt and implement a Transportation Demand Management Program.	**Public Works**/ Development Services			X	
REGULATIONS, STANDARDS, AND DEVELOPMENT REVIEW						
INF-4.c	Using a safe system approach, conduct a Safe Streets and Roads for All (SS4A) assessment to identify a network of designated corridor-level segments where the highest concentrations of collisions occur (High Injury Network) and develop a suite of actions to eliminate collisions resulting in fatalities and serious injuries. The High Injury Network should be used to help prioritize resources for safety improvements on roads where collisions, particularly those resulting in fatal and serious injuries, are most prevalent.	**Public Works**		X		

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
INF-4.f	Review and update the City's ADA Transition plan to ensure compliance with the Americans with Disabilities Act.	**Development Services**/ Public Works	X			
INF-5.b	Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic. Support and plan for electrification and autonomy of the truck fleet.	**Development Services**/ Public Works	X			
HSN-1.f	Periodically review the risk of increased flooding hazards due to climate change and develop strategies to adapt to changing flood hazard conditions, including those related to monitoring, emergency preparedness, vegetation management, and development policies, and ensure that the City's hazard information is up-to-date regarding climate trends.	**Development Services**/ Public Works	X			
HSN-1.g	Continue to collaborate with the Chino Valley Fire District to require proactive weed abatement, brush thinning, and removal services on new and existing development in Very High FHSZs in order to curb potential fire hazards, per adopted codes and ordinances.	**Development Services**/ Public Works	X			
HSN-1.k	Update the municipal code to prohibit the use of campfires on private property south of Pine Avenue in areas of elevated fire risk.	**Development Services**/ Public Works		X		
HSN-1.m	Update the Municipal Code to establish controls on outdoor noise in commercial mixed use areas, such as outdoor dining terraces or public plazas. Controls may include limits on noise levels or hours of operation.	**Development Services**		X		
HSN-1.n	Use the development review process to proactively identify and address potential noise compatibility issues.	**Development Services**	X			
REGULATIONS, STANDARDS, AND DEVELOPMENT REVIEW						
HSN-1.o	Continue to work with community members and business owners to address noise complaints and ensure voluntary resolution of issues through the enforcement of Municipal Code provisions.	**Development Services**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HEQ-3.c	Review development standards and design guidelines and identify opportunities to promote the use of heat mitigation strategies to reduce temperatures in the public realm, particularly in mixed use activity centers. Standards should address the following: – Building design strategies (varied building heights; setbacks from sidewalks; vertical and horizontal shade features); – Cooling materials, treatments, and coatings; – Multiple layers of shading to maximize coverage throughout the day; and – Street trees, and landscaping.	**Development Services**/ Public Works		X		
HEQ-3.d	Prepare an Arterial Street Landscape Plan or enhance landscape standards to mitigate urban heat island effects. Such standards could include the following: – A climate appropriate planting palette and recommended plant mix; – Targets for street tree canopy; – Shade structure coverage; and – Asphalt paving coverage.	**Public Works**			X	
HEQ-5.b	Update the Municipal Code to provide for district infrastructure systems and onsite alternative energy production.	**Public Works**/ Development Services		X		
HEQ-6.e	Periodically review and update City plans, resolutions, and ordinances to promote greater energy efficiency in both existing and new construction in regard to site planning, architecture, and landscape design.	**Development Services**	X			
HEQ-8.f	Develop standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open space, and rights-of-way.	**Community Services Parks and Recreation**/ Public Works			X	
HEQ-8.h	Periodically review Model Water Efficient Landscaping Ordinance requirements in the Municipal Code for consistency with State requirements, updating as needed.	**Development Services**/ Public Works		X		
FINANCING AND BUDGETING						
LCC-1.f	Regularly update the five-year capital improvement program to outline the capital projects needed to meet the goals of the General Plan.	**Public Works**	X			
LCC-1.h	Continue to use Community Facility Districts, Development Impact Fees (DIFs) and other financing tools to fund and maintain public facility improvements.	**Development Services**/ Public Works	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
LCC-2.d	As a long-term action, identify funding sources and pursue implementation of the Civic Center Master Plan.	**Economic Development**				X
LCC-2.f	Explore opportunities for the City to acquire property Downtown when feasible to help achieve the community vision for the area and facilitate development of the Civic Center Master Plan.	**Economic Development**	X			
LCC-4.d	Pursue funding and programs to underground utilities and overhead wires.	**Public Works**	X			
ED-4.c	Work with financial institutions to promote small business lending opportunities that support and encourage local entrepreneurship and business growth.	**Economic Development**	X			
ED-5.e	Continue to work with regional partners to seek funding opportunities for strategic workforce and economic development programs.	**Economic Development**	X			
ED-6.a	Establish a strategic Property Acquisition Fund to create and fund a real estate acquisition strategy to secure key parcels for catalytic development, and long-term municipal revenue generation.	**Economic Development**/ Community Services Parks and Recreation	X	X		
INF-1.b	Pursue grant funding, including for major regional projects that strengthen connectivity to the regional network and enhance safety and accessibility in Chino.	**Public Works**	X			
INF-4.b	Work with neighboring cities and the County to seek grants for bicycle routes and facilities that span jurisdictions.	**Public Works**	X			
INF-6.c	Continue to implement comprehensive solutions to the financing of public facilities that adequately distribute costs based on the level of benefit received and the timing of development. Tools may include benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination with programmed capital improvements to eliminate existing public service and facility gaps, and to provide necessary facilities in advance of the impacts created by development.	**Public Works**/ Development Services	X			
PRC-1.h	Leverage city funds to access grants for the construction and maintenance of parks and recreational facilities from federal or state government, philanthropic organizations, or private partners.	**Community Services Parks and Recreation**	X			

Action #	*Action Text*	*Responsibility*	*Implementation Schedule*			
			Ongoing	*Near Term (2025-2030)*	*Mid Term (2030-2035)*	*Long Term (2035-2045)*
HSN-1.c	Prioritize capital improvement projects such as the Euclid Avenue Bridge Project and the Pine Avenue Bridge Connection that address roadway flooding in inundation-prone areas.	**Public Works**			X	
FINANCING AND BUDGETING						
HSN-3.a	In future updates to the Capital Improvement Program, prioritize preventative maintenance and repair on roadway segments designated as evacuation routes.	**Public Works**	X			
HSN-3.d	Pursue funding to facilitate structural retrofits and roadway improvements in existing residential neighborhoods without two points of emergency ingress/egress.	**Public Works**	X			
HEQ-2.b	Seek grant funding for Safe Routes to Schools programs in collaboration with the Chino Unified School District.	**Public Works**/ Community Services Parks and Recreation	X			
HEQ-6.c	Seek funding programs to assist low and moderate-income households with renovations and improvement aimed at energy conservation and climate resilience.	Development Services	X			

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2045 GENERAL PLAN—

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