

ORDINANCE NO. 2026-XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CHINO, CALIFORNIA, AMENDING THE PRESERVE SPECIFIC PLAN TO ESTABLISH PRIVATE STREET STANDARDS FOR SINGLE-FAMILY RESIDENTIAL AREAS, ADD DEVELOPMENT STANDARDS FOR SELF-STORAGE AND RECREATIONAL VEHICLE STORAGE FACILITIES, AND IMPLEMENT VARIOUS CLEAN UP REVISIONS. PL25-0032 (PRESERVE SPECIFIC PLAN AMENDMENT).

The City Council of the City of Chino, California, does hereby ordain as follows:

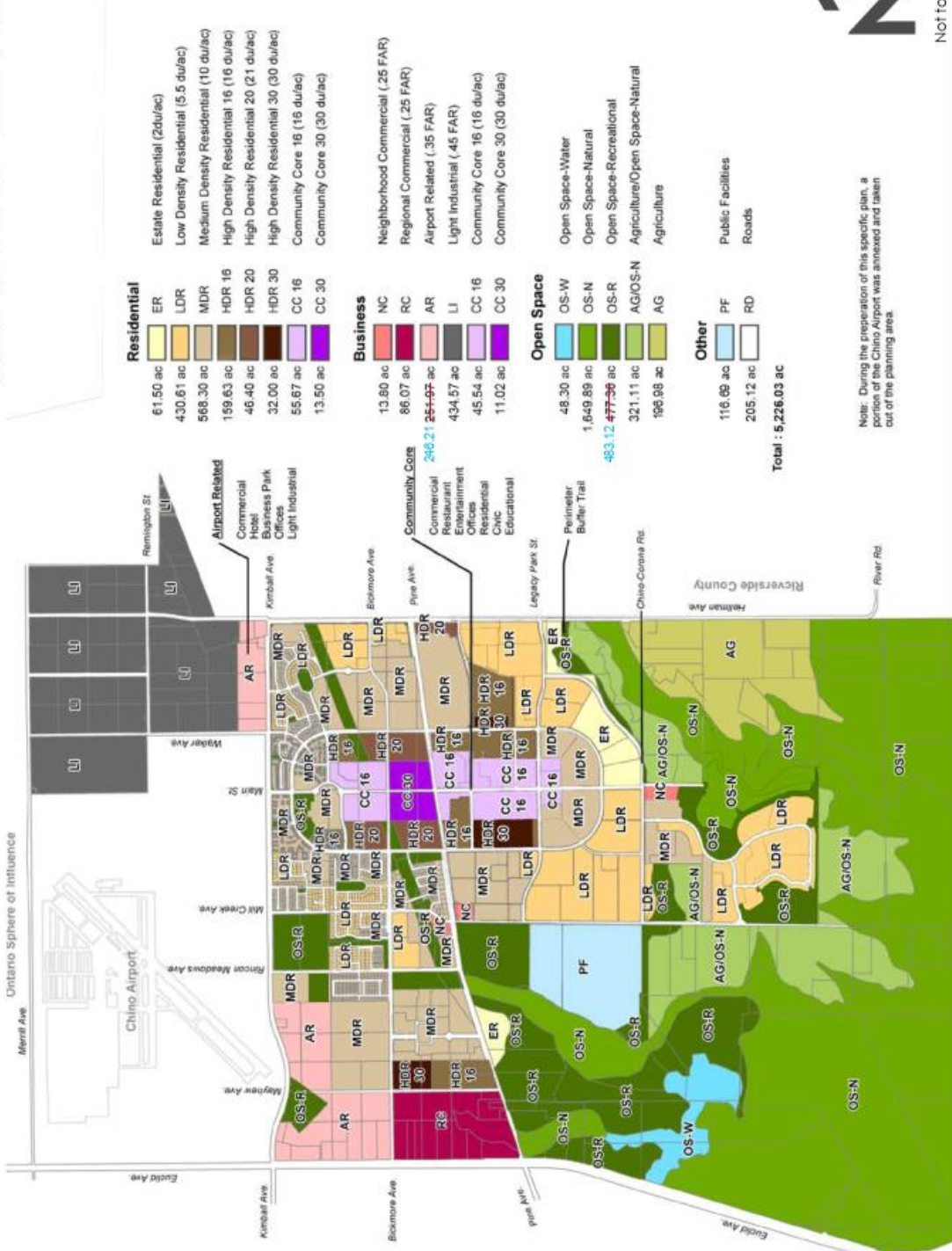
Section 1. The Preserve Specific Plan is hereby amended as follows. Additions are shown in **red**; deletions are in **~~bold strikethrough~~**, and existing text that is not shown and will not be amended is denoted by ellipsis (“...”).

DRAFT

Figure 1 (pages 11-12) - The following map shall replace the existing map.

The Preserve

Figure 1: LAND USE PLAN



Not to Scale

Section II

Pg. 19

- On November 15, 2021, the Planning Commission recommended approval and on December 7, the City Council approved Ordinance 2021-015 to adopt the Specific Plan Amendment for changes to Main Street along with some changes to other street sections, and general clean-up.
- On May 20, 2026, the Planning Commission recommended approval and on June 16, 2026, the City Council approved the Ordinance 2026-XXX to adopt a Specific Plan Amendment to establish private street standards for single-family residential areas, add development standards for self-storage and recreational vehicle storage facilities, and implement various clean-up revisions.

Figure 5 (pages 28-29) – The following map shall replace the existing map.

DRAFT

Figure 5: ADJACENT PLANNED LAND USE

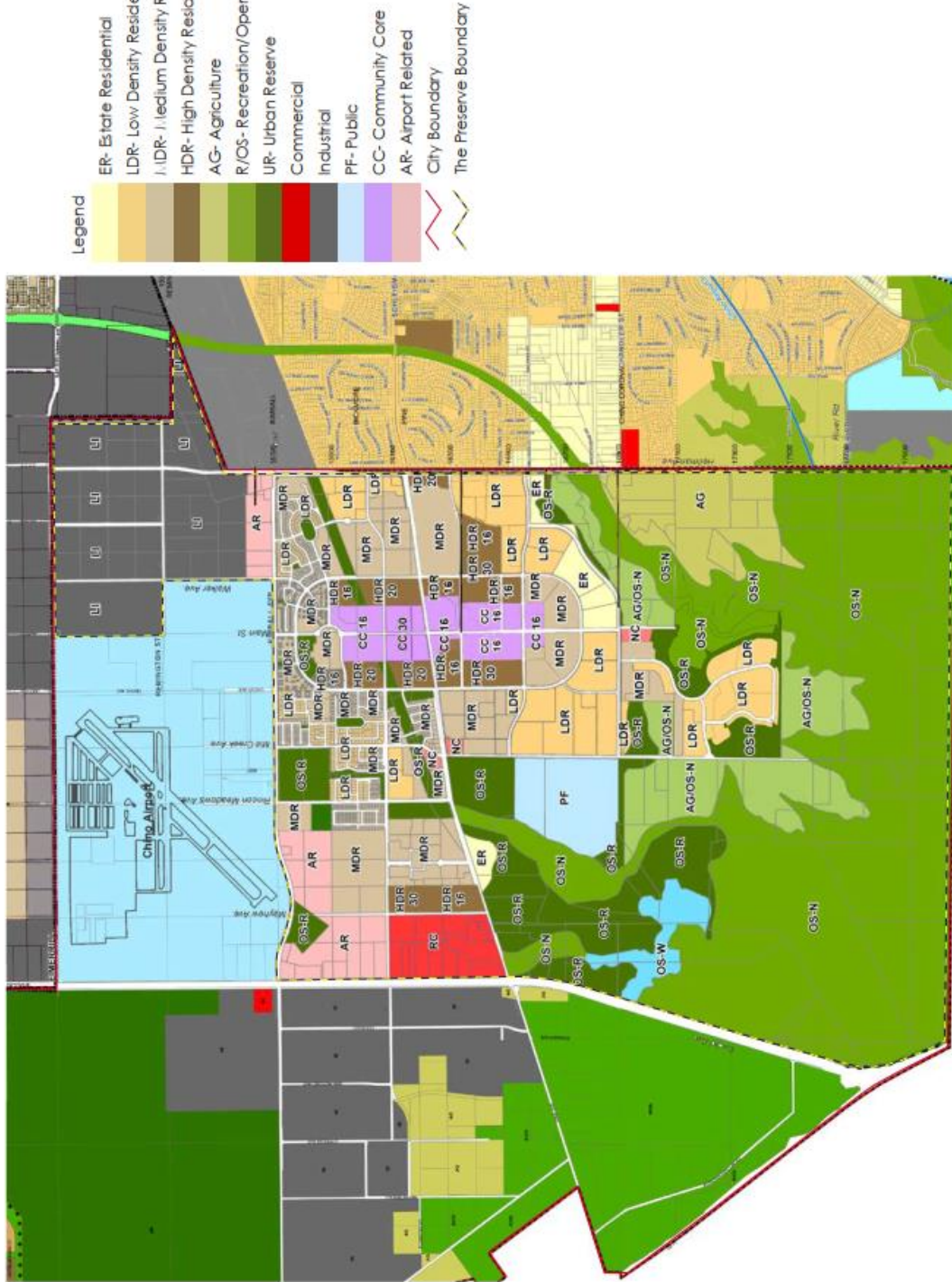
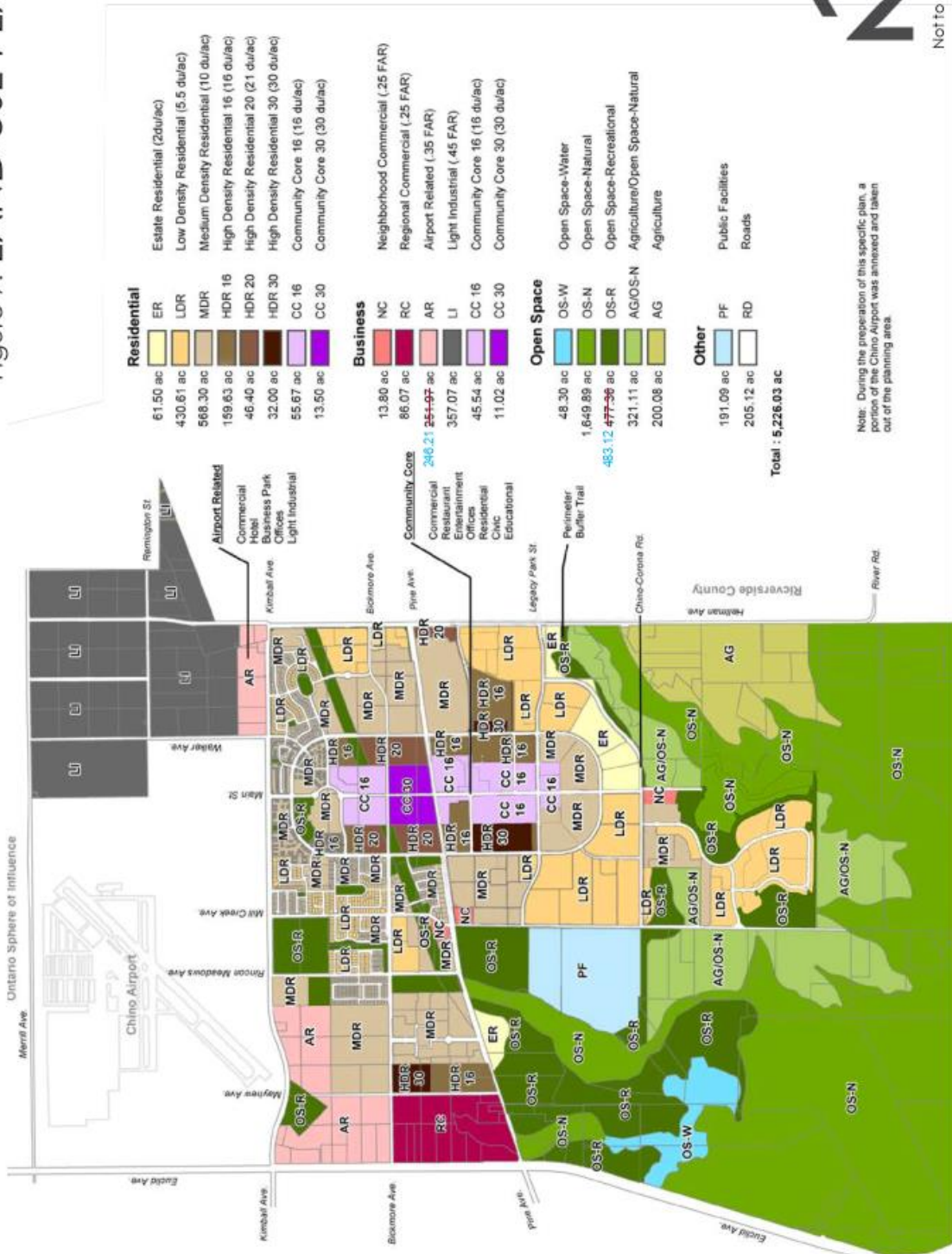


Figure 7 (pages 37-38) – The following map shall replace the existing map.

The Preserve

Figure 7: LAND USE PLAN



Not to Scale

Section IV

Table 1 (pages 40-41) – The following tables shall replace the existing tables.

TABLE 1 - LAND USE PLAN STATISTICAL SUMMARY						
	Adjusted Gross Ac.*	Adjusted Units ¹	Sq. Ft. ²	Average Density ³		Density Range ⁴
				DU/Ac	FAR	
Residential Designations						
Estate Residential	61.50	123		2.0		0-3 du/ac
Low Density Residential	430.61	2,318		5.5		3-8 du/ac
Medium Density Residential	568.30	5,392		10.0		8-12 du/ac ⁴
High Density Residential 16	159.63	1,351		16.0		12-20 du/ac
High Density Residential 20	46.40	878		21.0		16-24 du/ac
High Density Residential 30	32.00	768		30.0		24-40 du/ac
Community Core-16 (55% of Designation)	55.67	572		16.0		12-20 du/ac
Community Core-30 (55% of Designation)	13.50	323		30.0		24-40 du/ac
Residential Subtotal	1,367.61	11,725¹				
Business Designations						
Neighborhood Commercial	13.80		150,282.00		0.25	N.A.
Regional Commercial	86.07				0.25	N.A.
Regional Commercial (70%)	60.25		656,122.5		0.25	N.A.
Office (15%)	12.91		140,589.9		0.25	N.A.
Open-Space-Rec. (15%)	12.91					
Airport Related	251.97 246.21				0.35	
Light Industrial (55%)	138.58 132.82		2,716,513.77		0.45	N.A.
Business Park (20%)	50.39		768,306.92		0.35	N.A.
Office (10%)	25.20		384,153.46		0.35	N.A.
Commercial (10%)	25.20		274,395.33		0.25	N.A.
Hotel (5%)	12.60		192,076.73		0.35	N.A.
Light Industrial	434.57		6,999,286.14		0.45	N.A.
Community Core-16 ⁵	45.54			16.0	0.50	
MU Commercial (20%)	20.24		352,661.76		0.40	N.A.
MU Office (15%)	15.18		198,372.24		0.30	N.A.
MU Public Facilities (10%)	10.12					



TABLE 1 - LAND USE PLAN STATISTICAL SUMMARY						
	Adjusted Gross Ac.*	Adjusted Units ¹	Sq. Ft. ²	Average Density ³		Density Range ⁴
				DU/Ac	FAR	
Community Core-30	11.02					
J.U Commercial (20%)	4.90		85,377.6		0.40	
J.U Office (15%)	3.67		47,959.56		0.30	
J.U Public Facilities (10%)	2.45					
Business Subtotal	765.47 759.71		12,966,098			
Open Space Designations						
Agriculture	196.98					
Open Space-Water	48.30					
Ag/Open Space-Natural	321.11					
Open Space Recreation	477.36 483.12					
Open Space-Natural	1,649.89					
Open Space Subtotal	2,696.74 2,699.4					
Other Designations						
Public Facilities	116.69					
Women's Institute	122.00					
Chino Airport	69.09					
R.O.W.	205.12					
Other Subtotal	396.21					
Totals	5,226.03	11,725 ¹	12,966,098			

Table 2 (page 42) - The following table shall replace the existing table.

Table 2 - Calculation of Adjusted Units					
Land Use Designation	Adjusted Gross Acres ¹	Average Density Factor	Park Requirements (Acres) ²	School Assumptions (acres) ³	Adjusted Units
Estate Residential	61.50	2.0	1.2	10	123
Low Density Residential	430.61	5.5	24.6		2,318
J. Medium Density Residential	568.30	10.0	62.1		5,392
High Density Residential 16	159.63	16.0	17.6	12.0	1,351
High Density Residential 20	46.40	21.0	9.0		878
High Density Residential 30	32.00	30.0	7.8		768
Community Core 16 - Residential	55.67	16.0	5.8	8.68	572
Community Core 30 - J. Mixed Use Residential	13.50	30.0	3.3		323
Non-Residential Designation					
Community Core 16- J.U Public				16.32 12.0	
Airport Related					
Open Space- Recreational					
Totals	1,367.61		131.4	35.34	11,725

Page 42

¹ Adjusted gross acres is the gross project acreage excluding the acreage devoted to major, secondary, and collector street rights-of-way, easements for major utilities, and land for City parks and schools.

² Based on the City's standard of 3 acres per 1,000 population for all residential units within the Specific Plan. Persons per dwelling unit are estimated at 3.4 persons (Department of Finance, January 2000). Acres are allocated based on Conceptual Parks and Schools Plan (Figure 17).

³ Two 12-acre School Sites assumed within the Community Core 16 and the High Density Residential 16 Designations. Potential third school site may not be required. A conceptual location is shown and could be moved to other locations in The Preserve, if necessary.

Table 3 (page 58) – The following table shall replace the existing table.

TABLE 3 - RESIDENTIAL DEVELOPMENT REQUIREMENTS									
Land Use Designation	Estate Residential	Low Density Residential		Medium Density Residential		High Density Residential 14		High Density Residential 20	High Density Residential 30
Minimum Side Setbacks ⁷									
Interior Property Line	10 ft	5 ft ³¹	5ft ³¹	3 ft	10 ft attached; or 3 ft detached/cluster ^{18A,29}	3 ft	15' for Attached or Detached or per CBC/CRC for Detached within same neighborhood ^{11 & 18}	15 ft ^{18A,29}	15 ft ^{18A,29}
Exterior Property Line	15 ft ¹³	10 ft ¹³	10 ft ¹³	10 ft ¹³	10 ft ¹³	10 ft ¹³	10 ft ¹³	10 ft ¹³	0 ft ^{3 & 13}
Non-Enclosed Porch	5 ft	3 ft	3 ft	3 ft ²³	3 ft ²³	3 ft ²³	15 ft ²³	15 ft	0 ft
Covered Patio	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Single Level Habitable ²⁷	10 ft	5 ft	5 ft	3 ft	10 ft attached; or 3 ft detached/cluster ^{18A,29}	3 ft	10 ft ^{18A,29}	10 ft ^{18A,29}	10 ft ^{18A,29}
Detached Garages ⁵	5 ft or 10 ft	0 ft	0 ft or 5 ft	0 ft or 5 ft	0 ft or 5 ft	0 ft or 3 ft	0 ft	0 ft	0 ft
Minimum Rear Setbacks ⁷									
Interior	25 ft	10 ft ³¹	10 ft ³¹	10 ft	10 ft & 15 ft ²⁴	10 ft	15 ft	15 ft	5 ft ^{3&14}
Exterior	25 ft ¹³	20 ft ¹³	20 ft ¹³	15 ft ¹³	15 ft ¹³	15 ft ¹³	15 ft ^{11 & 13}	15 ft ¹³	0 ft ^{3 & 13}
Covered Patio	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Detached Garages w/ front access	Same as main structure	0 ft ¹⁴	0 ft ¹⁴	0 ft	0 ft	0 ft	0 ft	0 ft	N/A
Garages w/ rear access ³⁰	Same as main structure	5 ft. or ≥ 20 ft.	5 ft. or ≥ 20 ft.	5 ft. or ≥ 20 ft.	5 ft. or ≥ 20 ft.	5 ft. or ≥ 20 ft.	5 ft. or ≥ 20 ft.	5 ft. or ≥ 20 ft.	N/A
Minimum Open Space Setbacks ²²					5 ft.		5 ft.		
Maximum Lot Coverage	50% lot coverage	60% lot coverage	60% site coverage	70% lot coverage	70% site coverage	80% lot coverage	None ¹⁹	None ¹⁹	None ¹⁹
Minimum Landscape Coverage	None ⁴	None	20%	None	30% ¹⁸	None ¹⁹	20%	20%	None

Page 60

³⁰ Refer to Design Guidelines for wider range of setbacks for garages with rear access.

³¹ When a residential lot shares a property line with a self-storage/RV storage use, a 5 foot landscape buffer plus a 15 foot building setback, for a total of 20 foot setback from property line to residential structure is required. A landscape lot may be counted towards a landscape buffer.

Page 63

LDR3 Uses Subject to a Special Conditional Use Permit

- a. Per the “Conditionally Permitted Land Uses” for the RD4.5 zone, Chapter 20.04 of the Zoning Code.
- b. Habitable and Non-Habitable accessory structures > 1200 SF per Chapter 20.11 of the Zoning Code.
- c. ~~Recreational Vehicle/Mini-Storage allowed with Conditional Use Permit on LDR Zoned Land located along Chino-Corona Road (Cucamonga Avenue)~~

across from CIW. Recreational vehicle/self-storage on LDR land use designation located along Chino Corona Road (Cucamonga Avenue) across from CIW. Refer to Section LDR7 Recreational Vehicle/Self-Storage Development Requirements (Table 4).

Page 64

LDR 6 Development Requirements

a. Minimum side setbacks:

i. Single lot, attached and clustered products:

1. For single lot products: 0 ft from interior property lines to detached garages in the rear half of the lot. For detached garages in the front half of the lot, 5 ft. from interior property lines and 18 ft. from exterior property lines.
2. For attached and clustered products: 0 ft or a minimum of 5 ft. for garages in the rear half of the lot. For detached garages in the front half of the lot, 5 ft. from the interior property lines and 18 ft. from the exterior property lines.

b. Minimum rear setbacks:

i. Single lot, attached and clustered products:

1. Garages with habitable living space the setbacks shall be those listed for interior and exterior minimum rear setbacks.

c. Recreational vehicle/self-storage on LDR land use designation located along Chino-Corona Road (Mill Creek Avenue) across from CIW. Refer to Section LDR7 Recreational Vehicle/Self-Storage Development Requirements (Table 4).

LDR 7 Recreational Vehicle/Self-Storage Development Requirements

a. Refer to Table 4.

Page 65 – The following table shall be added.

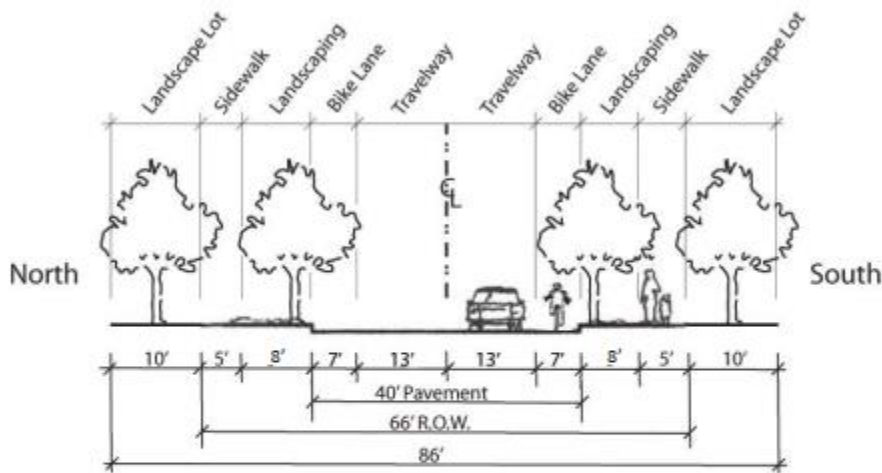
TABLE 4 - RECREATIONAL VEHICLE/SELF-STORAGE DEVELOPMENT REQUIREMENTS	
Zoning Designation	LDR
Density and Lot Coverage	
FAR	1.25
Lot Coverage	70%
Lot Size	N/A
Minimum Lot Size	3 Acres
Minimum Project Size	3 Acres
Setbacks	
Minimum Street Side Setback	15 feet
Minimum Street Side Setback (Multi-Story Building)	30 feet
Minimum Interior Setback (Side or Rear)	0 feet
Structure Height	
Maximum Structure Height	40 feet
Maximum Stories	3
Landscape	
Minimum Landscape Coverage	10%; which may include the area within an adjacent landscape lot.
Parking and Loading	
Minimum Required	1 space per 100 storage units or 5 spaces, whichever is greater.
Minimum Space Dimensions	9 feet by 19 feet
Parking Along Buildings	5 feet as long as parking is screened from public view by wall or landscape. 0 feet if not screened from public view.
RV Parking	RV parking allowed within 10 feet from street side setback or property line / 0 feet from interior side/rear setback.
Walls and Fence Height	
Minimum Height	6 feet
Property Line	6 feet; however, the Director of Community Development may permit a wall in excess of 6 feet in height along an interior side or rear property line if additional height is required for security or noise attenuation purposes.
Within any required front or street side yard	3 feet, except that within industrial zoning districts, security fences and screen walls up to 6 feet in height shall be permitted, provided the fence/wall is located a minimum of 10 feet behind the street property line.
Security	10 feet; however walls/fences in excess of 6 feet in height shall be the minimum height necessary to ensure the security of a property, as determined by the director of community development.
Screen	14 feet
Noise Attenuation	The minimum height necessary to ensure adequate noise attenuation, as determined by a noise impact analysis.

Table 4 (pages 80-81), Table 5 (page 106), and Table 6 (page 141-142) – The tables shall be renumbered from Table 4 to 5, Table 5 to 6, and Table 6 to 7.

Page 118 - 119

The local street section may be modified on a case-by-case basis if approved by the Fire Chief, the City Engineer and the Director of Development Services. Although the location of the local street section network is not defined, intersection and driveway spacing guidelines will be developed as an implementation measure of this Specific Plan. **Private local streets within single-family residential neighborhoods are permitted in The Preserve Specific Plan area per the development standards on the cross-section shown on page 140 for Private Streets.**

Street Section I1 Local Collector, Typical (page 125) – The following street section shall replace the existing street section.



Mid-block cross section

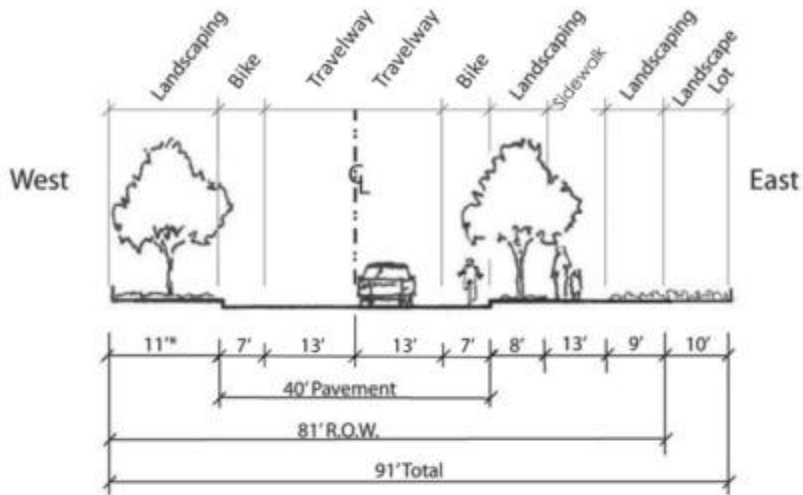
I1 Local Collector, Typical

(with bike lane, no on-street parking)

Rincon Meadows between Kimball and Bickmore Avenues;
portions of Chino-Corona Road (East-West)

Class II **Buffered** Bike Lane

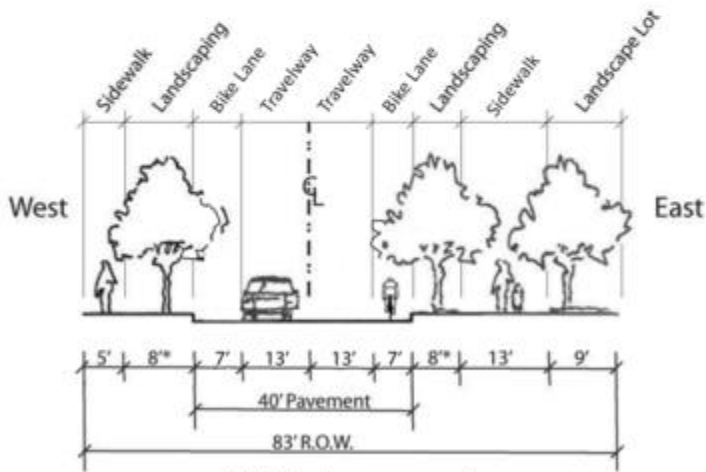
Street Sections I2 Local Collector, Typical and J2 Local Collector, with Paseo (page 126) – The following street sections shall replace the existing street sections.



Mid-block cross section

12 Local Collector, Typical

Rincon Meadows between
 Bickmore and Pine Avenues
 Class II Buffered Bike Lane

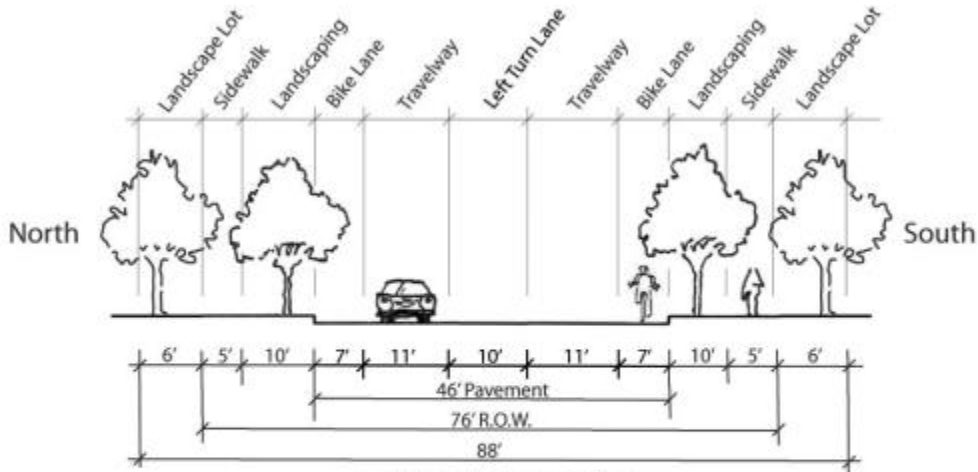


Mid-block cross section

J2 Local Collector, with Paseo

(no on-street parking)
 Cucamonga Avenue below Pine Avenue
 Class II Buffered Bike Lane

Street Section K Local Collector, with Transit (page 127) – The following street section shall replace the existing street section.

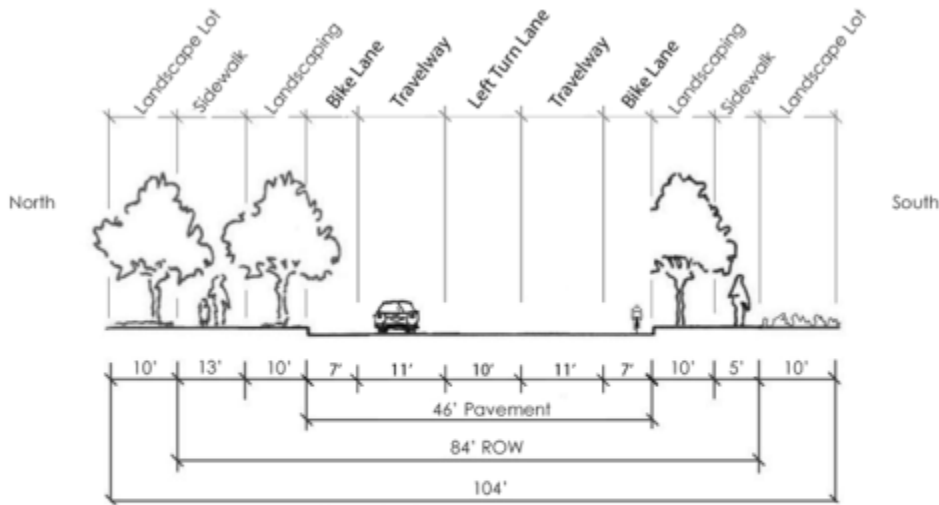


Mid-block cross section

K Local Collector, with Transit

Bickmore Avenue between Mill Creek/Cucamonga to
East Preserve Loop
Class II **Buffered** Bike Lane
High Priority Transit Route

Street Section M2 Local Collector (page 128) – The following street section shall replace the existing street section.

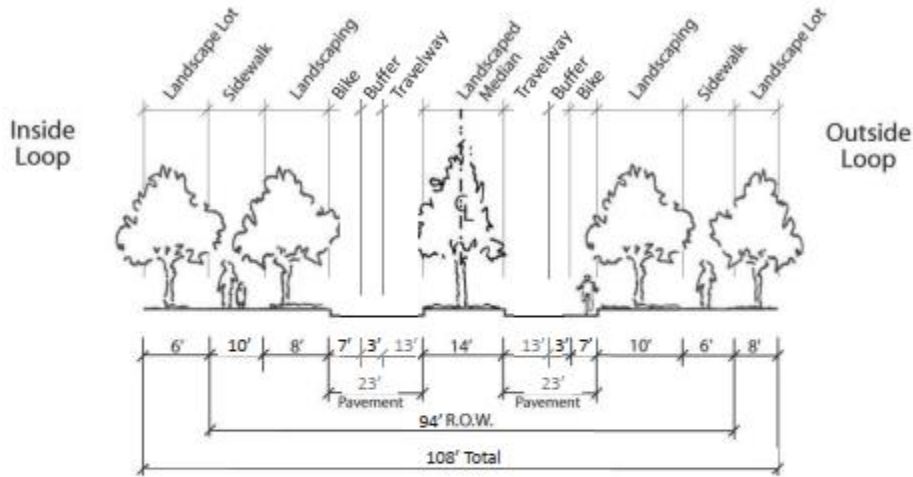


Mid-block street section

M2 Local Collector

Bickmore between Mayhew to Rincon Meadows
(no on-street parking)
High Priority Transit Route
Class II **Buffered** Bike Lane

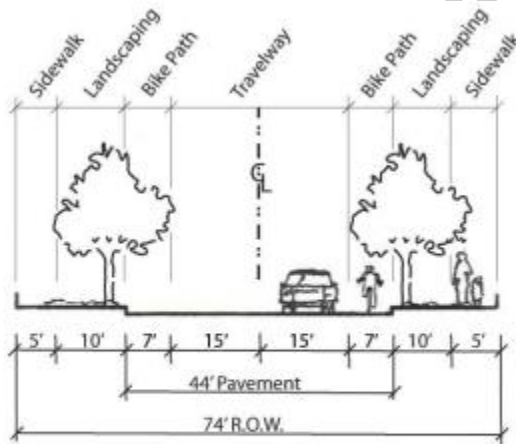
Street Section O2 Loop Local Collector (page 129) – The following street section shall replace the existing street section.



Mid-block street section

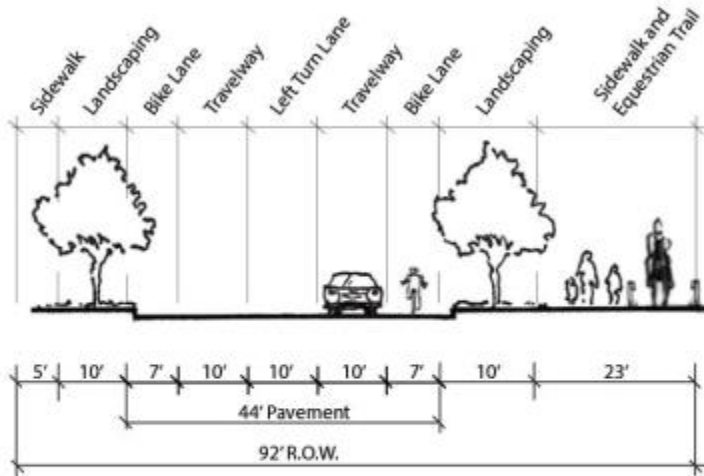
02 **Loop Local Collector**
(no on-street parking)
High Priority Transit Route
Class II Buffered Bike Lane

Street Sections P Commercial Collector, Typical and Q Commercial Collector (page 130) – The following street sections shall replace the existing street sections.



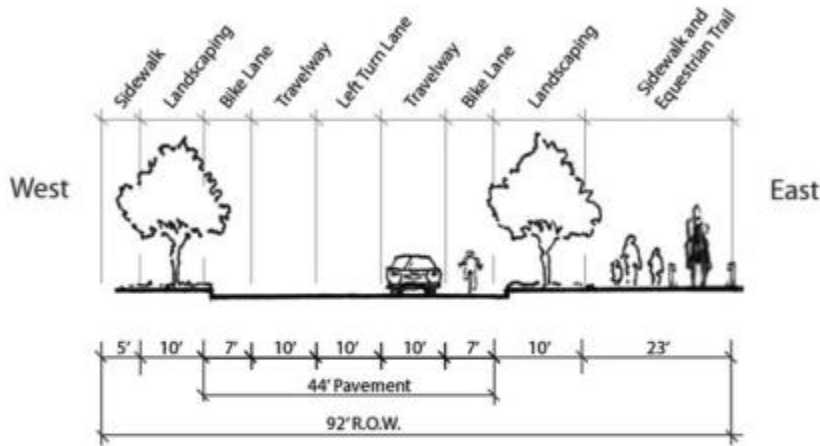
Mid-block cross section

P **Commercial Collector, Typical**
(no on-street parking)



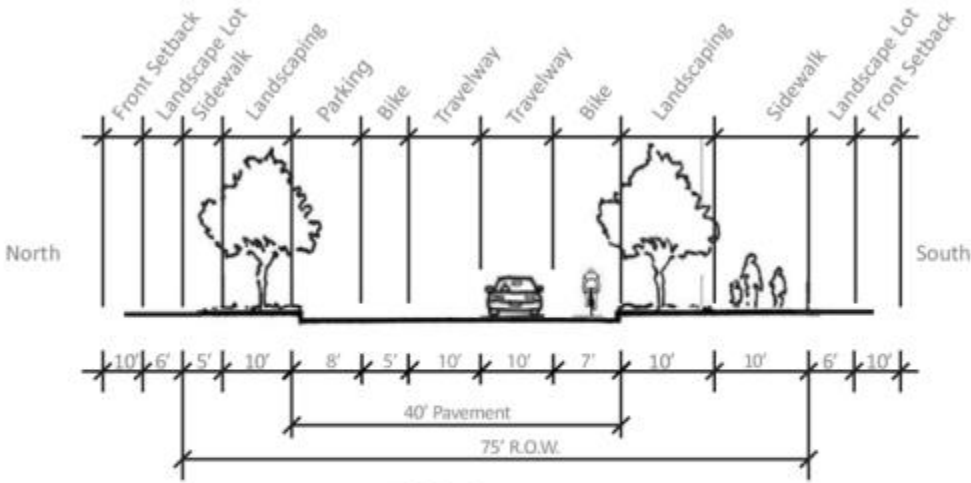
Mid-block street section
Q Commercial Collector
Mayhew south of Bickmore
(no on-street parking)
Class II Buffered Bike Lane

Street Section R Commercial Collector with Paseo (page 131) – The following street section shall replace the existing street section.



Mid-block street section
R Commercial Collector with Paseo
Quality Way north of Bickmore
(no on-street parking)
Class II Buffered Bike Lane

Street Section W Major Arterial with Paseo (page 134) – The following street section shall replace the existing street section.

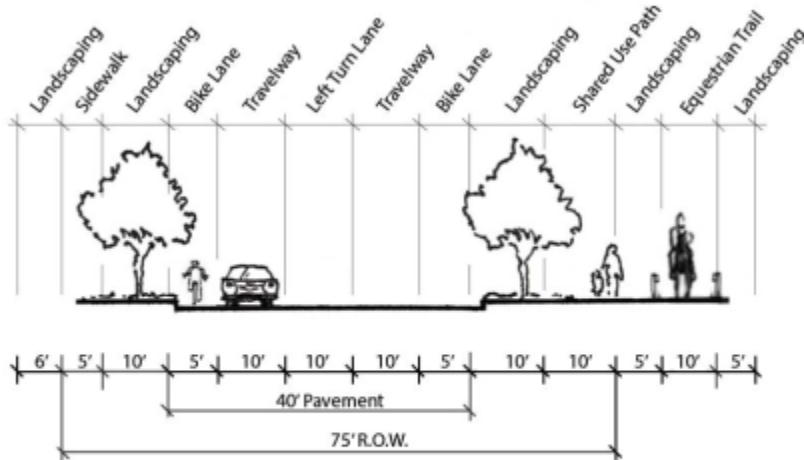


Mid-block street section

W Major Arterial with Paseo

Legacy Park within the Loop
Class II Buffered Bike Lane

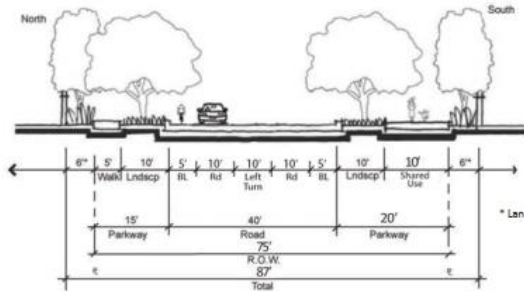
Street Sections D3 Legacy Park Street with Equestrian Trail, CC Legacy Park Street, and D4 Chino-Corona Road, with Equestrian Trail (page 137) – The following street sections for shall replace the existing street sections.



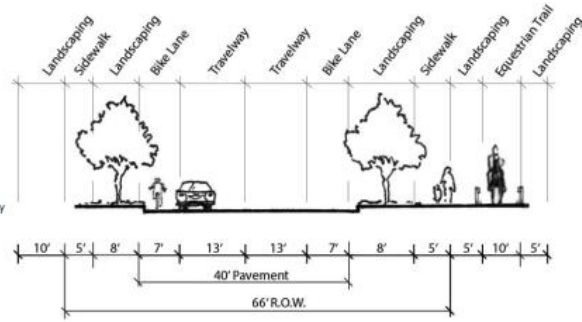
D3 Legacy Park Street with Equestrian Trail

Discovery Avenue to Hellman Avenue

Class II Buffered Bike Lane

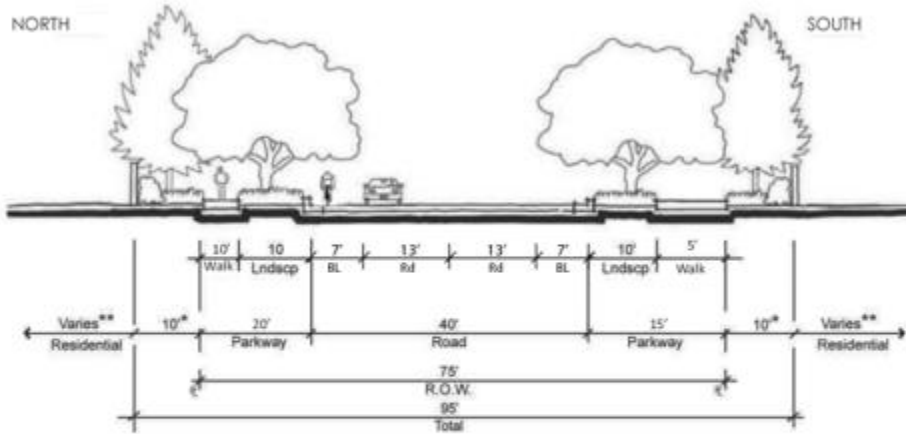


CC Legacy Park Street
Outside Loop Road
Cucamonga Avenue to West Preserve Loop & East
Preserve Loop to Discovery Park Avenue
(No On-street Parking)
Class II Buffered Bike Lane



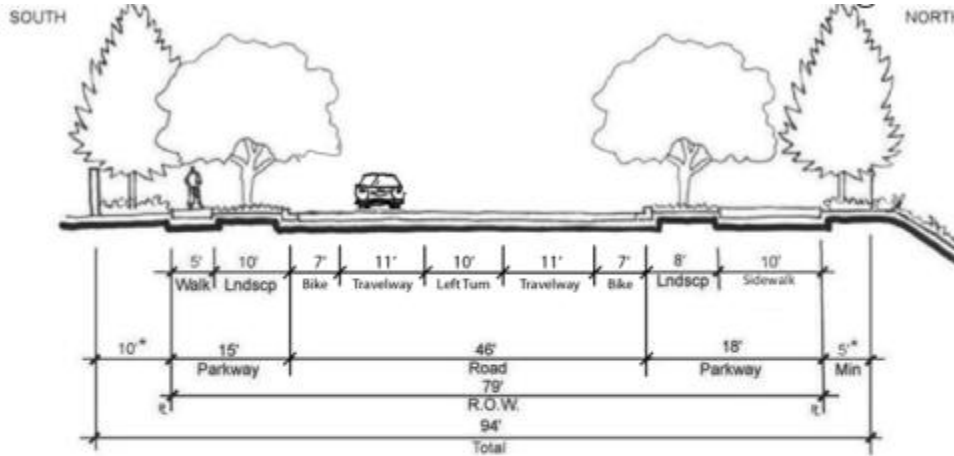
D4 Chino-Corona Road. with Equestrian Trail
From Mill Creek Wetlands Parking Lot Driveway to Legacy Park Street
Class II Buffered Bike Lane

Street Section DD Local Collector (Page 138) – The following street section shall replace the existing street section.



DD Local Collector
Bickmore Avenue at Hellman Avenue
(No On-street Parking)
Class II Buffered Bike Lane

Street Sections FF Local Collector with Paseo and GG Chino-Corona Road along Rancho Miramonte Frontage (page 139) - The following street sections shall replace the existing street sections.



FF

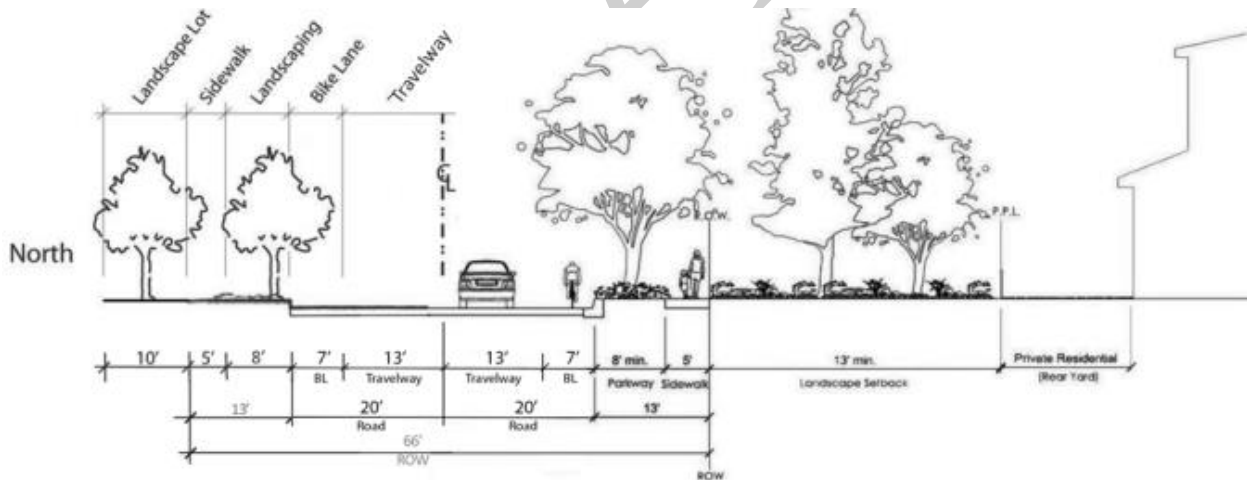
Local Collector with Paseo

Bickmore Avenue from Rincon Meadows to Mill Creek Avenue

(Transit; No On-street Parking)

High Priority Transit Route

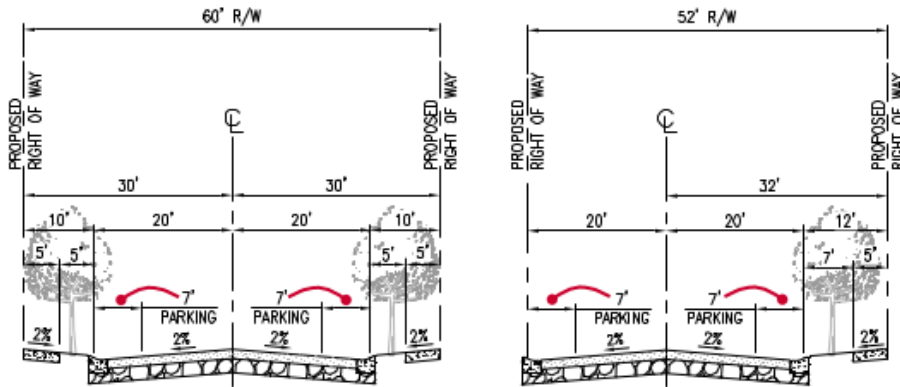
Class II Buffered Bike Lane



GG

Chino Corona Road Along Rancho Miramonte Frontage

Page 140 – The following street sections shall be added.



Private Street with Reduced Parkways (Rollover or Wedge Curbs)

Private Street with Sidewalk on One Side¹ (Rollover or Wedge Curbs)

Notes
1. This condition shall apply only to street segments where residential units front along one side with sidewalk and parkway. The opposite side, where no sidewalk is provided, shall be limited to lots that either side or rear onto the street, unless otherwise approved by the City at an appropriate location.

Figure 12 (page 143) – The following exhibit shall replace the existing exhibit.

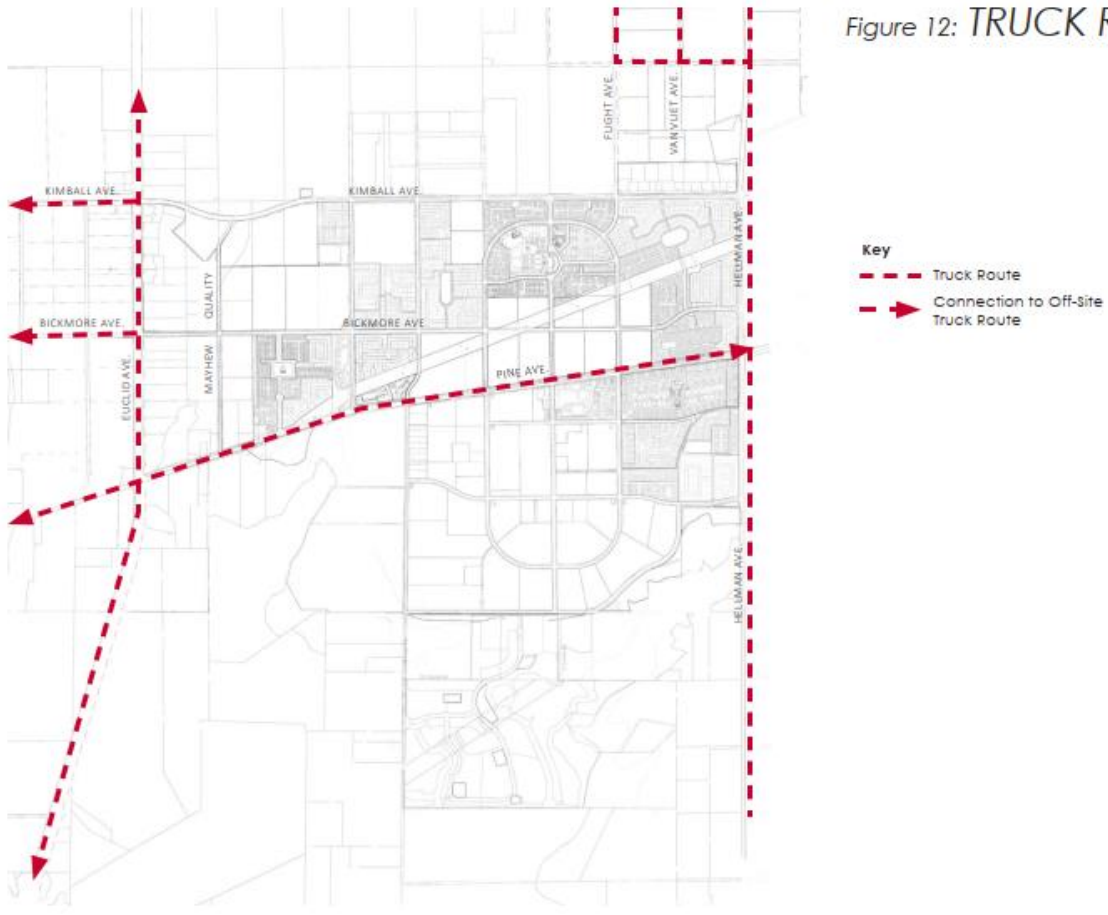


Figure 12: TRUCK ROUTES



Section 2. CEQA Findings. The environmental documentation is adequate and conforms with the provisions of CEQA, as the Project is within the scope of The Preserve Chino Sphere of Influence - Subarea 2 Final Environmental Impact Report (SCH# 2000121036) originally certified on March 25, 2003, which adequately describes the proposed activity for the purposes of CEQA, pursuant to CEQA Section 21166 and Section 15162 of the CEQA Guidelines. The Preserve Specific Plan Amendment does not include any land use changes, changes in residential densities, or changes to the maximum number of permitted residential units allowed in The PSP, and would not create any new significant impacts, or impacts that are significantly different than those identified in The Preserve Chino Sphere of Influence – Subarea 2 Final Environmental Impact Report (State Clearinghouse No. 2000121036).

Section 3. Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance, or the application thereof to any person or circumstances, is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any other provision or application, and to this end the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, part or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, parts or portions thereof be declared invalid or unconstitutional.

Section 4. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after its second reading and adoption.

Section 5. Certification. The City Clerk of the City of Chino shall certify to the passage and adoption of this ordinance and shall cause the same to be published in the *Chino Champion*, a newspaper of general circulation, within said city in accordance with the provisions of the Government Code.

PASSED, APPROVED AND ADOPTED THIS 16TH DAY OF JUNE 2026.

By: _____
EUNICE M. ULLOA, MAYOR

ATTEST:

By: _____
NATALIE GONZAGA, CITY CLERK

