Those persons wishing to speak on any item included on the agenda, or on any matter within the subject matter jurisdiction of the Planning Commission, are invited to fill out and submit to the Recording Secretary a "Request to Speak" form (name and address optional) which is available at the entrance to the City Council Chambers. Additionally, members of the public may submit electronic inquiries or comments by submitting emails to Planning@cityofchino.org no later than 5:00 p.m. the day of the meeting.

If you require a reasonable accommodation to participate in this meeting per your rights under the Americans with Disabilities Act or for any other reason, please contact the City Clerk's Office at (909) 334-3306 at least 48 hours prior to the advertised starting time of the meeting.

Any documents produced by the City and distributed to a majority of the Planning Commission regarding any item on this agenda will be made available in the Development Services Department during normal business hours at City Hall located at 13220 Central Avenue, Chino. In addition, such documents will be posted on the City's website at www.cityofchino.org.

CHINO PLANNING COMMISSION

CITY HALL COUNCIL CHAMBERS
13220 CENTRAL AVENUE
CHINO, CA 91710

WEDNESDAY, AUGUST 20, 2025 AT 6:00 PM

REGULAR MEETING

AGENDA

FLAG SALUTE

ROLL CALL

Planning Commission Members: Jimmy Alexandris (Chairperson), Lissa Fraga (Vice Chairperson), Brandon Blanchard, Kevin Cisneroz, Steve Lewis, Vincent Lopez, Lawrence Vieira

ANNOUNCEMENTS

PUBLIC COMMUNICATIONS

At this time, members of the public may address the Planning Commission on subjects that do not appear on the agenda. Please state your name for the record and limit your remarks to three minutes. If you have an item that will require discussion, please request that the item be placed on the next Planning Commission meeting agenda.

CONSENT CALENDAR

At this time, members of the public may present testimony as to why an item should be removed from the Consent Calendar for separate discussion. Unless a member of the public or Planning Commission requests that an item be removed from the Consent Calendar, all items will be acted upon on one summary vote. Items removed from the Consent Calendar will be acted upon separately, following the Public Hearing procedures.

1. Minutes. Regular Meeting of July 16, 2025 (All Members Present).

PUBLIC HEARING

The public will be given an opportunity to speak on each of the items listed below. Following a presentation and questions from the Planning Commission to staff, the chairperson will open the public hearing. At that time, the applicant will be permitted ten minutes to present their case. Members of the public will then be permitted five minutes to speak. After all have spoken, the applicant is permitted three minutes to summarize. The public hearing is then closed; however, the Planning Commission may, at its discretion, reopen the public hearing to receive additional public testimony. It is requested, but not required, that any members of the public addressing the Planning Commission state their name for the record prior to making your remarks.

2. PL24-0131 (Special Conditional Use Permit). A request to construct a 1,600 square foot recreational vehicle garage on a residential property located within the RD2 (Residential 2 du/ac) zoning district.

   Staff Report By: Chris Cortez, Assistant Planner

   RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-019, approving PL24-0131 (Special Conditional Use Permit), based upon the findings and subject to the departmental conditions of approval.

3. PL24-0110 (Site Approval). A request to construct 850 luxury rental units on 34.68 acres at an overall density of 24.38 dwelling units per acre in the HDR16, CC16 (Residential and Community Core, 16 du/a), HDR 30 (Residential, 30 du/a) in The Preserve Specific Plan.

   Staff Report By: Maria Staar, Senior Planner

   RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-017, approving PL24-0110 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

4. PL24-0151 (Site Approval). A request to construct a 110-unit rental community on 4.12 acres located at 0 Corporate Center Avenue, north of Chino Hills Parkway and East of the 71 Freeway within the Auto Mall land use designation of The Eucalyptus Business Park Specific Plan.

   Staff Report By: Maria Staar, Senior Planner

   RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-018, approving PL24-0151 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

5. Comprehensive General Plan Update PL23-0128 (General Plan Amendment) and PL23-0129 (Zone Map Change). Comprehensive General Plan Update

   Staff Report By: Michael Hitz, Principal Planner

NEW BUSINESS

DIRECTOR'S REPORT

COMMISSION COMMENTS

ADJOURNMENT

Adjourn to a regular meeting of the Planning Commission on September 17, 2025 at 6 p.m. in these Council Chambers.

I, Natalie Gonzaga, City Clerk of the City of Chino, hereby declare that on August 15, 2025 this agenda was posted on the south window of Chino City Hall and this agenda together with all of the agenda reports and related documents were posted on the City's website at www.cityofchino.org by myself or under my direction.

ngonzaga

Natalie Gonzaga, City Clerk.

All Planning Commission decisions may be appealed to the City Council. An appeal of a Planning Commission decision must be filed with the Planning Division within ten (10) calendar days of the decision date.

MEMORANDUM
CITY OF CHINO
DEVELOPMENT SERVICES DEPARTMENT

PLANNING COMMISSION MEETING DATE: AUGUST 20, 2025

DATE: **AUGUST 20, 2025**

TO: **CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION**

FROM: **ANDREA GILBERT, CITY PLANNER**

SUBJECT

Minutes of the Regular Meeting of the Planning Commission of July 16, 2025 (All Members Present).

CHINO PLANNING COMMISSION

REGULAR MEETING - CITY HALL COUNCIL CHAMBERS
13220 CENTRAL AVENUE
CHINO, CA 91710

WEDNESDAY, JULY 16, 2025

MINUTES

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FLAG SALUTE

The Pledge of Allegiance was led by Commissioner Lopez.

ROLL CALL

PRESENT Commissioner Brandon Blanchard, Commissioner Kevin Cisneroz, Commissioner Lissa Fraga, Commissioner Jimmy Alexandris, Commissioner Steve Lewis, Commissioner Lawrence Vieira, and Commissioner Vincent Lopez

ABSENT NONE.

ANNOUNCEMENTS

None.

PUBLIC COMMUNICATIONS

None.

CONSENT CALENDAR

1. Minutes. a) Regular Meeting of May 21, 2025 (Absent: Vice Chair Fraga - Excused); and b) Regular Meeting of June 18, 2025 (All Members Present).

Motion by Commissioner Blanchard, seconded by Commissioner Lopez, to approve the Consent Calendar Item Nos. 1 and 2 as presented. The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **NONE.**

ABSENT: **NONE.**

PUBLIC HEARING

2. PL18-0057.TE05 (Special Conditional Use Permit) & PL18-0058.TE05 (Site Approval). A request for a 5th time extension to construct a 109,581-square foot, three-story assisted living facility with supporting facilities on a 3.07-acre site in the RD20 (Residential 20/units per acre) zoning district on the SEC of 10th St. & Guardian Way.

Staff Report By: Brian Sitton, Associate Planner

RECOMMENDATION: Approve, by motion of the Planning Commission, a one-year time extension for PL18-0057.TE05 (Special Conditional Use Permit – Time Extension) and PL18-0058.TE05 (Site Approval – Time Extension).

Chairman Alexandris opened the public hearing.

Brian Sitton, Associate Planner, presented the staff report to the Planning Commission.

Chairman Alexandris asked if there is a maximum amount of years that an extension can be granted. Andrea Gilbert, City Planner, responded that there is no maximum.

Jimmy, representing ownership for this project, addressed the Commission and stated that they have been working hard to get the financial issues resolved in an effort to complete the project.

There being no one else present to address the Commission on this item, the public hearing was closed.

Chairman Alexandris asked staff if they can have a discussion to possibly put a maximum on how many times an extension can be approved. Ms. Gilbert responded that they will look at that during the Zoning Code Update.

Motion by Commissioner Fraga, seconded by Commissioner Lewis, approve, by motion of the Planning Commission, a one-year time extension for PL18-0057.TE05 (Special Conditional Use Permit - Time Extension) and PL18-0058.TE05 (Site Approval - Time Extension). The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, AND COMMISSIONER VIEIRA**

NOES: **COMMISSIONER LOPEZ**

ABSENT: **NONE.**

3. PL19-0079.DM02 (Site Approval – Developer Modification No. 2). A request for a Developer Modification to construct a 4,500 square foot retail/office building in lieu of a previously-approved 1,500 square foot drive-thru fast food restaurant in CG (Commercial General) zoning district at 5578 Philadelphia Street.

Staff Report By: Brian Sitton, Associate Planner

RECOMMENDATION: Approve, by motion of the Planning Commission, PL19-0079.DM02 (Site Approval Developer Modification), an amendment to the originally approved Project.

Chairman Alexandris opened the public hearing.

Brian Sitton, Associate Planner, presented the staff report to the Planning Commission.

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Robert Chiang, applicant, addressed the Commission

There being no one else present to address the Commission on this item, the public hearing was closed.

Motion by Commissioner Lewis, seconded by Commissioner Blanchard, to approve, by motion of the Planning Commission, PL19-0079.DM02 (Site Approval Developer Modification), an amendment to the originally approved Project. The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **NONE.**

ABSENT: **NONE.**

4. PL24-0097 (Special Conditional Use Permit), PL24-0098 (Site Approval), and PL24-0120 (Special Conditional Use Permit). A request for approval for the Chino Gateway Terminal Project located on approximately 7.35 acres of land in the M1 zoning district, located at the southwest corner of Schaefer Avenue and Oaks Avenue (APNs: 1021-052-04, -06, -09 and -11).

Staff Report By: Kim Le, Senior Planner

RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-012, approving PL24-0097 (Special Conditional Use Permit), PL24-0098 (Site Approval) and PL24-0120 (Special Conditional Use Permit), based upon the findings and subject to the departmental conditions of approval.

Chairman Alexandris opened the public hearing.

Kim Le, Senior Planner, presented the staff report to the Planning Commission.

Commissioner Cisneroz asked staff if the EIR Addendum is sufficient. Andrea Gilbert, City Planner, informed the Commission that staff agrees that the Addendum is the appropriate environmental document for this type of project and is consistent with the City's General Plan and Zoning Ordinance.

Commissioner Cisneroz asked if there is some type of safety system in place to protect diners in case a car were to swerve and hit diners. Ms. Le stated that the Commission could request that bollards be added as a Condition of Approval.

Commissioner Blanchard stated that he agrees that bollards should be installed.

Annie Gallagher representing Gateway Terminal LLC, applicant, addressed the Commission, and accepted all the Conditions of Approval for this agenda item.

Commissioner Blanchard asked Ms. Gallagher if the applicant would agree to installing bollards or something to provide a barrier for the eating area. Ms. Gallagher stated that they would agree to install something and would work with staff to ensure safety.

Jorge Zavala with Western States Regional Council of Carpenters addressed the Commission and stated that they are not against growth. He requested that the project be delayed until the

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developer can commit to hiring a local, skilled, and trained workforce.

There being no one else present to address the Commission on this item, the public hearing was closed.

Motion by Commissioner Blanchard, seconded by Commissioner Vieira, to adopt Planning Commission Resolution No. PC2025-012, approving PL24-0097 (Special Conditional Use Permit), PL24-0098 (Site Approval) and PL24-0120 (Special Conditional Use Permit), based upon the findings and subject to the departmental conditions of approval, with an added Condition of Approval that some type of bollard or sufficient barrier be placed in front of the street-facing dining area along Schaefer to be approved by staff. The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **COMMISSIONER ALEXANDRIS**

ABSENT: **NONE.**

5. PL25-0001 (Special Conditional Use Permit) and PL25-0002 (Site Approval). A request to construct a 3,886 square foot drive-thru restaurant with 74 indoor seats and 60 outdoor seats on a vacant 1.39-acre parcel located within the Community Core 16 (CC16) zoning district of The Preserve Specific Plan.

Staff Report By: Chris Cortez, Assistant Planner

RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-014, approving PL25-0001 (Special Conditional Use Permit) and PL25-0002 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

Chairman Alexandris opened the public hearing.

Chris Cortez, Assistant Planner, presented the staff report to the Planning Commission.

Casey Reis, Senior Development Manager with In-N-Out Burger, applicant, addressed the Commission, and accepted all the Conditions of Approval for this agenda item. She thanked City staff for their hard work and gave a history of In-n-Out.

There being no one else present to address the Commission on this item, the public hearing was closed.

Motion by Commissioner Fraga, seconded by Commissioner Vieira, to adopt Planning Commission Resolution No. PC2025-014, approving PL25-0001 (Special Conditional Use Permit) and PL25-0002 (Site Approval), based upon the findings and subject to the departmental conditions of approval. The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **NONE.**

ABSENT: **NONE.**

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6. PL24-0141 (Site Approval). A request to construct 74 detached single-family residential dwelling units on 11.36 adjusted gross acres of land at a density of 6.5 dwelling units per acre in the Medium Density Residential (MDR) land use designation of The Preserve Specific Plan.

Staff Report By: Chris Cortez, Assistant Planner

RECOMMENDATION: Adopt Planning Commission Resolution No. 2025-013, approving PL24-0141 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

Chairman Alexandris opened the public hearing.

Chris Cortez, Assistant Planner, presented the staff report to the Planning Commission.

Darius Fatakia of Lewis, representing the applicant, Chino Development Corp, addressed the Commission, and accepted all the Conditions of Approval for this agenda item.

There being no one else present to address the Commission on this item, the public hearing was closed.

Motion by Commissioner Cisneroz, seconded by Commissioner Lopez, to adopt Planning Commission Resolution No. PC2025-013, approving PL24-0141 (Site Approval), based upon the findings and subject to the departmental conditions of approval. The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **NONE.**

ABSENT: **NONE.**

7. PL24-0140 (Site Approval) A request to construct 67 detached single-family homes on 13.26 adjusted gross acres of land at a density of 5.1 dwelling units/acre in the Medium Density Residential & Low Density Residential land use designations of The Preserve Specific Plan.

Staff Report By: Brian Sitton, Associate Planner

RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-015, approving PL24-0140 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

Chairman Alexandris opened the public hearing.

Brian Sitton, Associate Planner, presented the staff report to the Planning Commission.

Darius Fatakia, applicant, addressed the Commission. He thanked staff for their hard work on their projects, and accepted all the Conditions of Approval for this agenda item.

There bring no one else present to address the Commission on this item, the public hearing was closed.

Motion by Commissioner Lewis, seconded by Commissioner Fraga, to adopt Planning Commission Resolution No. PC2025-015, approving PL24-0140 (Site Approval), based upon the findings and subject to the departmental conditions of approval. The motion carried by the following vote:

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AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **NONE.**

ABSENT: **NONE.**

8. PL24-0142 (Site Approval). A request to construct 74 single family residential dwelling units on 12.08 adjusted gross acres of land at a density of 6.1 dwelling units per acre in the Medium Density Residential (MDR) land use designation of The Preserve Specific Plan.

Staff Report By: Maria Staar, Senior Planner

RECOMMENDATION: Adopt Planning Commission Resolution No. PC2025-016, approving PL24-0142 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

Chairman Alexandris opened the public hearing.

Maria Staar, Senior Planner, presented the staff report to the Planning Commission.

Darius Fatakia, applicant, addressed the Commission. He thanked staff for their hard work on this project, and accepted all the Conditions of Approval for this agenda item.

There being no one else present to address the Commission on this item, the public hearing was closed.

Motion by Commissioner Cisneroz, seconded by Commissioner Vieira, to adopt Planning Commission Resolution No. PC2025-016, approving PL24-0142 (Site Approval), based upon the findings and subject to the departmental conditions of approval. The motion carried by the following vote:

AYES: **COMMISSIONER BLANCHARD, COMMISSIONER CISNEROZ, COMMISSIONER FRAGA, COMMISSIONER ALEXANDRIS, COMMISSIONER LEWIS, COMMISSIONER VIEIRA, AND COMMISSIONER LOPEZ**

NOES: **NONE.**

ABSENT: **NONE.**

NEW BUSINESS

None.

DIRECTOR'S REPORT

Andrea Gilbert, City Planner, thanked the Design Review Board members. They have been called on a lot lately for projects and staff appreciates their time.

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COMMISSION COMMENTS

Commissioner Cisneroz thanked staff for all their hard work and answering the Commissioners' questions.

Vice Chair Fraga reminded everyone that the Demolition Derby will take place this weekend and invites everyone to attend. They have raised almost $14,000 for their giveaway and she thanked everyone for their support.

Commissioner Lewis stated that the Chino Fair Association donated a car for the Chino Youth Museum. They had a lot of kids put their handprints on the car. He also reminded everyone about the movies and concerts on the lawn.

Commissioner Lopez reminded everyone that the last concert is tomorrow. Finally, he gave a shout out to the Fire Department for their help with his father.

Chairman Alexandris thanked staff and Lewis for all their hard work on the projects presented tonight.

ADJOURNMENT

Adjourn to a regular meeting of the Planning Commission on August 20, 2025 at 6 p.m. in these Council Chambers.

APPROVED AND ADOPTED THIS 20TH DAY OF AUGUST 2025.

_____
CHAIRMAN, PLANNING COMMISSION

_____
SECRETARY, PLANNING COMMISSION

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(These minutes are not official until signed.)

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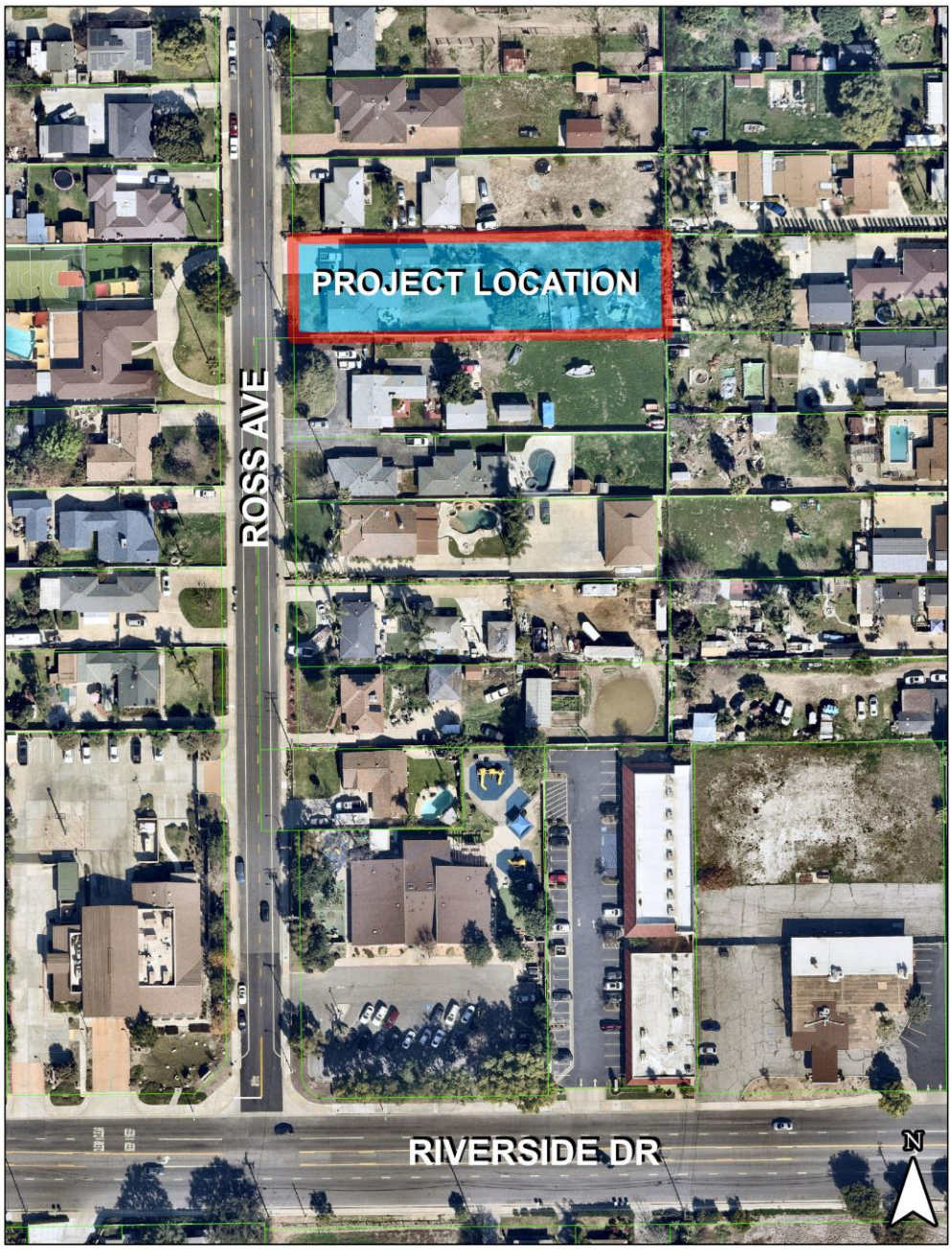
MEMORANDUM
CITY OF CHINO
DEVELOPMENT SERVICES DEPARTMENT

PLANNING COMMISSION MEETING DATE: AUGUST 20, 2025

PL24-0131 (Special Conditional Use Permit)

LOCATION MAP



PROJECT NO.: PL24-0131 (Special Conditional Use Permit)

APPLICANT: Michael Carpenter

REQUEST: A request to construct a 1,600 square foot detached non-habitable structure for the storage of a Recreational Vehicle (RV) in the RD2 (Residential/Agricultural) zoning district.

LOCATION: 12795 Ross Avenue (APN: 1015-531-29)

RECOMMENDATION

Adopt Planning Commission Resolution No. PC2025-019, approving PL24-0131 (Special Conditional Use Permit), based upon the findings and subject to the departmental conditions of approval.

SURROUNDING ZONING AND LAND USE:

	Existing Land Use	*General Plan*	*Zoning District*
Project Site -	Residential	Residential, 2 dwelling units/acre (RD2)	RD2 – Residential/Agricultural
North -	Residential	Residential, 2 dwelling units/acre (RD2)	RD2 – Residential/Agricultural
East -	Residential	Residential, 2 dwelling units/acre (RD2)	RD2 – Residential/Agricultural
South -	Residential	Residential, 2 dwelling units/acre (RD2)	RD2 – Residential/Agricultural
West -	Residential	Residential, 2 dwelling units/acre (RD2)	RD2 – Residential/Agricultural

BACKGROUND

The applicant is requesting approval to construct a 1,600 square foot detached RV garage in the rear yard of an existing single-family lot located in the RD2 (Residential/Agriculture 2 dwelling units/acre) zoning district. The purpose of this zoning district is to provide for large lot residential development in a non-urbanized environment, with lot sizes typically 20,000 square feet or larger. The property includes an existing 1,132 square-foot single family home with a 776 square foot attached-garage. The proposed garage will be built for the existing property owners to store RVs for their personal use. Per the City's Zoning Code, Section 20.11.040.A.9, a Special Conditional Use Permit (SCUP) is required to be approved by the Planning Commission for the construction of a non-habitable accessory structure exceeding 1,200 square feet in size.

ISSUES/ANALYSIS

The proposed 1,600 square foot RV garage will be 20 feet in height, located at the rear northeast corner of the property with a 10-foot setback from the rear property line and a 5-foot setback from the interior side property line. Access to the garage will be provided from Ross Avenue via an existing driveway, with additional driveway space to be constructed to connect to the proposed RV garage. The garage has been designed to include two roll-up garage doors, each measuring 13.5 feet in height, to accommodate two RVs. One pedestrian door will be provided on the south elevation to allow for ingress and egress. No windows are proposed on this structure.

The architecture and paint colors of the garage are proposed to match that of the primary home. The front elevation features double-stacked stone veneer and trim covering approximately two-thirds of the façade, with the remaining portion finished with horizontal siding. A decorative vent is proposed within the gable roof above the garage doors. The remaining elevations will have a light texture plaster finish. The color scheme features a white garage door complemented by beige stucco, and composite shingles will be used for the roof to match the material and style of the main dwelling. The overall design is consistent with the architectural aesthetic quality of the surrounding neighborhood, as multiple properties in the surrounding neighborhood contain similarly scaled accessory structures in the rear yard area.

A covenant of restriction that runs with the property is required by the Zoning Code to be recorded, which specifies that the RV garage shall only be used for non-commercial purposes by the owners or occupants of the residence and shall not be converted to habitable living space unless the proper permits are obtained from the City. Due to the location, size, and operating characteristics of the proposed RV garage, use of the garage will not be detrimental to the public interest, health, safety or general welfare, as the proposed accessory structure use meets all applicable standards of the RD2 zoning district and has been designed and located to meet all minimum City requirements.

Project statistics are as follows:

Item	*Proposed*
Project Area -	23,700 sq. ft. (0.54 acres)
Building Area -	Existing home with attached garage: 1,908 sq. ft Proposed detached RV garage: 1,600 sq. ft. Total: 3,508 sq. ft.
Height -	20 feet
Lot Coverage -	14.8% proposed / 25% maximum allowable

Public Noticing

A 10-day notice was mailed to all property owners within a 300-foot radius of the project site. In addition, a notice was published in the *Chino Champion* on August 9, 2025, and the City sent information out on the City's social media platforms. In response to the public notice, no comments have been received. The notice exceeds legal noticing requirements.

ENVIRONMENTAL REVIEW

Staff has performed a preliminary assessment of the proposed project and has determined that it falls within the Class 3 Categorical Exemption set forth In the California Environmental Quality Act (CEQA), pursuant to Section § 15303 – New Construction or Conversion of Small Structures, as the proposed project is for the construction of an accessory structure. Furthermore, staff has determined that none of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines 15300.2, apply to this project.

RESOLUTION NO. PC2025-019

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHINO, CALIFORNIA, APPROVING PL24-0131 (SPECIAL CONDITIONAL USE PERMIT) FOR THE CONSTRUCTION OF A 1,600 SQUARE FOOT DETACHED NON-HABITABLE STRUCTURE FOR THE STORAGE OF A RECREATIONAL VEHICLE (RV) IN THE RD2 (RESIDENTIAL/AGRICULTURAL) ZONING DISTRICT, LOCATED AT 12795 ROSS AVENUE (APN: 1015-531-29).

WHEREAS, Michael Carpenter (the "Applicant"), has filed an application with the City of Chino (the "City") for approval of PL24-0131 (Special Conditional Use Permit) (the "Project") for the construction of a 1,600 square foot detached non-habitable structure for the storage of a Recreational Vehicle (RV) garage in the RD2 (Residential/Agricultural) zoning district, located at 12795 Ross Avenue (APN: 1015-531-29); and

WHEREAS, the Planning Commission of the City of Chino has completed its study of the proposed Project; and

WHEREAS**,** on August 20, 2025, the Planning Commission held a duly noticed public hearing for the Project in compliance with law, including compliance with the relevant provisions of the California Government Code and Chino Municipal Code, entertained the written and oral report of staff, and took public testimony on the Project, and

NOW, THEREFORE, the Planning Commission of the City of Chino, California, does hereby FIND, DETERMINE, and RESOLVE as follows:

A. The foregoing recitals are true and correct and incorporated herein.

B. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission makes the following findings and takes the following actions on PL24-0131 (Special Conditional Use Permit):

1. *PL24-0131 (Special Conditional Use Permit)*

    a. The proposed use is consistent with the goals and policies of the City's adopted General Plan and/or applicable specific plan(s), in that non-habitable accessory structures greater than 1,200 square feet in size may be conditionally permitted by the Planning Commission. The proposed 1,600 square foot garage structure will be consistent with, and not detrimental to, other uses and structures on the property and neighboring properties;

    b. The subject site is physically suitable, including but not limited to, parcel size, shape, access and availability of utilities, for the type and intensity of

use proposed as the Project site is an existing 23,700 square foot single-family lot. The proposed RV garage is located on a flat parcel of land at the rear of the existing lot and meets all minimum development standards set forth in the RD2 zoning district;

c. The subject site relates to streets and highways properly designed, both as to width and type of pavement to carry the type and quantity of traffic generated by the proposed Project as the site is an existing residential property. Access to the site is from a residential collector street, Ross Avenue, which has been designed to carry the type of traffic visiting the site;

d. The proposed Project is compatible with those on abutting properties and in the surrounding neighborhood, as single-family homes surround the site on all sides. The third residential lot to the south includes a large, detached structure at the rear similar in size and scale as the proposed garage. The proposed garage is consistent with, and not detrimental to, other residences in the neighborhood because the accessory structure will be an incidental use to the primary dwelling, will match the color of the existing dwelling, and shall be used solely by the homeowners or occupants as a non-commercial use;

e. The proposed location, size, and operating characteristics of the Project will not be detrimental to the public interest, health, safety or general welfare as the proposed accessory structure is conditionally permitted in the RD2 zoning district and has been designed and located to meet all minimum City requirements. In addition, certain safeguards have been required of the proposed Project, which the Planning Commission deems necessary to protect the public health, safety, and general welfare. These safeguards (conditions of approval) are attached to this resolution, and are described herein;

f. The proposed use will not have a significant adverse impact on the environment, as the Project is exempt from the California Environmental Quality Act per Section 15303 – New Construction or Conversion of Small Structures; and

g. The minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project and have been imposed as conditions of approval by the Chino Planning Commission. Further, the Project meets all required development standards and policies pertaining to RD2 residential development.

2. *CEQA Findings.* The Planning Commission finds that, in compliance with the California Environmental Quality Act (CEQA), Pursuant to Guideline § 15303, New Construction or Conversion of Small Structures, the Project qualifies as being categorically exempt from CEQA and will have no significant impact on the

environment. Furthermore, none of the exceptions to the categorical exemptions set forth in the CEQA Guidelines 15300.2, apply to this project.

3. *Approval of PL24-0131 (Special Conditional Use Permit).* The Planning Commission hereby approves PL24-0131 subject to the Conditions of Approval attached hereto as Exhibit "A". Applicant, including its successors and assigns, shall be responsible for implementing and complying with all conditions set forth in Exhibit "A".

4. *Actions by the Planning Commission Secretary.* The Planning Commission Secretary is hereby directed to attest to the adoption of this Resolution as of the date set forth below and forthwith transmit a copy of this Resolution, by regular mail, to the Applicant at the address of record set forth in the Application.

PASSED, APPROVED, AND ADOPTED THIS 20TH DAY OF AUGUST 2025.

_____
PLANNING COMMISSION CHAIRPERSON

ATTEST:

_____
SECRETARY, PLANNING COMMISSION

State of California)
County of San Bernardino) §
City of Chino)

I hereby certify the foregoing Resolution was duly adopted by the Chino Planning Commission at a meeting held on the 20th day of August 2025 and entered in the minutes of said Commission.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
SECRETARY, PLANNING COMMISSION

Attachment: Exhibit A – Conditions of Approval

EXHIBIT A

DEPARTMENTAL
CONDITIONS OF APPROVAL

DATE: August 20, 2025

PROJECT FILE NO.: PL24-0131 (Special Conditional Use Permit)

LOCATION: 12795 Ross Avenue (APN: 1015-531-29)

APPLICANT: Michael Carpenter

The departments listed below have reviewed the above referenced application. Those departments marked with an "X" have required conditions of approval to be imposed on the project.

Development Services Department –
- [X] Planning Division
- [ ] ADA Accessibility Division

Public Works Department –
- [X] Engineering Division
- [ ] Traffic Division

[ ] Chino Valley Independent Fire District

[ ] Police Department

[ ] Finance Department

[ ] Community Services, Parks & Recreation Department

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION CONDITIONS OF APPROVAL

DATE: August 20, 2025

PROJECT FILE NO.: PL24-0131 (Special Conditional Use Permit)

LOCATION: 12795 Ross Avenue

APPLICANT: Michael Carpenter

1.0 TIME LIMITS:

1.1. Special conditional use permit approval shall expire on August 20, 2026, if building permits are not obtained. The expiration date may be extended upon written request by the applicant on a City application form. The request must be received by the Director of Development Services at least 30 days prior to expiration of the application.

2.0 GENERAL REQUIREMENTS:

2.1. Failure to comply with any conditions of approval shall be deemed just cause for revocation of project approval by the Planning Commission.

2.2. The project shall proceed only in accordance with approved plans on file with the Development Services Department, the conditions contained herein and the Chino Municipal Code.

2.3. Approval of this request shall not waive compliance with all sections of the Chino Municipal Code, all other applicable City ordinances, and applicable specific plans.

2.4. Pursuant to Government Code Section 66020, the applicant is informed that the 90-day period in which the applicant may protest the fees, dedications, reservation or other exaction imposed on this project through the conditions of approval has begun.

2.5. In the event that any condition contained herein is determined to be invalid or legally unenforceable, then all remaining conditions shall remain in force.

2.6. In the event that any condition imposing a fee, exaction, dedication, or other mitigation measure is challenged by the project sponsors and/or other parties in an action filed in a court of law, which action is brought

within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the applicable section of the entire project shall be reviewed by the City and substitute conditions may be imposed.

2.7. The applicant shall indemnify the City and its elected boards, commissions, officers, agents and employees and will hold and save them and each of them harmless from any and all actions, claims, liabilities, losses, damages, penalties, obligations and expenses, including but not limited to attorneys' fees and costs, (collectively "claims") against the City for any such claims and shall be responsible for any judgment arising therefrom. The City shall provide the applicant with notice of the pendency of such action and shall request that the applicant defend such action. The applicant may utilize the City Attorney's office or use legal counsel of its choosing, but shall reimburse the City for any necessary legal cost incurred by City, including for the City's required participation in defense of the claims. The applicant shall provide a deposit in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by City to keep the deposit at such level. If the applicant fails to provide or maintain the deposit, the City may abandon the action and the applicant shall pay all costs resulting therefrom and City shall have no liability to the applicant.

2.8. The City of Chino has an exclusive contract with Waste Management for all solid waste collection and hauling services within the City. The applicant shall be responsible for making arrangements with Waste Management for disposal of any/all construction debris or trash generated as a result of this permit. Waste Management can be reached at 1-800 423-9986.

2.9. Pursuant to Public Resources Code Section 21089 and Fish and Wildlife Code Section 711.4, the developer shall provide those fees marked [X] below in the form of a check made payable to the ***San Bernardino County Clerk of the Board of Supervisors*** **within 5 days of Planning Commission approval. Project approval shall not be complete until the required fee(s) is (are) paid:**

[X] $50 for the Notice of Exemption filing fee.

3.0 PRIOR TO THE ISSUANCE OF A BUILDING PERMIT AND/OR COMMENCEMENT OF THE APPROVED USE:

3.1. Revised plans, incorporating all conditions of approval, shall be submitted for review and approval by the Director of Development Services.

3.2. All plans shall be coordinated for consistency.

3.3. The developer shall pay development impact fees at the established rate. Such fees may include, but not be limited to, new construction fee, park or open space fees, school fees, drainage fees, sewer fees, building permit and plan check fees.

3.4. A construction management plan shall be submitted for review and approval by the Director of Development Services. The plan shall coordinate and address construction activities that may impact residents and/or surrounding businesses on site and in adjacent areas. Elements of the plan would contain, but not be limited to, the following:

a. Routing of construction equipment
b. Hours of operation
c. Dust control
d. Vector control
e. Vehicle, equipment, and personnel staging

3.5. Prior to the issuance of a building permit, the approved grading plans shall be attached to the construction plan set. The project shall be built according to the plans approved by the Planning Commission on August 20, 2025, as prepared by Michael Carpenter. Any substantial modification to the project shall require Planning Commission review and approval. If minor in nature, the modification may be reviewed and approved by the Development Services Director.

3.6. Upon submittal of construction drawings to the Building Division for plan check review, all departmental conditions of approval for the project shall be included on the sheet following the title sheet, or the first sheet of the plans. A site plan shall also be attached to all sets of construction drawings. This condition shall be a minimum requirement for acceptance of construction drawings for the Building plan check review.

4.0 PRIOR TO THE START OF CONSTRUCTION:

4.1. A pre-construction meeting, scheduled with the Building Division, shall be held with all applicable City staff members, developer, contractor, superintendent, and all subcontractors prior to start of construction.

4.2. The approved construction management plan shall be distributed to all contractors and subcontractors and shall be maintained on-site through the duration of construction.

5.0 THE APPROVED USE SHALL BE OPERATED IN ACCORDANCE WITH THE FOLLOWING:

5.1. All operations shall not create a nuisance due to noise, odor, dust, mud, smoke, steam, vibration or other similar causes.

5.2. The operation or activity shall not cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution that can cause damage to human health, vegetation, or other forms of air pollution that can cause excessive soiling on any other parcel. No emission shall be permitted which exceeds the requirements of the South Coast Air Quality Management District or the requirements of any Air Quality Plan adopted by the City of Chino.

5.3. The operation or activity shall not emit odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the project site boundary.

5.4. The operation shall not discharge, at any point, into any public or private street, public sewer, storm drain, private stream, body of water, or into the ground, any material which can contaminate any water supply, interfere with bacteriological processes in sewer treatment, or otherwise cause the emission of dangerous or offensive elements, except in accordance with the standards approved by the California Department of Public Health, or any other federal, state or local government agency.

5.5. No operation or activity shall emit heat or cold that would cause a temperature increase or decrease on any adjacent parcel in excess of 10^0F (5.56^0C).

5.6. No operation or activity shall cause any impermissible source of electronic disturbance that adversely affects persons or the operation of any equipment on any other parcel that is not in conformance with the regulations of the Federal Communications Commission (FCC). Impermissible interference for the purposes of this document shall mean any interference that violates the rules and regulations of the FCC and/or the Communications Act of 1934, as amended.

5.7. No operation or activity shall be permitted to cause a steady state, earth-borne oscillation which is continuous and occurring more frequently than 100 times per minute beyond the project site. Ground vibration caused by moving vehicles, trains, aircraft, or temporary construction or demolition is exempted from this requirement.

5.8. Noise emanating from the project site, and which is received by adjacent land uses, shall not exceed the levels specified below, except that loudspeakers, bells, gongs, buzzers or other noise attention or attracting devices shall not exceed a maximum daytime dBA level of 60 and nighttime dBA of 40, measured anywhere beyond the boundaries of the property within which the noise is created.

Maximum Time of Exposure	Noise Metric	Noise Level Not To Be Exceeded	
		7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
30 Minutes/Hour	L50	55 dBA	50 dBA
15 Minutes/Hour	L25	60 dBA	55 dBA
5 Minutes/Hour	L8.3	65 dBA	60 dBA
One Minute/Hour	L1.7	70 dBA	65 dBA
Any Period of Time	Lmax	75 dBA	70 dBA

5.9. Non-Habitable Accessory Structure (Barn/Recreational Vehicle Storage):

5.9.1. The special conditional use permit is approved for the construction of a 1,600 square foot barn/RV storage (non-habitable accessory structure) in the rear yard of an existing single-family lot. Recreational vehicles may be kept on the property for non-commercial purposes by the owners or occupants of the residence. Any minor modifications to the project shall require review and approval by the Director of Development Services. Any significant modifications to the project and/or change in use at the project site shall require review and approval by the Planning Commission.

5.9.2. All building materials for the project, including but not limited to concrete color, roofing material, metal siding, windows, and colors, shall match the approved plans.

5.9.3. The non-habitable accessory structure shall only be for the use of the property owners or occupants of the primary structure. A

covenant of restriction to run with the land, in a form approved by the City Attorney, shall be recorded which specifies the non-habitable accessory structure shall only be used for non-commercial purposes, by the owners or occupants of the residence, and shall not be converted to habitable living space unless the proper permits are obtained.

PUBLIC WORKS CONDITIONS OF APPROVAL
PROJECT NO. PL24-0131 (SCUP)

DATE: June 17, 2025 PC MEETING DATE: August 20, 2025

PROJECT DESCRIPTION: Proposed new detached 1,600 sf RV garage on an existing residential property.

PROJECT LOCATION: 12795 Ross Avenue

APPLICANT: Michael Carpenter PROJECT ENGINEER: Felicia Marshall

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PRIOR TO THE TWO MAJOR DEVELOPMENT EVENTS, THE APPLICANT SHALL SATISFY AND FULFILL ALL CONDITIONS OUTLINED BELOW. FAILURE TO COMPLY WITH ANY CONDITIONS OF APPROVAL SHALL BE DEEMED JUST CAUSE FOR REVOCATION OF PROJECT APPROVAL BY THE PLANNING COMMISSION. HOWEVER, THE PUBLIC WORKS DIRECTOR SHALL HAVE THE AUTHORITY TO APPROVE MINOR DEVIATIONS IN THE CONDITIONS OF APPROVAL, AND ALL PLANS INCLUDING THE CONSTRUCTION DRAWINGS.

1.0 **PRIOR TO ISSUANCE OF BUILDING OR CONSTRUCTION PERMITS:**

1.1. All required plans and studies shall be prepared by a Registered Professional Engineer and submitted to the Project Engineer for review and approval. All project plans must be approved by the City Engineer's office before a Building Permit will be issued. All maps, studies, calculation sheets, reports, etc. must be on and/or folded in an 11-inch by 8½-inch standard format.

1.2. Prepare and submit a final grading plan showing building footprints, pad elevations, finished grades, drainage routes, retaining walls, erosion control, slope easements and other pertinent information in accordance with Appendix J of the California Building Code, latest edition.

1.3. Provide a certificate, from a Registered Civil Engineer, certifying that the finished grading has been completed in accordance with the City approved grading plan.

1.4. Submit a soils/geology report in accordance with Appendix J of the California Building Code, latest edition to the project engineer for review and approval.

1.5. Comply with all applicable requirements of the City Code.

1.6. Pursuant to Santa Ana Regional Water Quality Control Board Order Number R8-2010-0036, NPDES Permit No. CAS618036, prepare a project-specific Water Quality Management Plan (WQMP) and submit to the project engineer for review and approval if the impervious surface is greater than 5,000 square feet. To address NPDES Permit requirements to the maximum extent practicable, the project shall be designed to specify preferential use of Low Impact Development Best Management Practices that reduce pollutants and runoff volume through structural measures (e.g., infiltration, harvesting, and bio-treatment) and non-structural measures (e.g., preserving natural areas, clustering development, and reducing impervious areas). The WQMP shall conform to the requirements of the San Bernardino County Stormwater Program, 2013 WQMP Technical Guidance Document and include the Trash Order Implementation Plan requirements.

1.7. City staff shall determine the type of water (potable or recycled) to be used for grading operations, dust control activities, and common area/public landscape irrigation at the time of permit issuance.

1.8. Submit to the City electronic files, in Adobe Acrobat PDF format, of all submittals, including reports, studies, improvement plans and City redlines of previous submittals. Include AutoCAD and Esri GIS shape files as an e-transmitted zip file of all approved improvement plans.

2.0 **PRIOR TO REQUEST FOR AND RELEASE OF OCCUPANCY PERMITS/ACCEPTANCE OF PUBLIC IMPROVEMENTS:**

2.1. The applicant's Civil Engineer shall field verify that all BMPs are designed, constructed, and functional in accordance with the approved WQMP, if a WQMP is required. BMPs shall also be inspected by Public Works Environmental staff. Coordinate inspection with staff and submit a completed City of Chino BMP field verification form for review and approval.

2.2. Pay all remaining applicable fees pursuant to City Code.

2.3. Submit to the City, electronic files of Tract/Parcel Map and "as-built" improvement plans in AUTOCAD, Esri GIS shape and Adobe Acrobat PDF formats. AUTOCAD files shall be submitted as an etransmitted zip file of the CAD drawings with all base files attached. Scanned resolution of PDF shall be a minimum of 360 dpi.

Attachment

CITY OF CHINO
PUBLIC WORKS DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION

PROJECT NO. PL24-0131

PROJECT ENGINEER: Felicia Marshall
DATE: 6/17/2025

A COPY OF THIS CHECK LIST MUST BE PROVIDED ALONG WITH A COMPLETED PLAN CHECK REVIEW APPLICATION TO THE ENGINEERING TECHNICIAN WHEN MAKING AN APPOINTMENT FOR FIRST PLAN CHECK SUBMITTAL

- ☒ Copy of Development Engineering Division Conditions of Approval
- ☒ Plan Check Fee Calculation Form
- ☐ Maps (Subdivision Only)
- ☐ Preliminary Title Report (no older than six months) (Subdivision Only)
- ☐ Closure Calculations (Subdivision Only)
- ☐ Referenced Maps (Subdivision Only)
- ☒ Preliminary Soils Report (no older than sixty days)
- ☐ Lot line adjustment certificate
- ☐ Lot merger
- ☐ Right-of-way dedication
- ☐ Rough Grading Plans
- ☒ Precise Grading Plans
- ☐ Storm Drain Plans
- ☐ Hydrology and Hydraulic Calculations with Backup Data (Signed and Sealed by a Registered Civil Engineer)
- ☐ Engineering Cost Estimate (On City Forms) with Engineer's Wet Signature and Stamp
- ☐ Street Improvements Plans
- ☐ Cross-Sections (if street plans are required) at 50' intervals and extended a minimum of 100' beyond limits of improvements
- ☐ Sewer Plans
- ☐ Domestic Water Plans
- ☐ Recycled Water Plans
- ☐ Street Light Plans
- ☐ Voltage Drop Calculations (Signed and Sealed by a Registered Engineer)
- ☐ Signing and Striping Plans
- ☐ Traffic Signal Interconnect Plans
- ☐ Traffic Signal Plans
- ☐ Water Quality Management Plan
- ☐ Construction Management Plan

ADDRESS SIGN, INTERNALLY ILLUMINATED, LOW VOLTAGE, PROVIDE TIMER. BUILDING SHALL HAVE ADDRESS NUMBERS PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. NUMBERS SHALL CONTRAST WITH BACKGROUND, BE ARABIC OR ALPHABETICAL LETTERS AND BE A MINIMUM OF 4" HIGH WITH A MINIMUM STROKE OF ½". (R319.1 CRC)

NOTE:
1. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM THE FOUDATION WALLS, THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10' (5%) WHERE LOT LINES, WALLS, SLOPE OR OTHER PHYSICAL BARRIER PROHIBIT 6" OF FALL WITHIN 10' DRAINS OR SWALES SHALL BE CONSTRUCTED TO ENSURE DRAINAGE AWAY FROM THE STRUCTURE [CRC R401.3]
2. IMPERVIOUS SURFACES WITHIN 10' OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING [CRC R401.3 EXCEPTION]

NOTE:
THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND, OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

NOTE
1. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT EDITION OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE CODES ORDINANCES AND REGULATIONS.
2. GENERAL CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
3. MICHAEL D. CARPENTER SHALL BE INFORMED IN WRITTING OF ANY DISCREPANCY PRIOR TO CONSTRUCTION.

NOTE:
THERE IS NOT TO BE ANY BODY OF WATER 18" OR DEEPER ON THE PROPERTY UNLESS ALL SWIMMING POOL SAFETY BARRIERS ARE COMPLIED WITH.

THE DISCHARGE OF POLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITTED, NO SOLID WASTE, PETROLEUM BY PRODUCTS, SOIL PARTICULATE, CONSTUCTION WASTE MATERIALS OR WASTE WATER GENERATED ON CONSTUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED IN TO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

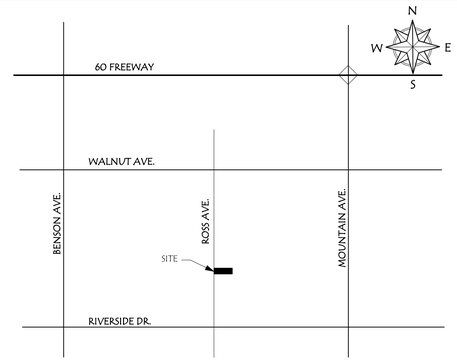
NOTE:
THIS PROJECT SHALL COMPLY WITH THE 2022 EDITION OF THE CALIFORNIA BUILDING CODE, THE 2022 CALIFORNIA RESIDENTIAL CODE AND THE 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE

NO GRADING IS PROPOSED FOR THIS PROJECT, EXCAVATIONS BELOW EXISTING FINISHED GRADE ARE FOR FOOTINGS FOR THE CONSTRUCTION OF A BUILDING ONLY AND WILL BE AUTHORIZED BY A BUILDING PERMIT.

GREEN BUILDING CODE REQUIREMENTS

CALIFORNIA RESIDENTIAL GREEN BUILDING STANDARDS

1. Indoor water use. Show compliance with the following table for new/replaced fixtures, per CGC 4.303.1.
   FIXTURE FLOW RATES FIXTURE TYPE MAXIMUM FLOW RATE Water closets 1.28 gallons/flush
   Showerheads 1.8 gpm @ 80 psi, Lavatory faucets 1.2 gpm @ 60 psi, Lavatory faucets shall not have a flow rate less than 0.8 gpm at 20 psi.
2. Recycling. A minimum of 65% of construction waste is to be recycled. CGC 4.408.1.
3. Recycling. The contractor shall submit a Construction Waste Management Plan to the jurisdiction agency that regulates waste management, per CGC 4.408.2.
4. Operation and maintenance manual. The builder is to provide an operation manual (containing information for maintaining appliances, etc.) for the owner at the time of final inspection. CGC 4.410.1.
5. Pollutant control. During construction, ends of duct openings are to be sealed, and mechanical equipment is to be covered. CGC 4.504.1.
6. Pollutant control. VOC's must comply with the limitations listed in Section 4.504.3 and Tables 4.504.1, 4.504.2, 4.504.3 and 4.504.5 for: Adhesives, Paints and Coatings, Carpet and Composition Wood Products. CGC 4.504.2.
7. Interior moisture control. The moisture content of wood shall not exceed 19% before it is enclosed in construction. The moisture content needs to be certified by one of 5 methods specified in Section 4.505.3. Building materials with visible signs of water damage should not be used in construction. The moisture content must be determined by the contractor by one of the methods listed in CGC 4.505.3.
8. Indoor air quality. Bathroom fans shall be Energy Star rated, vented directly to the outside and controlled by a humidistat. CGC 4.506.1.
9. Prior to final inspection the licensed contractor in responsible charge of the overall construction must provide to the building department official written verification that all applicable provisions from the Green Building Standards Code have been implemented as part of the construction. CGC 102.5.
10. Existing "noncompliant" fixtures (toilets that use more than 1.6 gallons of water per flush, urinals that use more than one gallon of water per flush, showerheads that have a flow capacity of more than 2.5 gallons of water per minute, and interior faucets that emit more than 2.2 gallons of water per minute) shall be replaced. Certification of compliance shall be given to the building inspector prior to final permit approval. California Green Building Standards Code Section 501.1.1.



VICINITY MAP

NO SCALE

EXISTING RESIDENCE

PROJECT DATA

PROJECT	TENBERGE RV GARAGE
JOB LOCATION	12795 ROSS AVE, CHINO, CA. 91710
OWNER	GREGORY AND KIMBERLY TENBERGE 12795 ROSS AVE, CHINO, CA. 91710
LEGAL DESCRIPTION	
LOT	70
TRACT	3150
A.P.N.	1015-531-29-0000
PROJECT DATA	
ZONE	RD-2
OCCUPANCY	R-3, U 1
TYPE OF CONSTRUCTION	VB
FIRE SPRINKLERS	EXISTING STRUCTURE - NO, PROPOSED RV GARAGE - NO
SITE DATA	
EXISTING	
LOT SIZE	23,700 S.F. (0.54 ACRE)
BUILDING SIZE, LIVABLE	1,132 S.F.
BUILDING SIZE, FOOTPRINT	1,908 S.F. LIVABLE + GARAGE
LOT COVERAGE	8.05 %
YEAR BUILT	1955
BED ROOMS	3
BATH ROOMS	2
NUMBER OF STORIES	ONE
BUILDING HEIGHT	16'
PARKING	TWO CAR GARAGE
PROPOSED	
LOT SIZE	23,700 S.F. (0.54 ACRE)
BUILDING SIZE, FOOTPRINT	3,508 S.F. LIVABLE + GARAGE + RV GARAGE
LOT COVERAGE	14.80 %
NUMBER OF STORIES	ONE
BUILDING HEIGHT	16' E. RESIDENCE, 20' PROPOSED RV GARAGE
PARKING	TWO CAR GARAGE + TWO BAY RV GARAGE
AREA TABULATION	
EXISTING:	
LIVABLE	1,132 S.F.
GARAGE	776 S.F.
PROPOSED:	
RV GARAGE	1,600 S.F.
JURISDICTION	CITY OF CHINO

GOVERNING CODES

BUILDING	C.B.C.	2022 CALIFORNIA BUILDING CODE
BUILDING	C.R.C.	2022 CALIFORNIA RESIDENTIAL CODE
ELECTRICAL	C.E.C.	2022 CALIFORNIA ELECTRIC CODE
PLUMBING	C.P.C.	2022 CALIFORNIA PLUMBING CODE
MECHANICAL	C.M.C.	2022 CALIFORNIA MECHANICAL CODE
ACCESSABILITY	C.B.C.	2022 CALIFORNIA BUILDING CODE
ENERGY	C.B.C.	2022 CALIFORNIA ENERGY CODE
BUILDING	C.B.C.	2022 CALIFORNIA GREEN BUILDING STANDARDS CODE
FIRE	C.B.C.	2022 CALIFORNIA FIRE CODE
BUILDING	C.B.C.	2022 CALIFORNIA EXISTING BUILDING CODE
ORDINANCES		ALL APPLICABLE CITY, COUNTY AND STATE.

PROPOSED RV GARAGE

SCOPE OF WORK:

1. PROPOSED DETACHED RV GARAGE = 1,600 SQUARE FEET
2. CONCRETE AND CONCRETE PAVER DRIVEWAY TO RV GARAGE DOORS
3. 6' HIGH CMU WALL, 244 L.F.

SHEET INDEX

C 1	COVER SHEET
C 2	SITE UTILIZATION PLAN
C 3	SITE PLAN
A 1	FLOOR PLAN
A 3	EXTERIOR ELEVATIONS
A 4	EXTERIOR ELEVATIONS COLORED
A 5	ROOF PLAN
A 6	CROSS SECTIONS

NOTE:
THIS PROJECT SHALL COMPLY WITH THE 2022 EDITION OF THE CALIFORNIA BUILDING CODE, THE 2022 CALIFORNIA RESIDENTIAL CODE AND THE 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE

DRAWINGS ISSUED FOR:

5-27-25 SCUP SUBMITTAL NO. 2

MICHAEL D. CARPENTER

CARPENTER DESIGNS

BUILDING DESIGN SERVICES

3298 N. GLASSFORD HILL RD.
STE 104-152
PRESCOTT VALLEY, AZ. 86314

(909) 724-9572

CARPENTERDESIGNS@AOL.COM

PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

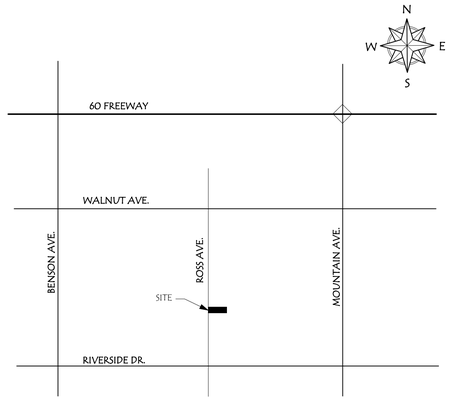
SHEET DESCRIPTION:

SITE PLAN

SCALE: AS NOTED

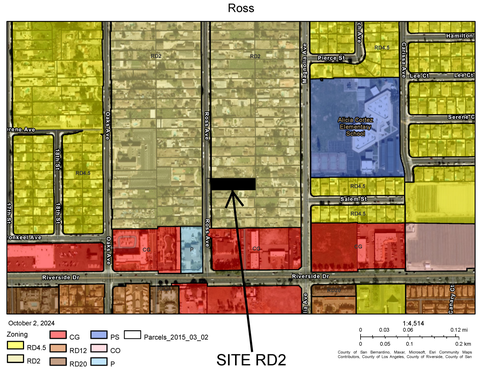
SHEET NUMBER:

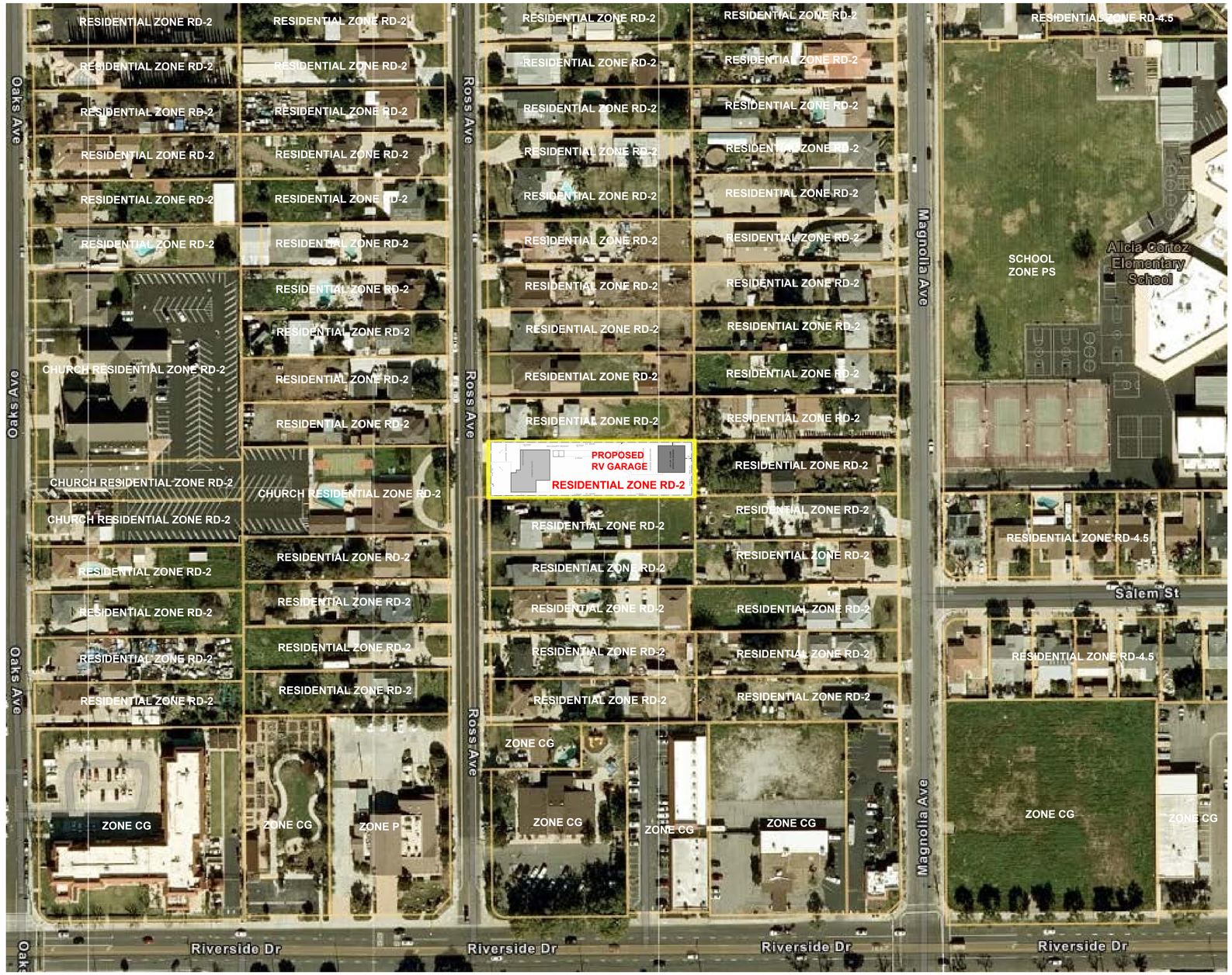
C 1



VICINITY MAP

NO SCALE





DRAWINGS ISSUED FOR:

MICHAEL D. CARPENTER

CARPENTER

DESIGNS

BUILDING DESIGN SERVICES

3298 N. GLASSFORD HILL RD.
STE 104-152
PRESCOTT VALLEY, AZ. 86314

(909) 724-9572

CARPENTERDESIGNS@AOL.COM

PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

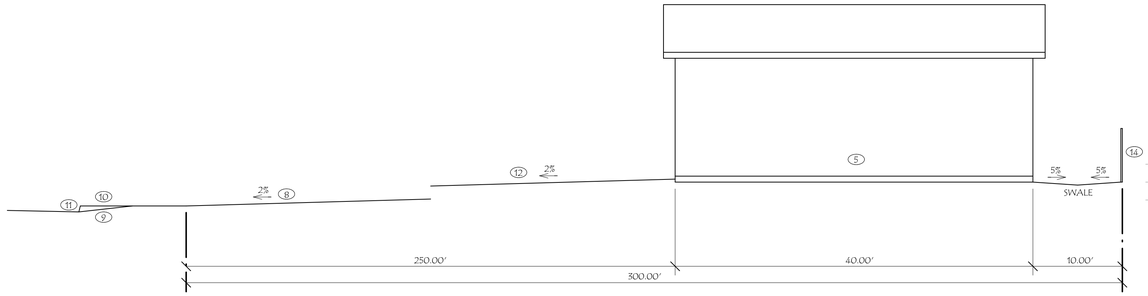
SHEET DESCRIPTION:

SITE UTILIZATION PLAN

SCALE: AS NOTED

SHEET NUMBER:

C 2



SITE - CROSS SECTION "B"

SCALE: 1/8" = 1'-0"

NOTE:
1. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM THE FOUDATION WALLS, THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10' (5%) WHERE LOT LINES, WALLS, SLOPE OR OTHER PHYSICAL BARRIER PROHIBIT 6" OF FALL WITHIN 10' DRAINS OR SWALES SHALL BE CONSTRUCTED TO ENSURE DRAINAGE AWAY FROM THE STRUCTURE [CRC R401.3]
2. IMPERVIOUS SURFACES WITHIN 10' OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING [CRC R401.3 EXCEPTION]

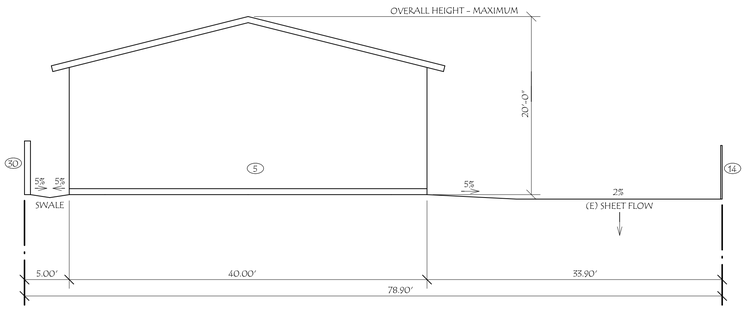
NOTE:
THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5 FEET OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND; OR OBTAIN A NECESSARY PERMIT FROM STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.

NOTE:
THERE IS NOT TO BE ANY BODY OF WATER 18" OR DEEPER ON THE PROPERTY UNLESS ALL SWIMMING POOL SAFETY BARRIERS ARE COMPLIED WITH.

THE DISCHARGE OF POLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITTED, NO SOLID WASTE, PETROLEUM BY PRODUCTS, SOIL PARTICULATE, CONSTUCTION WASTE MATERIALS OR WASTE WATER GENERATED ON CONSTUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED IN TO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

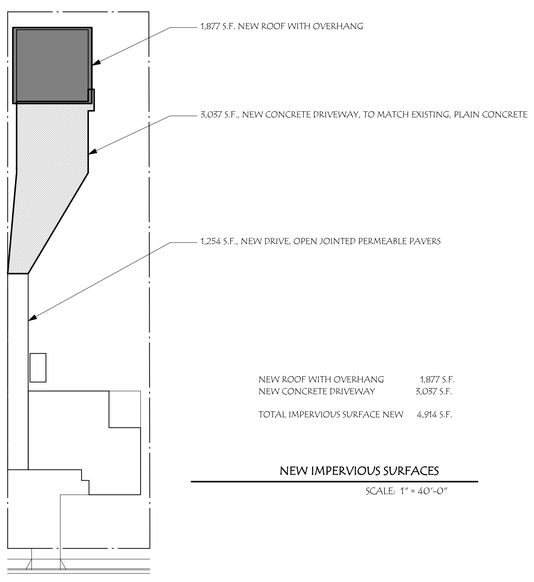
NO GRADING IS PROPOSED FOR THIS PROJECT, EXCAVATIONS BELOW EXISTING FINISHED GRADE ARE FOR FOOTINGS FOR THE CONSTRUCTION OF A BUILDING ONLY AND WILL BE AUTHORIZED BY A BUILDING PERMIT.

NOTE;
THIS PROJECT SHALL COMPLY WITH THE 2022 EDITION OF THE CALIFORNIA BUILDING CODE, THE 2022 CALIFORNIA RESIDENTIAL CODE AND THE 2022 CALIFORNIA GREEN BUILDING STANDARDS CODE



SITE - CROSS SECTION "A"

SCALE: 1/8" = 1'-0"



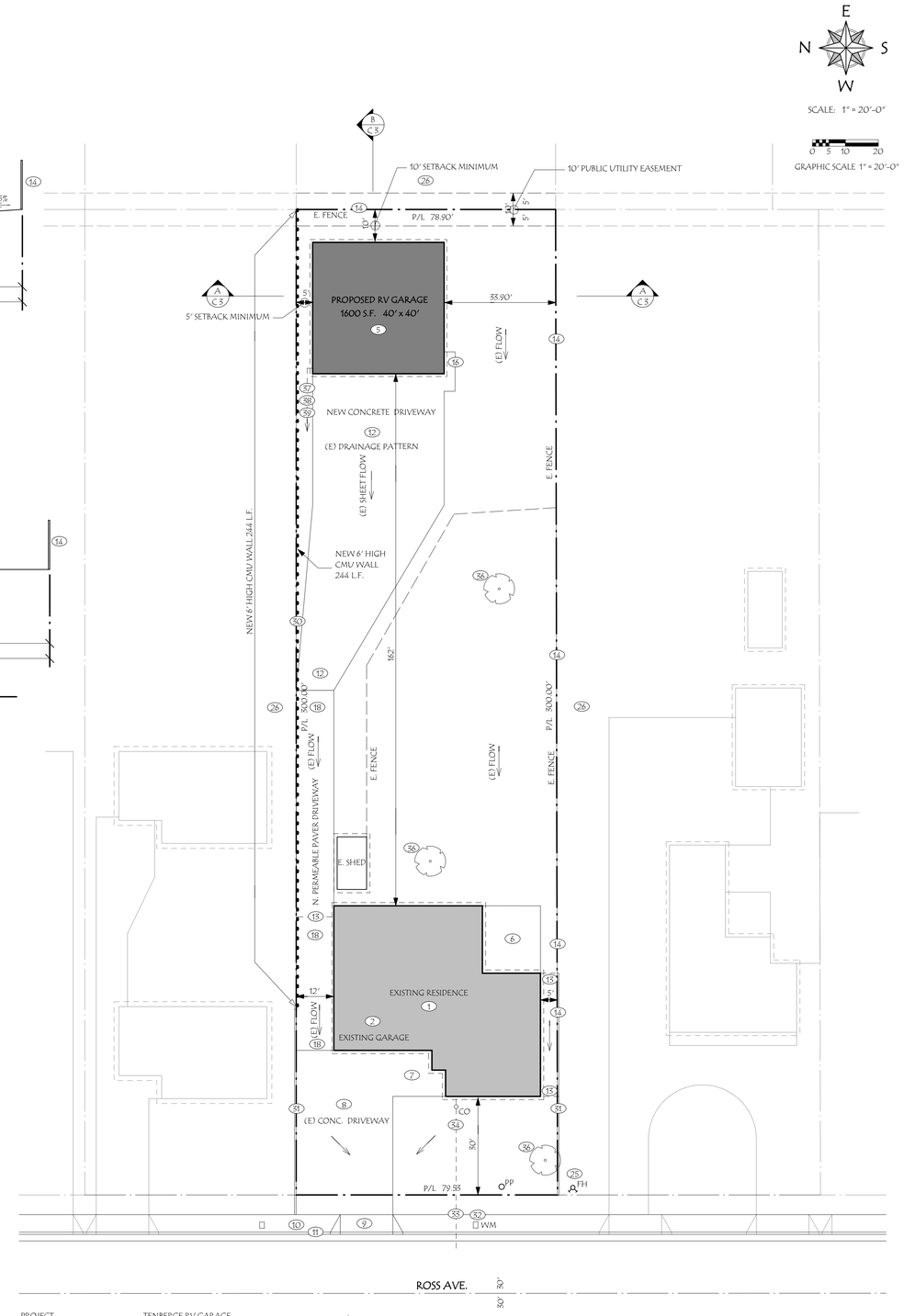
NEW ROOF WITH OVERHANG	1,877 S.F.
NEW CONCRETE DRIVEWAY	3,037 S.F.
TOTAL IMPERVIOUS SURFACE NEW	4,914 S.F.

NEW IMPERVIOUS SURFACES

SCALE: 1" = 40'-0"

1 SITE PLAN KEY NOTES

1. EXISTING ONE STORY SINGLE FAMILY RESIDENCE
2. EXISTING TWO CAR GARAGE
3. NOT USED
4. NOT USED
5. PROPOSED RV GARAGE
6. EXISTING CONCRETE PAVING
7. EXISTING CONCRETE WALK
8. EXISTING CONCRETE DRIVEWAY
9. EXISTING CONCRETE APPROACH
10. EXISTING CONCRETE SIDEWALK
11. EXISTING CONCRETE CURB AND GUTTER
12. NEW CONCRETE DRIVEWAY, TO MATCH EXISTING, PLAIN CONCRETE
13. EXISTING GATE TO REMAIN
14. EXISTING FENCE TO REMAIN
15. EXISTING A/C
16. NEW CONCRETE STOOP
17. NOT USED
18. NEW DRIVE, OPEN JOINTED PERMEABLE PAVERS
19. NOT USED
20. EXISTING MAIL BOX TO REMAIN
21. NOT USED
22. EXISTING ELECTRICAL METER AND MAIN PANEL TO REMAIN
23. EXISTING GAS METER TO REMAIN
24. EXISTING UTILITY BOX AT GRADE
25. EXISTING FIRE HYDRANT
26. ADJACENT PROPERTY, NOT A PART
28. EXISTING STREET LIGHT
29. NOT USED
30. NEW 6' HIGH CMU WALL
31. EXISTING CMU WALL
32. EXISTING WATER METER TO REMAIN, PROTECT IN PLACE NO CHANGE PROPOSED.
33. EXISTING SEWER LATERAL
34. EXISTING WASTE PIPE
35. NOT USED
36. EXISTING TREE TO REMAIN.
37. NEW CONDUIT (ELECTRIC) TO E. MAIN PANEL, 3" SCH. 40, UNDERGROUND 24" MIN. COVER.
38. NEW CONDUIT (PHONE) TO EXISTING PANEL, 1 1/2" SCH. 40, UNDERGROUND 18" MIN. COVER.
39. NEW 1 1/4" DOMESTIC WATER PIPE TO EXISTING WATER, 18" MIN. COVER
40. NOT USED
41. NOT USED
42. NOT USED
43. EXISTING CMU
44. NOT USED



SITE PLAN

SCALE: 1" = 20'-0"

PROJECT	TENBERGE RV GARAGE
JOB LOCATION	12795 ROSS AVE, CHINO, CA. 91710
OWNER	GREGORY AND KIMBERLY TENBERGE 12795 ROSS AVE, CHINO, CA. 91710
LEGAL DESCRIPTION	
LOT	70
TRACT	3150
A.P.N.	1015-531-29-0000

DRAWINGS ISSUED FOR:

MICHAEL D. CARPENTER

CARPENTER DESIGNS

BUILDING DESIGN SERVICES

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CARPENTERDESIGNS@AOL.COM

PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

SHEET DESCRIPTION:

SITE PLAN

SCALE: AS NOTED

SHEET NUMBER:

C 3

WINDOW AND DOOR NOTES:
EGRESS WINDOWS
PROVIDE EMERGENCY ESCAPE FROM NEW BED ROOMS AND BASEMENTS, THE ESCAPE OPENING SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQUARE FEET WITH 24" MIN. NET CLEAR HEIGHT AND 20" MIN. NET CLEAR WIDTH. ESCAPE WINDOW SHALL HAVE A FINISHED SILL HEIGHT NOT MORE THAN 44" ABOVE THE FLOOR.
GLAZING NOTE:
* NEW WINDOWS AND FRENCH DOORS TO BE DUAL GLAZE LOW "E" UNLESS NOTED OTHERWISE
* THE LOAD RESISTANCE OF GLASS UNDER UNIFORM LOAD SHALL BE DETERMINED IN ACCORDANCE WITH ASTM E 1300.
* ANY INDIVIDUAL PANE OF GLASS OVER 9 SQUARE FEET, WITHIN 18" OF THE FLOOR, TOP EDGE OF GLASS IS 36" ABOVE FLOOR AND WALKING SURFACE IS WITHIN 36" SHALL BE FULLY TEMPERERD.
* ANY GLASS IN DOORS, SIDELITES OR WINDOWS WITHIN 24" OF THE STIKE EDGE OF ANY DOOR SHALL BE FULLY TEMPERED.
* EACH PANE OF SAFETY GLAZING INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED (ACID ETCHED, SAND BLASTED, CERAMIC FIRED, ETC.) BY A MANUFACTURER'S DESIGNATION, THE MANUFACTURER OR INSTALLER AND THE SAFETY GLAZING STANDARD WHICH IT COMPLIES.
* ALL NEW GLAZING SHALL BE INSTALLED WITH LABELS TO REMAIN IN PLACE FOR INSPECTION.

FLOOR PLAN GENERAL NOTES
1. THE CONTROL VALVES IN SHOWERS, BATHTUBS, AND BIDETS MUST BE PRESSURE BALANCED OR THERMOSTATIC MIXING VALVES.
2. BATHTUB AND SHOWER FLOORS AND WALLS TO HAVE WATER RESISTANT - NON ABSORBENT FINISH TO 72" ABOVE SHOWER FLOOR. IF ENCLOSURES ARE PROVIDED, THEY SHALL BE SHATTER PROOF (TEMPERED GLASS) CEMENT, FIBER-CEMENT, FIBER-MAT REINFORCED CEMENT, GLASS MAT GYPSUM OR FIBER-REINFORCED GYPSUM BACKERS SHALL BE USED AS A BASE FOR WALL TILE IN TUB AND SHOWER AREAS AND WALL AND CEILING PANELS IN SHOWER AREAS.
3. PROVIDE EMERGENCY ESCAPE FROM BED ROOMS, THE ESCAPE OPENING SHALL HAVE A MINIMUM NET CLEAR OPENING OF 5.7 SQUARE FEET WITH 24" MIN. NET CLEAR HEIGHT AND 20" MIN. NET CLEAR WIDTH, ESCAPE WINDOW SHALL HAVE A FINISHED SILL HEIGHT NOT MORE THAN 44" ABOVE THE FLOOR.
4. TANKLESS WATER HEATERS SHALL BE NATIONALLY LISTED AND BE INSTALLED IN ACCORDANCE WITH THE INSTALLATION INSTRUCTIONS THAT WERE APPROVED AS PART OF THEIR LISTING. V.O.A. THRU ROOF, THE GAS PIPING SERVING THE APPLIANCE MUST BE SIZED IN ACCORDANCE WITH THE WATER HEATERS LISTED INSTALLATION INSTRUCTIONS AND THE 2019 CPC.
5. THE MAXIMUM SLOPE OF ANY LANDING SHALL NOT EXCEED ½ INCH PER FOOT. (R311.3 CRC)
6. A FLOOR OR LANDING IS REQUIRED ON EACH SIDE OF EVERY EXTERIOR DOOR IN ACCORDANCE WITH CRC SECTION R311.3. THE LANDING SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR AND BE A MINIMUM OF 36" IN LENGTH. THE LANDING AT REQUIRED OUT-SWINGING DOOR SHALL NOT BE MORE THAN 1 ½" LOWER THAN THE TOP OF THE THRESHOLD.
7. THE LANDING AT IN-SWINGING DOORS AND DOORS OTHER THAN THE REQUIRED EGRESS SHALL NOT BE MORE THAN 7 ¾" BELOW THE TOP OF THE THRESHOLD.

FRAMING NOTES:
1. FIRE BLOCKING MUST BE PROVIDED IN ACCORDANCE WITH CRC SECTION R302.11 AT THE FOLLOWING LOCATIONS:
A. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS.
B. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT 10-FOOT INTERVALS ALONG THE LENGTH OF THE WALL.
C. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS AND COVE CEILINGS.
D. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS, WITH MATERIALS TESTED FOR THE FORM AND MANNER THEY ARE INTENDED.
2. WHERE TOP OR SOLE PLATE ARE CUT FOR PIPES, A METAL TIE MINIMUM 0.058 INCHES THICK AND 1 ½ " WIDE SHALL BE FASTENED ACROSS THE OPENING WITH (6) 16D NAILS MINIMUM EACH SIDE.
3. FIELD CUTTING ENDS, NOTCHES AND DRILLED HOLES IN PRESERVATIVE-TREATED WOOD SHALL BE TREATED IN THE FIELD IN ACCORDANCE WITH AWPA M4.
4. NEW FRAMING LUMBER SHALL HAVE 19% MAXIMUM MOISTURE AT TIME OF INSTALLATION AND FABRICATION

WALL LEGEND

NEW WALL, 2"x 6" STUDS AT 16" O.C.

NEW WALL, 2"x 8" STUDS AT 16" O.C.

FINISH NOTE: WALL AND CEILING FINISH MATERIALS SHALL HAVE A FLAME SPREAD CLASSIFICATION OF NOT GREATER THAN 200, AND A SMOKE DEVELOPED INDEX OF NOT GREATER THAN 450. CRC SECTION R302.9

RESIDENTIAL GREEN BUILDING STANDARDS
EXISTING "NONCOMPLIANT" FIXTURES (TOILETS THAT USE MORE THAN 1.6 GALLONS OF WATER PER FLUSH, URINALS THAT USE MORE THAN ONE GALLON OF WATER PER FLUSH, SHOWERHEADS THAT HAVE A FLOW CAPACITY OF MORE THAN 2.5 GALLONS OF WATER PER MINUTE, AND INTERIOR FAUCETS THAT EMIT MORE THAN 2.2 GALLONS OF WATER PER MINUTE) SHALL BE REPLACED. CERTIFICATION OF COMPLIANCE SHALL BE GIVEN TO THE BUILDING INSPECTOR PRIOR TO FINAL PERMIT APPROVAL.

RESIDENTIAL GREEN BUILDING STANDARDS
EFFECTIVE JAN. 1, 2017 RESIDENTIAL BUILDINGS UNDERGOING ADDITIONS, ALTERATIONN OR IMPROVEMENTS SHALL REPLACE NONCOMPLIANCE PLUMBING FIXTURES WITH WATER CONSERVING PLUMBING FIXTURES PRIOR TO FINAL INSPECTION. THE REQUIREMENTS SHALL APPLY TO NEW FIXTURE IN ADDITIONS OR AREAS OF ALTERATION TO THE BUILDING (PER 2019 CAL GREEN SECTIONS 301.1.1, 4.303.1.1 - 4.303.1.4.4 & 2019 CPC SECTIONS 403.0 - 403.8

INTERIOR WALL AND CEILING COVERING

INTERIOR WALLS AND CEILINGS SHALL BE COVERED WITH ONE LAYER GYPSUM WALL BOARD, NAILED DIRECTLY TO STUDS AND JOISTS, WITH ALL SEAMS TAPED AND FILLED FLUSH WITH APPROVED JOINT COMPOUND IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. ALL NAILHEADS SHALL BE DIMPLED AND SPACKELED FLUSH WITH COMPOUND.

DRYWALL NAILING SHALL BE PER 2019 CALIFORNIA BUILDING CODE SHALL BE INSPECTED PRIOR TO TAPING AND SPACKELING.

NAIL 5/8" GYP. BOARD WITH 6d COOOLER NAILS, & 1/2" GYP. BOARD WITH 5d COOLER NAILS @ MINIMUM 7" OC EDGES AND FIELD. (2019 CALIFORNIA BUILDING CODE).

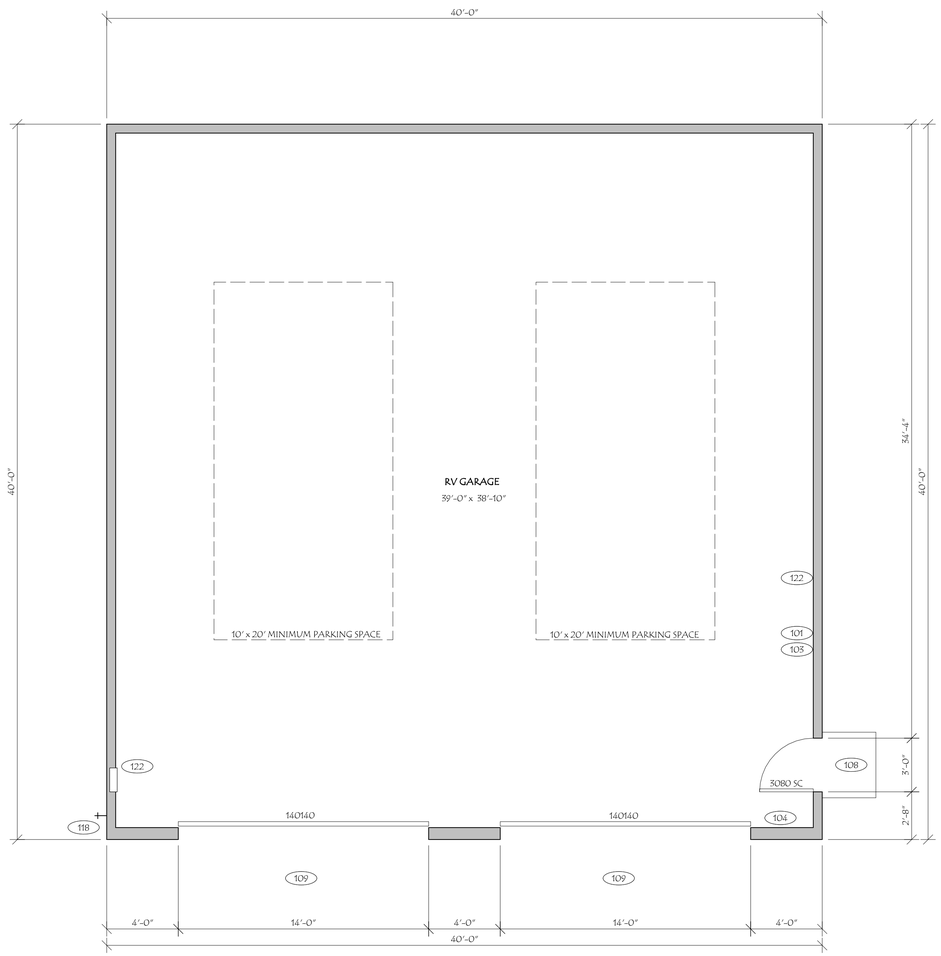
ALL EXPOSED GYP. BOARD SHALL HAVE METAL EDGES.

ALL GYP. BOARD AND CORNERBEAD NAILING TO BE INSPECTED AND APPROVED PRIOR TO TAPING.

TUB AND SHOWER WALLS, CEMENT, FIBER-CEMENT, FIBER-MAT REINFORCED CEMENT, GLASS MAT GYPSUM OR FIBER-REINFORCED GYPSUM BACKERS SHALL BE USED AS A BASE FOR WALL TILE IN TUB AND SHOWER AREAS AND WALL AND CEILING PANELS IN SHOWER AREAS IN ACCORDANCE WITH CRC SECTION R702.4.2 CRC.

100 FLOOR PLAN KEY NOTES

101. UN-FINISHED GARAGE, WALLS AND CEILING OPEN TO THE FRAMING.
102. NOT USED
103. 2"x 6" STUDS AT 16" O.C. EXTERIOR.
104. 2"x 8" STUDS AT 16" O.C. EXTERIOR.
105. NOT USED
106. NOT USED
107. NOT USED
108. CONCRETE STOOP, MINIMUM 36" x WIDTH OF DOOR
109. CONCRETE DRIVEWAY TO MATCH EXISTING
110. NOT USED
111. NOT USED
112. NOT USED
113. NOT USED
115. NOT USED
116. NOT USED
117. NOT USED
118. HOSE BIBB, 3/4"
119. NOT USED
120. NOT USED
121. NOT USED
122. SUB PANEL, SEE SHEET E1
123. NOT USED
124. NOT USED



DRAWINGS ISSUED FOR:

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PRESCOTT VALLEY, AZ. 86314

(909) 724-9572

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PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

SHEET DESCRIPTION:

FLOOR PLAN

SCALE: 1/4" = 1'-0"

SHEET NUMBER:

A 1

200 EXTERIOR ELEVATION KEY NOTES

201. NOT USED
202. ROOFING TO BE COMPOSITION SHINGLES (CLASS "A") MATCH EXISTING COLOR OVER 30# FELT UNDERLAYMENT, GAF, TIBERLINE, ICC ESR - 1475
203. NOT USED
204. NEW EXTERIOR WALL FINISH TO BE PLASTER, LIGHT TEXTURE TO MATCH EXISTING. 7/8" PLASTER OVER GRADE "D" MOISTURE BARRIER TWO LAYERS OVER SHEAR PANEL
205. 8" HORIZONTAL T&G SIDING TO MATCH EXISTING RESIDENCE.
206. NEW 5 1/2" 26 GA. G.I. WEEP SCREED, MIN. 4" ABOVE EARTH OR 2" ABOVE PAVING
207. MANUFACTURED STONE VENEER TO MATCH EXISTING RESIDENCE.
208. NEW CONCRETE PAVING TO MATCH EXISTING
209. NOT USED
210. CONCRETE STOOP, MINIMUM 36" x WIDTH OF DOOR
211. NOT USED
212. NOT USED
213. NOT USED
214. NEW FACIA, 2x 8" R.S. SPRUCE, PAINT FINISH, MATCH EXISTING
215. NEW BARGE, 2x 8" R.S. SPRUCE, PAINT FINISH, MATCH EXISTING
216. EAVE SOFFIT TO BE 7/8" PLASTER.
217. 2"x 6" PLASTER OVER FOAM TRIM
218. 2"x 4" PLASTER OVER FOAM TRIM
219. 4"x 2" PLASTER OVER FOAM TRIM
220. 24" DIAMETER DECORATIVE G.I. GABLE END VENT.
221. NOT USED
222. NEW DOOR PER PLAN

NOTE:
1. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM THE FOUDATION WALLS, THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10' (5%) WHERE LOT LINES, WALLS, SLOPE OR OTHER PHYSICAL BARRIER PROHIBIT 6" OF FALL WITHIN 10' DRAINS OR SWALES SHALL BE CONSTRUCTED TO ENSURE DRAINAGE AWAY FROM THE STRUCTURE [CRC R401.5]
2. IMPERVIOUS SURFACES WITHIN 10' OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING [CRC R401.3 EXCEPTION]

ADDRESS SIGN:

ADDRESS SIGN SHALL BE INTERNALLY ILLUMINATED, LOW VOLTAGE, PROVIDE TIMER.

CRC R319.1: BUILDING SHALL HAVE ADDRESS NUMBERS PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. NUMBERS SHALL CONTRAST WITH BACKGROUND, BE ARABIC OR ALPHABETICAL LETTERS AND BE A MINIMUM OF 4" HIGH WITH A MINIMUM STROKE OF ½"

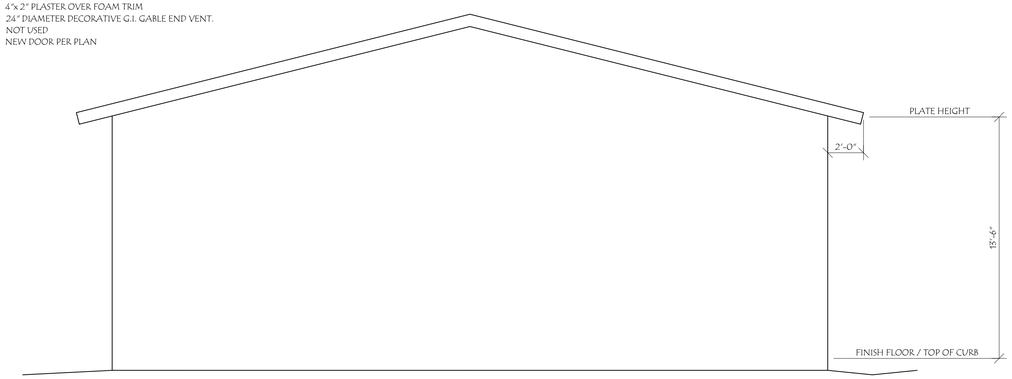
EXTERIOR FINISH SCHEDULE

ROOFING:	ROOFING TO BE COMPOSITION SHINGLES, COLOR TO MATCH EXISTING GAF, TIBERLINE, BARKWOOD, ICC ESR - 1475
PLASTER:	OMEGA PRODUCTS, SUPER CEMENT 3 COAT, 30/30 LIGHT LACE TEXTURE TO MATCH EXISTING COLOR - #250 BONE, BASE #2, COLOR TO MATCH EXISTING
FACIA:	PAINT, WHITE, SWISS COFFEE NO. DE341, COLOR TO MATCH EXISTING
EAVE SOFFIT:	PAINT, WHITE, SWISS COFFEE NO. DE341, COLOR TO MATCH EXISTING
STONE VENEER:	ELDORADO STONE, VENEER, MOUNTAIN LEDGE, BITTEROOT COLOR TO MATCH EXISTING
GARAGE DOOR:	AMARR, "LINCOLN LP", WHITE, MATCH EXISTING.

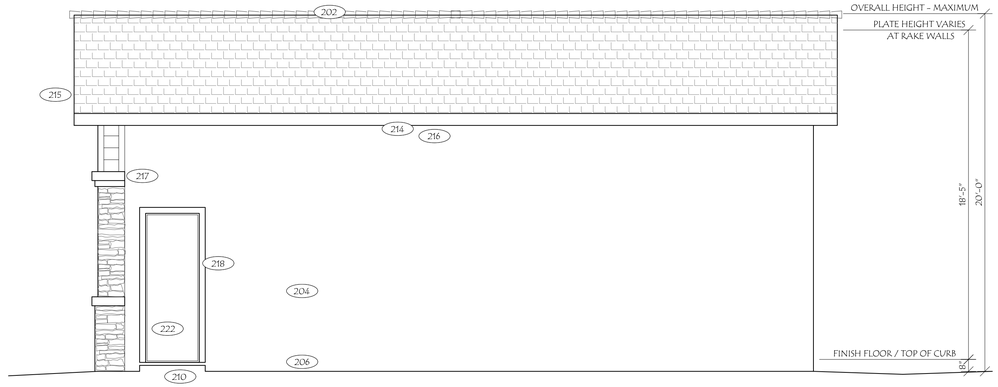
EXTERIOR FINISH NOTE:

ALL NEW EXTERIOR FINISHES, MATERIALS, TEXTURE AND COLORS TO MATCH EXISTING RESIDENCE

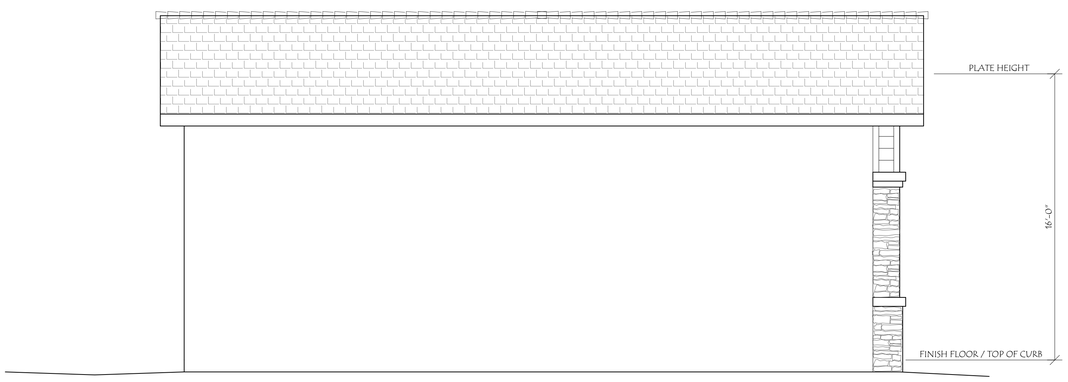
ALL EXTERIOR MATERIALS, TEXTURE AND COLOR TO MATCH THRU OUT INCLUDING BUT NOT LIMITED TO - ROOFING, PLASTER WALL FINISH, WOOD OVERHANGS, AND PAINT FINISHES.



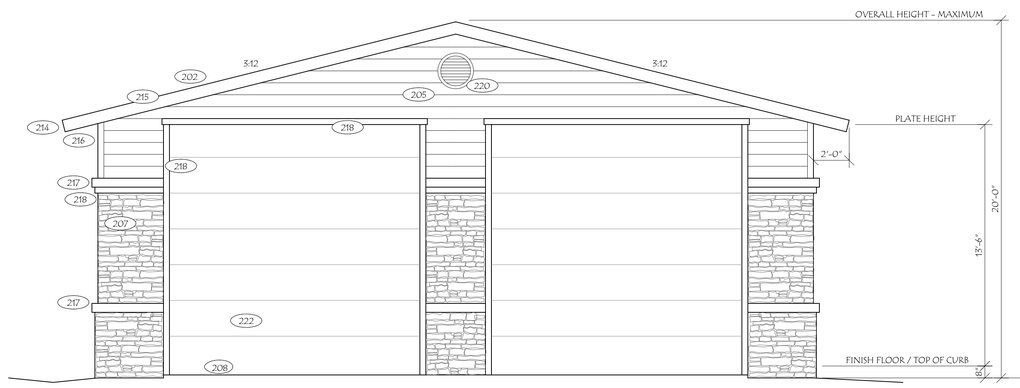
REAR ELEVATION (EAST)
SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION (SOUTH)
SCALE: 1/4" = 1'-0"



LEFT SIDE ELEVATION (NORTH)
SCALE: 1/4" = 1'-0"



FRONT ELEVATION (WEST)
SCALE: 1/4" = 1'-0"

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PROJECT:

TENBERGE R.V GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

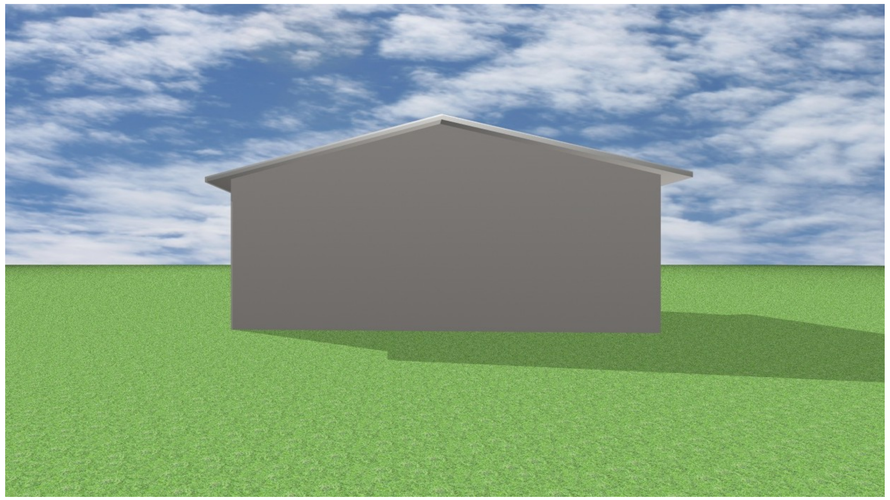
SHEET DESCRIPTION:

EXTERIOR ELEVATIONS

SCALE: 1/4" = 1'-0"

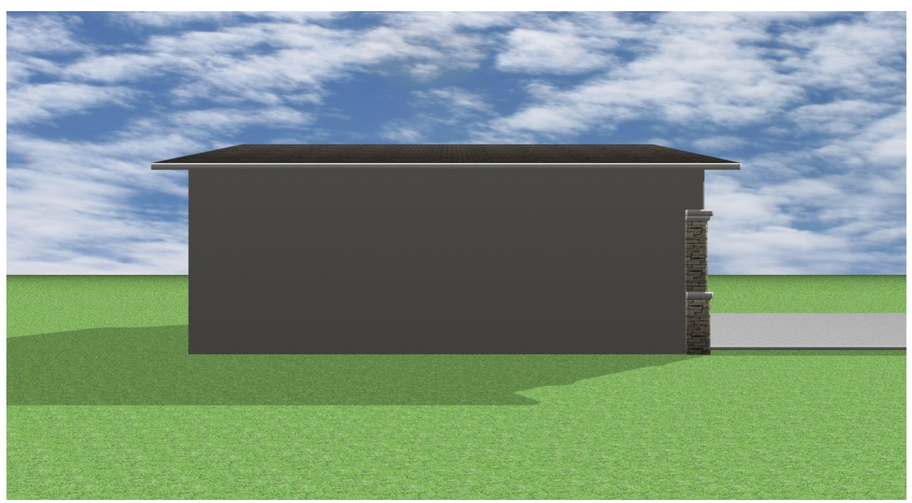
SHEET NUMBER:

A 3



REAR ELEVATION (EAST)

RIGHT SIDE ELEVATION (SOUTH)



LEFT SIDE ELEVATION (NORTH)

FRONT ELEVATION (WEST)

DRAWINGS ISSUED FOR:

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PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

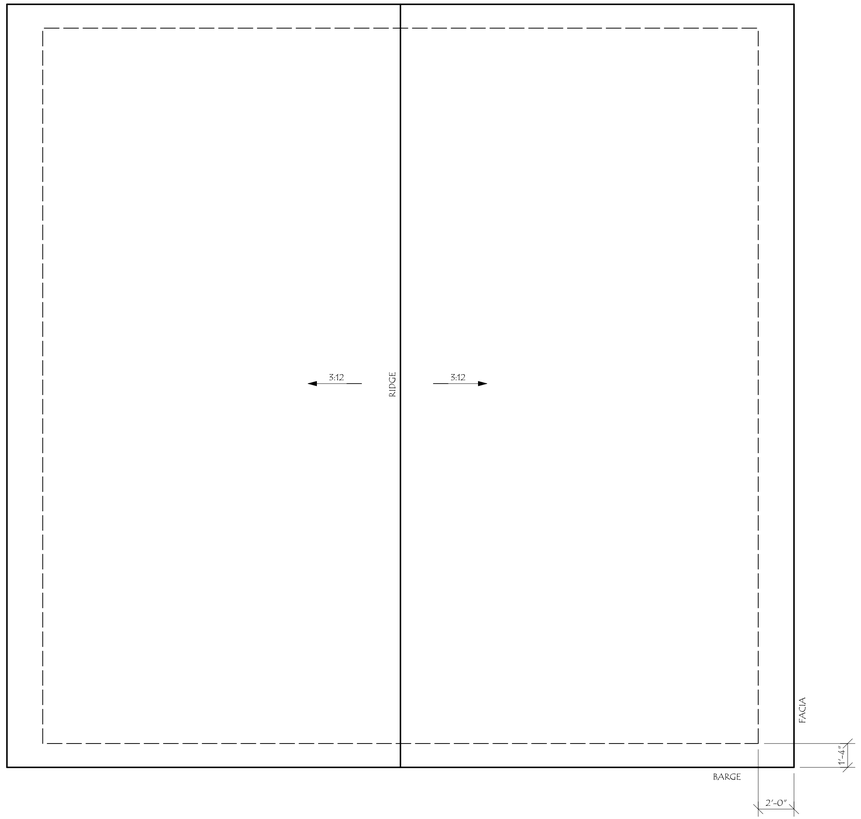
SHEET DESCRIPTION:

EXTERIOR ELEVATIONS
COLORED

SCALE: 1/4" = 1'-0"

SHEET NUMBER:

A 4



ROOF NOTES :

1. COMPOSITION SHINGLES (CLASS "A") OVER TWO LAYERS 15# FELT UNDERLAYMENT
   (MATCH EXISTING COLOR). GAF, TIBERLINE, ICC ESR - 1475
2. FLASH AND COUNTER FLASH AT ROOF TO WALL CONDITIONS .
3. INSTALL ROOFING PER MANUFACTURERS HIGH WIND SPECIFICATIONS
4. PROVIDE DRIP EDGE METAL AT EAVE LINE.
5. RADIANT BARRIER ROOF SHEATHING IS NOT REQUIRED.
6. PROVIDE TWO LAYERS OF WEATHER BARRIER FOR ROOF PITCH LESS THAN 4:12

ROOF PLAN

SCALE: 1/4" = 1'-0"

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PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

SHEET DESCRIPTION:

ROOF PLAN

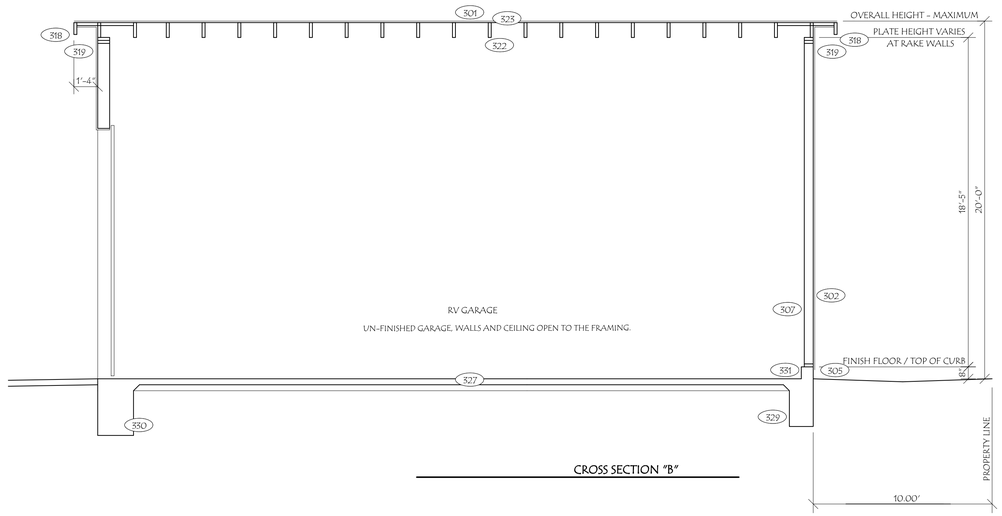
SCALE: 1/4" = 1'-0"

SHEET NUMBER:

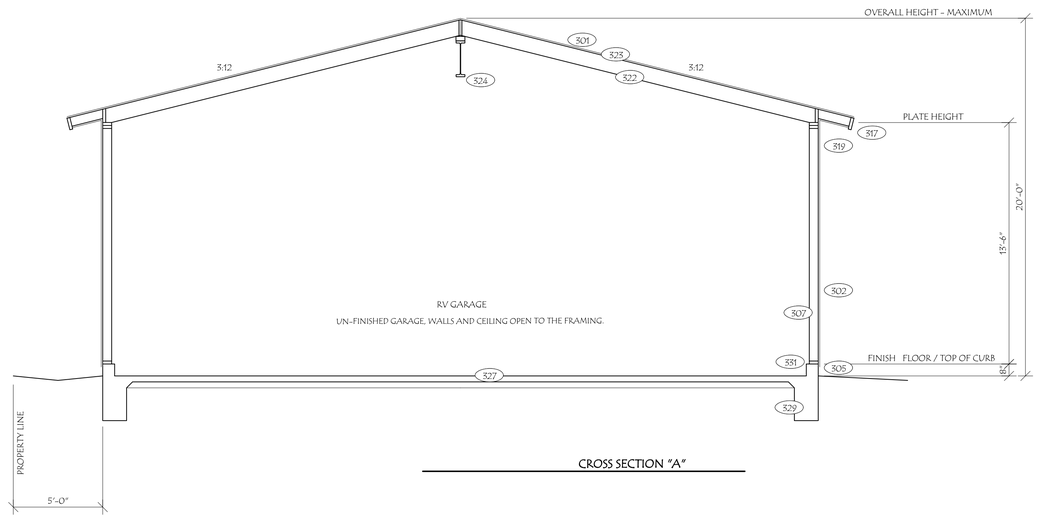
A 5

300 CROSS SECTION KEY NOTES

301. NEW COMPOSITION SHINGLES (CLASS "A") OVER TWO LAYERS 15# FELT UNDERLAYMENT, MATCH EXISTING ROOFING INSTALL PER MFG. HIGH WIND SPECIFICATIONS, GAF, TIBERLINE, ICC ESR - 1475
302. EXTERIOR WALL FINISH TO BE PLASTER, LIGHT TEXTURE 7/8" PLASTER OVER GRADE "D" MOISTURE BARRIER (TWO LAYERS AT SHEAR PANELS)
303. NOT USED
304. NOT USED
305. 3 1/2" 26 GA. G.I. WEEP SCREED, MIN. 4" ABOVE EARTH OR 2" ABOVE PAVING
306. WINDOWS TO BE DUAL GLAZE, LOW "E"
307. EXTERIOR WALL, 2X6" STUDS AT 16" O.C.
308. NOT USED
309. NOT USED
310. NOT USED
312. NOT USED
313. NOT USED
314. CONCRETE STOOP/PAVING, MINIMUM 36" x WIDTH OF DOOR
315. NOT USED
316. NOT USED
317. FACIA TO BE 2X8" RESAWN SPRUCE, SQUARE CUT, PAINT FINISH
318. BARGE TO BE 2X8", RESAWN SPRUCE, PAINT FINISH
319. EAVE SOFFIT TO BE 7/8" PLASTER.
320. EXPOSED METALS TO BE PAINT FINISHED, MATCH BACK GROUND COLOR.
321. NOT USED
322. 1 3/4" x 9 1/2" 2.0E MICROLLAM LVL ROOF RAFTERS @ 16" OC
323. 5/8" ROOF SHEATHING
324. "W" BEAM PER PLAN
325. NOT USED
326. NEW 4" THICK MIN., CONCRETE SLAB WITH #4 REBAR AT 16" O.C. EACH WAY OVER 4" CLEAN SAND OVER 10 MIL. VISQUEEN VAPOR BARRIER OVER 2" CLEAN SAND OVER CLEAN COMPACTED FILL. (TYPICAL)
327. 5" THICK MIN., CONCRETE SLAB WITH #4 REBAR AT 16" O.C. EACH WAY OVER 4" CLEAN SAND OVER 10 MIL. VISQUEEN VAPOR BARRIER OVER 2" CLEAN SAND OVER CLEAN COMPACTED FILL. (TYPICAL)
328. 12" WIDE, 24" DEEP CONTINUOUS CONCRETE FOOTING WITH (2) # 4 REBAR TOP & BOTTOM, TYPICAL
329. 16" WIDE X 24" DEEP CONTINUOUS CONCRETE FOOTING WITH (2) # 4 RE BAR TOP AND BOTTOM
330. GRADE BEAM, 24" WIDE, 30" THICK, 34" DEEP CONTINUOUS CONCRETE FOOTING, 34' LENGTH WITH (6) # 5 BAR T&B W/ # 4 STIRRUPS AT 12" O.C.
331. 8" CONCRETE CURB, FLUSH TO HOUSE FINISH FLOOR, TYPICAL
332. CONCRETE PEDESTAL, FLUSH TO FINISH FLOOR, TYPICAL
333. 30" X 30" X 16" PAD FOOTING W/ # 4 REBAR AT 12" O.C. EA. WY.
334. INTERIOR FOOTING, 12" WIDE x 18" DEEP CONTINUOUS CONCRETE FOOTING WITH (2) # 4 REBAR TOP & BOTTOM, TYPICAL



CROSS SECTION "B"



CROSS SECTION "A"

DRAWINGS ISSUED FOR:

MICHAEL D. CARPENTER

CARPENTER DESIGNS

BUILDING DESIGN SERVICES

3298 N. GLASSFORD HILL RD.
STE 104-152
PRESCOTT VALLEY, AZ. 86314

(909) 724-9572

CARPENTERDESIGNS@AOL.COM

PROJECT:

TENBERGE RV GARAGE

12795 ROSS AVE.
CHINO, CA. 91710

SHEET DESCRIPTION:

CROSS SECTIONS

SCALE: 1/4" = 1'-0"

SHEET NUMBER:

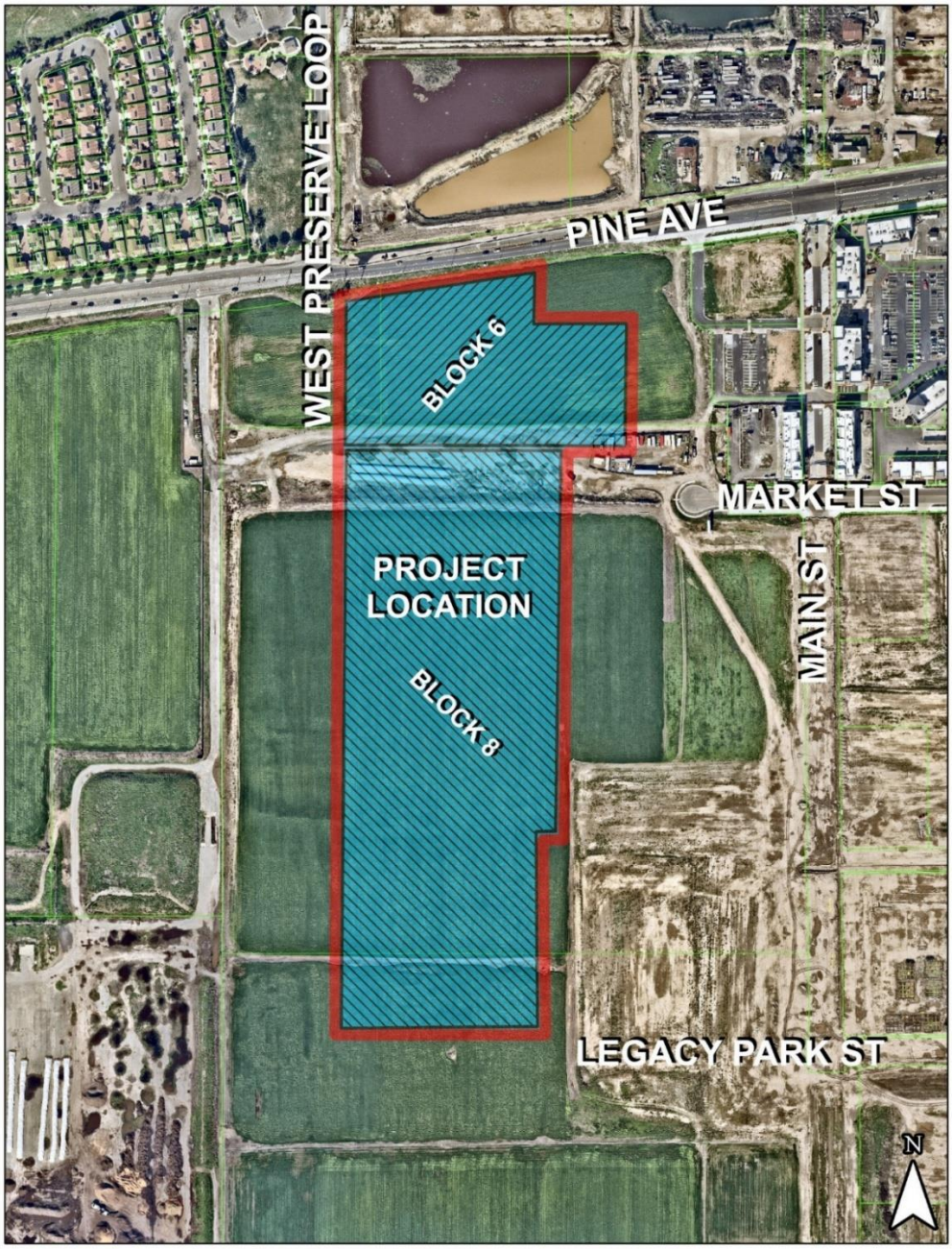
A 6

MEMORANDUM
CITY OF CHINO
DEVELOPMENT SERVICES DEPARTMENT

PLANNING COMMISSION MEETING DATE: AUGUST 20, 2025

PL24-0110 (Site Approval)

LOCATION MAP



PROJECT NO.: PL24-0110 (Site Approval)

APPLICANT: Chino Holding Company LLC

REQUEST: A request to construct 850 luxury rental units within Block 6 and Block 8 master plan areas at a density of 24.38 dwelling units per acre on 34.86 adjusted gross acres of land in the Community Core 16 (CC-16), High Density Residential 16 (HDR 16), and High Density Residential 30 (HDR 30) land use designations of The Preserve Specific Plan.

LOCATION: Southeast corner of Pine Avenue and West Preserve Loop
(APN: 1057-181-02, and portions of 1057-441-04 and 1057-181-37)

RECOMMENDATION

Adopt Planning Commission Resolution No. PC2025-017, approving PL24-0110 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

SURROUNDING ZONING AND LAND USE:

	Existing Land Use	*General Plan*	*Zoning District*
Project Site -	Vacant	Commercial Core 16 (CC 16), High Density Residential 16 (HDR 16), and High Density Residential 30 (HDR 30)	The Preserve Specific Plan
North -	Vacant	High Density Residential 20 (HDR 20)	The Preserve Specific Plan
East -	Vacant and Mixed uses with commercial and residential	Commercial Core 16 (CC 16)	The Preserve Specific Plan
South -	Vacant	Medium Density Residential (MDR)	The Preserve Specific Plan
West -	Vacant	Medium Density Residential (MDR) and Low Density Residential (LDR)	The Preserve Specific Plan

BACKGROUND

On April 5, 2021, the Planning Commission approved the District 4 (Block 6 and Block 7) Master Site Approval (MSA) bound by Pine Avenue to the north, West Preserve Loop to the west, East Preserve Loop to the east, and Market Street to the south to allow for the future development of the Town Center at The Preserve commercial center and up to 393 units of multi-family residential development. District 4 is comprised of three areas: a high-density residential parcel on the west side, a high-density residential parcel on the east side, and a centrally located commercial parcel situated between the two residential areas, bisected by Main Street. The commercial portion and the residential portion to the east have been completed, with the

exception of a single drive thru pad. On May 15, 2024, the Planning Commission also approved PL23-0043 (Master Site Approval), for Block 8, which included a 39.29-acre MSA bound by Market Street to the north, Legacy Park Street to the south, West Preserve Loop to the west, and Main Street to the east for the future development of 866 residential units across four distinct neighborhoods.

The applicant, Chino Holding Company LLC, now proposes to construct 850 residential units for a rental community within the western portion of the Block 6 and Block 8 master plan areas. In addition to the project's specific conditions of approval, all previously approved Engineering Division and Chino Valley Independent Fire District infrastructure conditions of approval for the Block 6 and Block 8 MSAs shall apply to this development, which include backbone right-of-way dedications and public improvements for access, streets, drainage, and utility systems.

ISSUES/ANALYSIS

Sign Design

The proposed project is located west of West Preserve Loop between Pine Avenue and Legacy Park Street. The project site is surrounded by vacant land to the north, south, and west. The Town Center at The Preserve commercial center, residential development and vacant land to the east. The project, known as Town Center Apartments, consists of an 850-unit rental community, located on 34.86 adjusted gross acres of land at an overall density of 24.38 dwelling units per acre in the Commercial Core (CC 16), High Density Residential 16 (HDR 16), and High Density Residential 30 (HDR 30) land use designations of The Preserve Specific Plan.

The Town Center Apartments is comprised of two product types: two-story duplexes and three-story stacked flats. There is a mix of both building types on the north and south portion of the project site. There are a total of 205 duplex buildings and 18 stacked flat buildings, which are described in more detail below. Additionally, a two-story Clubhouse is located at the corner of West Preserve Loop and Market Street (refer to Sheet A-0.3.1). Access is provided into the neighborhood from West Preserve Loop, Market Street and Legacy Park Street. A shared access point is also provided with the Town Center at The Preserve commercial center to the east. The northerly portion of the project (Block 6), which was master planned with the commercial center, has east-west and north-south connections to enhance the walkability of the community and create strong connections with the community core uses on Main Street.

Duplexes

The proposed duplexes are two stories and are comprised of two-bedroom and three-bedroom units with floor plans that range in size between 1,175 square feet and 1,829 square feet in size. The duplex buildings face internal and external roadways and are either configured in a back-to-back configuration where each duplex has a private rear yard area or duplexes rear onto Pine Avenue, West Preserve Loop, and shared project boundary to the west. Each unit is required to provide a minimum of 100 square feet of private open space, which is provided in the back yards or courtyard areas that range in size from 147 square feet to 350 square feet. Side yards between duplexes provide access to the rear yard area. Special gates and decorative tile, combined with enhanced landscape treatments are provided when duplex elevations are adjacent to internal roadways.

Stacked Flat Buildings (23-plex and 37-plex)

There are a total of 18 stacked flat buildings that include a 23-plex building and a 37-plex building. These buildings are located on both the north and south side of Market Street with the majority of the buildings being on the north side. The buildings are designed to front on internal

drive aisles or front onto West Preserve Loop and Market Street. The buildings are all three stories and comprised of studios, one-bedroom, and two-bedroom units with floor plans that range in size from 482 square feet to 1,119 square feet. Each unit is required to provide a minimum of 50 square feet of private open space, which is provided via patios or balconies that range in size from 50 square feet to 75 square feet. Enhanced elevations have been provided for all elevations that front or side-on to roadways.

Project statistics are as follows:

Item	*Proposed*
Project Area -	34.86 adjusted gross acres
No. Lots – (Tentative Tract Map No. 16420)	2
Density -	24.38 dwelling units/acre
No. of Units -	850 attached multi-family units
No. of Buildings -	205 Duplex buildings 18 Stacked flat buildings 1 Recreation building 1 Pool building 15 garage buildings
Landscape Coverage -	Proposed Block 6 & 8: 26.4% & 21% Required: 20%
Parking (proposed/required)-	1,794 / 1,598 (surplus of 196 spaces) Overall parking ratio 2.11

Fencing and Walls

The Town Center Apartments will not be gated, however 6-foot perimeter walls are located at the north and northeast edges of the community. The perimeter wall along Pine Avenue is distinct from the standard perimeter walls throughout The Preserve and incorporates stucco with themed pilasters at key locations. This will create a consistent wall between the West Preserve Loop Road and the East Preserve Loop Road, south of Pine Avenue. There is also a larger, ten-foot-high icon pilaster and enhanced landscape corner at the southeast corner of Pine Avenue and West Preserve Loop which matches the existing corner treatment at Pine Avenue and East Preserve Loop. A 6-foot perimeter wall is also located along the east edge of the community, south of Market Street where future for-sale neighborhoods will be constructed. Courtyard walls are provided at building ends, and 5.5-foot-high walls are provided between duplex buildings to create private open space areas for units.

Architecture

The stacked flat buildings are designed with a contemporary Spanish style and the duplexes are more traditional Spanish, but both are in the same cohesive architectural family. Below is a brief description of the architectural styles proposed.

- Adaptive Spanish (Stacked Flats and Recreational Building): The Adaptive Spanish buildings feature clean lines and more of a

modern flavor. This style has a stucco finish and features balconies with horizontal wood railing, flat roof lines combined with hip roofing and decorative tile elements. Some elevations also feature wood siding between and below upper-level windows at enhanced sides. An “S” tile roof is provided typical of this style. The recreational building is adaptive Spanish as well but also includes accents of stone, large windows, and sculpted rooflines, and integrates large glass doorways and windows.

- Santa Barbara (Duplexes): This style has a stucco finish and features decorative vents in the gable roofs, sculpted trim surround, multipaned windows, and wrought iron elements. Inset tile surround or metal shed roofs over entries, decorative corbels under the balconies, and boxed out trim focal windows are also used for this elevation. Arched and shed roofing adorns entries. Front doors, garage doors and light fixtures are provided to match the architectural style. An “S” tile roof is provided typical of this style.

Design Review Board

On July 22, 2025, the Design Review Board (DRB) reviewed the project. Overall, the project was well received. The DRB recommended approval of the project to the Planning Commission.

Landscaping & Amenities

The project provides a total of 26.4% landscape coverage in the portion located in Block 6 and 21% landscape coverage in the portion located in Block 8, which exceeds The Preserve Specific Plan minimum requirement of 20%. Landscaping throughout the development has a drought tolerant design, which will complement the commercial center to the east. The Town Center Apartments provide both major and minor amenities throughout the project area. The major amenities include a recreation building that will have a clubhouse, pool and spa, and fitness center, which is located at the northeast corner of West Preserve Loop and Market Street. This area will be secured to reserve the use of the building for residents of the rental community. The recreation building is required to be fully constructed prior to final occupancy of any residential unit within this project. A dog park is located at the corner of Pine Avenue and West Preserve Loop. Minor amenities include BBQ areas, internal enhanced walkways, seating nodes, tot lot, ping pong table, open green and shade pods and a garden retreat area. A future transit stop has been designed and will be placed on West Preserve Loop (near the recreational center) and will be constructed in the future when ridership supports transit service in the area. The design of the transit stop will match the transit stop on East Preserve Loop.

Parking

Parking for the residential development is provided for by both garage (attached or detached) and uncovered parking spaces. Overall, the project includes 766 garage spaces, 246 driveway spaces, 314 detached garage spaces and 468 on-site parking spaces. Combined, the parking provided results in 2.11 parking spaces per unit, which exceeds the required 1.85 parking spaces per unit outlined for multi-family rental communities in the Preserve Specific Plan. In addition, Market Street has 49 additional parking spaces on the north and the south sides of the street adjacent to the project site. Overall, the total number of parking spaces provided exceeds the parking requirements of The Preserve with an overall parking count of 1,794 parking spaces, which is a surplus of 196 parking spaces.

The Town Center Apartments will have a parking management system in place to help alleviate any parking concerns on site. The Town Center Apartments will have a permit system in place for both residents and guests. Citations and towing occur if there are parking violations. Parking regulations and restrictions will be provided with the lease agreement to ensure residents are

aware of the parking regulations for the community. Additionally, garage doors include windows that allow regular inspections by the property management team to ensure enclosed garages are being used for vehicle parking and not storage.

Public Noticing

A 10-day notice was mailed to all property owners within a 300-foot radius of the project site. In addition, a notice was published in the *Chino Champion* on August 9, 2025, and the City sent information out on the City's social media platforms. In response to the public notice, no comments have been received. The notice exceeds legal noticing requirements.

ENVIRONMENTAL REVIEW

The project is within the scope of the previously adopted Addendum to The Preserve Chino Sphere of Influence – Subarea 2 Final Environmental Impact Report (SCH# 2000121036) (EIR) for South of Pine Update 2022, which adequately describes the proposed activity for the purposes of the California Environmental Quality Act (CEQA), pursuant to Section 15164 of the CEQA Guidelines. Additionally, there have been no substantial changes in the project since it was originally assessed under the Addendum, or no substantial new information that was not previously known when the project was originally assessed under the Addendum. No further action under CEQA is required.

RESOLUTION NO. PC2025-017

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHINO, CALIFORNIA, APPROVING PL24-0110 (SITE APPROVAL) TO CONSTRUCT 850 LUXURY RENTAL UNITS WITHIN BLOCK 6 AND BLOCK 8 MASTER PLAN AREAS AT A DENSITY OF 24.38 DWELLING UNITS PER ACRE ON 34.86 ADJUSTED GROSS ACRES OF LAND IN THE COMMUNITY CORE 16 (CC-16), HIGH DENSITY RESIDENTIAL 16 (HDR 16), AND HIGH DENSITY RESIDENTIAL 30 (HDR 30) LAND USE DESIGNATIONS OF THE PRESERVE SPECIFIC PLAN, LOCATED AT THE SOUTHEAST CORNER OF PINE AVENUE AND WEST PRESERVE LOOP (APN: 1057-181-02, AND PORTIONS OF 1057-441-04 AND 1057-181-37).

WHEREAS, the City of Chino (the "City") adopted the Preserve Specific Plan on March 25, 2003; and

WHEREAS, On February 13, 2008, the Planning Commission approved an "A" level Master Site Approval (MSA No. 2006-02) and Tentative Tract Map (TTM No. 16420) to subdivide 522 acres of land that established large parcels and major backbone street systems for future residential and non-residential development within the master plan area, generally located south of Pine Avenue, west of Hellman Avenue, and north and east of Chino Corona Road for what is known as the "South of Pine" area of The Preserve Specific Plan; and

WHEREAS, the City approved addenda to The Preserve Chino Sphere of Influence – Subarea 2 Final Environmental Impact Report (SCH# 2000121036) in 2008, 2016, and 2022 that concluded that the South of Pine MSA 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 (SCH# 2000121036); and

WHEREAS, on April 5, 2021, the Planning Commission approved PL19-0071 (Master Site Approval) to allow for the future development of the Town Center at The Preserve commercial center and up to 393 units of multi-family residential development on a total of 39.91 acres of land located south of Pine Avenue, between West Preserve Loop and East Preserve Loop Streets within the Community Core 16 (CC16) and High Density Residential 16 (HDR16) land use designations in The Preserve Specific Plan for what is known as the "District 4" (Block 6 and Block 7) Master Plan area of The Preserve Specific Plan; and

WHEREAS, on May 15, 2024, the Planning Commission approved PL23-0043 (Master Site Approval), a 39.29-acre Master Site Approval for the future development of 866 residential units within four neighborhoods at an overall density of 22.04 dwelling units per acre located in the Community Core 16 (CC16), High Density Residential 16 (HDR16), and High Density Residential 30 (HDR30) land use designations in The

Preserve Specific Plan for what is known as the Block 8 Master Plan area of The Preserve Specific Plan; and

WHEREAS, Chino Holding Company LLC (the "Applicant"), has filed an application with the City of Chino (the "City") for approval of PL20-0110 (Site Approval) (the "Project") to construct 850 luxury rental units within Block 6 and Block 8 master plan areas at a density of 24.38 dwelling units per acre on 34.86 adjusted gross acres of land in the Community Core 16 (CC-16), High Density Residential 16 (HDR 16), and High Density Residential 30 (HDR 30) land use designations of The Preserve Specific Plan, located at the southeast corner of Pine Avenue and West Preserve Loop (APN: 1057-181-02, and portions of 1057-441-04 and 1057-181-37); and

WHEREAS, the Planning Commission of the City of Chino has completed its study of the proposed Project; and

WHEREAS**,** on August 20, 2025, the Planning Commission held a duly noticed public hearing for the Project in compliance with law, including compliance with the relevant provisions of the California Government Code and Chino Municipal Code, entertained the written and oral report of staff, and took public testimony on the Project, and

NOW, THEREFORE, the Planning Commission of the City of Chino, California, does hereby FIND, DETERMINE, and RESOLVE as follows:

A. The foregoing recitals are true and correct and incorporated herein.

B. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission makes the following findings and takes the following actions on PL24-0110 (Site Approval):

1. *PL24-0110 (Site Approval)*

    a. The proposed Project is consistent with the goals and policies of the City's adopted General Plan and/or applicable specific plan(s). General Plan, Goal LU-1, encourages a variety of housing types that meet the housing needs of residents of all income levels in Chino. Further, the Project is located in The Preserve Specific Plan and is in compliance with The Preserve Specific Plan development standards and design guidelines;

    b. The proposed Project is permitted within the zoning district in which it is proposed and complies with all applicable provisions of the City's Zoning Ordinance. The Project is a proposal for an 850-unit rental community at a density of 24.38, which is a permitted use and is within the allowable density range of the Commercial Core 16 (CC 16), High Density Residential 16 (HDR 16) and High Density Residential 30 (HDR 30) land use designations of The Preserve Specific Plan;

c. The subject site is physically suitable, including, but not limited to, parcel size, shape, access and availability of utilities, for the type and intensity of development proposed, as all minimum zoning requirements governing parcel size, shape, access, type and intensity of development have been met or exceeded. The proposed residential development is consistent with the development standards and guidelines for uses within the CC 16, HDR 16, and HDR30 land use designations of The Preserve Specific Plan, The Preserve Design Guidelines, and the City Zoning Ordinance;

d. The subject site relates to streets and highways properly designed, both as to width and type of pavement to carry the type and quantity of traffic generated by the proposed Project, as necessary street and roadway improvements for Pine Avenue, Market Street, Legacy Park Street, Academy Street, and West Preserve Loop are required to be improved as part of the development;

e. The proposed Project is compatible with those on abutting properties and in the surrounding neighborhood, as the properties adjacent to the Project consist of commercial and residential uses of similar size and density;

f. The proposed location, size, and operating characteristics of the proposed Project will not be detrimental to the public interest, health, safety or general welfare, as the Project is consistent with the CC 16 and HDR 16 land use designations of The Preserve Specific Plan and surrounding uses. In addition, certain safeguards have been required of the proposed Project, which the Planning Commission deems necessary to protect the public health, safety, and general welfare. These safeguards (Conditions of Approval) are attached hereto as Exhibit “A”;

g. The proposed Project will not have a significant adverse impact on the environment, as the Project is within the scope of the Addendum to The Preserve Chino Sphere of Influence – Subarea 2 Final Environmental Impact Report (SCH# 2000121036) (EIR) for South of Pine Update 2022 adopted by the Planning Commission on February 23, 2022, which adequately describes the proposed activity for the purposes of the California Environmental Quality Act (CEQA). The Addendum satisfies the requirements of the CEQA and the CEQA Guidelines (California Public Resources Code §§21000 *et seq*.; 14 Cal. Code Regs. §§ 15000 *et seq*.);

h. The minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project and have been imposed as conditions of Project approval by the Planning Commission. In addition, certain safeguards have been required of the Project, which the Planning Commission deems necessary to protect the public health, safety, and general welfare. These safeguards (Conditions of Approval) are attached hereto as Exhibit “A”. Further, the Project meets all required

development standards and policies pertaining to residential development in the City and The Preserve Specific Plan.

2. *Special Findings of Fact for Projects in the Airport Overflight Area*

    a. The proposed development is consistent with the City's adopted Airport Comprehensive Land Use Plan (ACLUP) and the applicable provisions of the City's Zoning Ordinance, in that the proposed Project is located within Aviation Safety Zone III, and the proposed use, which consists of residential development, is considered a normally acceptable use within these zones.

3. *Guiding Development Principles*

    a. *The Project contributes directly to a broad range of housing types and opportunities.* The Project is an 850-unit rental community that contributes to a broad range of housing types and opportunities provided in the City;

    b. *The Project is characterized by design features that contribute to the quality and variety of the living environment.* The Project integrates design features such as paseos, recreational amenities, and streets that provide pedestrian access and connectivity within the stie and to all existing and future developments. All proposed recreational amenities, paseos, pedestrian and landscape linkages will be developed in accordance with the General Plan and The Preserve Specific Plan requirements;

    c. *The Project contributes to and does not detract from the character and viability of the Community Core.* The Project is part of The Preserve Community Core. The orientation of the residential layout will not detract from the character and viability of the Community Core but will provide a customer base for the Community Core.

    d. *The Project implements and is consistent with the land use concept in the plan.* The Project includes continuity, compatibility, and connectivity within the site, neighboring developments, and area that may be developed in the future. Additionally, the proposed density of 24.38 dwelling units per acre is within the allowable density range for CC 16, HDR 16, and HDR 30 land use designations of The Preserve Specific Plan and consistent with the land use concept for this area.

4. *Compatibility Findings*

    a. *The project complies with the provisions of The Preserve Specific Plan including the Guiding Development Principles listed in the Development Concept section.* These findings have been met and are included in Section 4 – Guiding Development Principles of this Resolution.

b. *The mobility systems are consistent and seamlessly connect with the mobility systems of adjacent properties.* The proposed Project provides a street and pedestrian layout that is consistent with the requirements and development standards of The Preserve Specific Plan. The Project will utilize and improve existing roadways, and will create new public and private streets and drive aisles within the Project area.

c. *Areas intended for public use, such as public plazas, trails, sidewalks, schools, recreational facilities and paseos, are coordinated among subdivisions and the streetscape, landscape, hardscape and public amenities are mutually compatible.* The proposed Project design features include recreational amenities, paseos, and streets that will provide pedestrian access and connectivity to all areas within the site and to areas of existing and future development within The Preserve Specific Plan area. The proposed Project ensures the areas intended for public use have been coordinated throughout the site and will provide sidewalks, trails and paseos to serve as links to all areas that are mutually compatible between subdivisions. Additionally, once under development, the Project will include perimeter landscaping consistent with the landscaping standards in The Preserve Specific Plan, which will provide an aesthetically pleasing streetscape.

d. *The development proposal complies with the applicable design guidelines of this specific plan and is compatible with surrounding areas, including, but not limited to building design and placement, colors, materials, height, bulk and the design of paseos, trails and other public facilities.* The proposed Project complies with The Preserve Specific Plan and is intended for high density residential development that will be consistent with The Preserve Design Guidelines.

e. *Consideration and application of public safety and security are incorporated into the project design.* The proposed Project will provide for public safety and security through its adherence to State and City public works and engineering standards for roadways and infrastructure. The Project will include adequate lighting on all streets, paseos, and trails to ensure public safety when development occurs.

5. *CEQA Findings.* The Planning Commission finds that the environmental documentation is adequate and conforms with the provisions of CEQA. The Planning Commission finds that the Project has already been assessed by the City. The Project is within the scope of the previously adopted Addendum to The Preserve Chino Sphere of Influence – Subarea 2 Final Environmental Impact Report (SCH# 2000121036) (EIR) for South of Pine Update 2022, which adequately describes the proposed Project for the purposes of CEQA, pursuant to Section 15164 of the CEQA Guidelines. Additionally, there have been no substantial changes in the Project since it was originally assessed under the

Addendum, or no substantial new information that was not previously known when the Project was originally assess under the Addendum. The Addendum satisfies the requirements of the CEQA and the CEQA Guidelines (California Public Resources Code §§ 21000 *et seq*.; 14 Cal. Code Regs. §§ 15000 *et seq*.). No further action under CEQA is required.

6. *Approval of PL24-0110 (Site Approval).* The Planning Commission hereby approves PL24-0110 (Site Approval) subject to the Conditions of Approval attached hereto as Exhibit "A". Applicant, including its successors and assigns, shall be responsible for implementing and complying with all conditions set forth in Exhibit "A".

7. *Actions by the Planning Commission Secretary.* The Planning Commission Secretary is hereby directed to attest to the adoption of this Resolution as of the date set forth below and forthwith transmit a copy of this Resolution, by regular mail, to the Applicant at the address of record set forth in the Application.

PASSED, APPROVED, AND ADOPTED THIS 20TH DAY OF AUGUST 2025.

_____
PLANNING COMMISSION CHAIRPERSON

ATTEST:

_____
SECRETARY, PLANNING COMMISSION

State of California)
County of San Bernardino) §
City of Chino)

I hereby certify the foregoing Resolution was duly adopted by the Chino Planning Commission at a meeting held on the 20th day of August 2025 and entered in the minutes of said Commission.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

_____
SECRETARY, PLANNING COMMISSION

Attachment: Exhibit A – Conditions of Approval

EXHIBIT A

DEPARTMENTAL
CONDITIONS OF APPROVAL

DATE: August 20, 2025

PROJECT FILE NO.: PL24-0110 (Site Approval) ***Blocks 6 & 8***

LOCATION: Southeast corner of Pine Avenue and West Preserve Loop (APNs: 1057-181-02, and portions of 1057-441-04 and 1057-181-37)

APPLICANT: Chino Holding Company LLC

The departments listed below have reviewed the above referenced application. Those departments marked with an "X" have required conditions of approval to be imposed on the project.

Development Services Department –
- [X] Planning Division
- [ ] ADA Accessibility Division

Public Works Department –
- [X] Engineering Division
- [ ] Traffic Division

[X] Chino Valley Independent Fire District

[ ] Police Department

[ ] Finance Department

[ ] Community Services, Parks & Recreation Department

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION CONDITIONS OF APPROVAL

DATE: August 20, 2025

PROJECT FILE NO.: PL24-0110 (Site Approval)

LOCATION: Southeast corner of Pine Avenue and West Preserve Loop (APNs: 1057-181-02, and portions of 1057-441-04 and 1057-181-37) (TTM 16420-Amended, Lots 44 and 49)

APPLICANT: Chino Holding Company LLC

1.0 TIME LIMITS:

1.1. Project approval shall expire on June 18, 2035, consistent with The Preserve Development Agreement as amended, if building permits are not obtained.

2.0 GENERAL REQUIREMENTS:

2.1. Failure to comply with any conditions of approval shall be deemed just cause for revocation of project approval by the Planning Commission.

2.2. The project shall proceed only in accordance with approved plans on file with the Development Services Department, the conditions contained herein and the Chino Municipal Code.

2.3. Approval of this request shall not waive compliance with all sections of the Chino Municipal Code, all other applicable City ordinances, and applicable specific plans.

2.4. Pursuant to Government Code Section 66020, the applicant is informed that the 90-day period in which the applicant may protest the fees, dedications, reservation or other exaction imposed on this project through the conditions of approval has begun.

2.5. In the event that any condition contained herein is determined to be invalid or legally unenforceable, then all remaining conditions shall remain in force.

2.6. In the event that any condition imposing a fee, exaction, dedication, or other mitigation measure is challenged by the project sponsors and/or other parties in an action filed in a court of law, which action is brought within the time period provided for by law, this approval shall be

suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the applicable section of the entire project shall be reviewed by the City and substitute conditions may be imposed.

2.7. The applicant shall indemnify the City and its elected boards, commissions, officers, agents and employees and will hold and save them and each of them harmless from any and all actions, claims, liabilities, losses, damages, penalties, obligations and expenses, including but not limited to attorneys' fees and costs, (collectively "claims") against the City for any such claims and shall be responsible for any judgment arising therefrom. The City shall provide the applicant with notice of the pendency of such action and shall request that the applicant defend such action. The applicant may utilize the City Attorney's office or use legal counsel of its choosing, but shall reimburse the City for any necessary legal cost incurred by City, including for the City's required participation in defense of the claims. The applicant shall provide a deposit in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by City to keep the deposit at such level. If the applicant fails to provide or maintain the deposit, the City may abandon the action and the applicant shall pay all costs resulting therefrom and City shall have no liability to the applicant.

2.8. All conditions of approval imposed on Tentative Tract Map No. 16420-Amended shall be complied with.

2.9. The City of Chino has an exclusive contract with Waste Management for all solid waste collection and hauling services within the City. The applicant shall be responsible for making arrangements with Waste Management for disposal of any/all construction debris or trash generated as a result of this permit. Waste Management can be reached at 1-800 423-9986.

2.10. The applicant shall comply with all of the provisions of the recorded CC&Rs for The Preserve Phases 1 and 2 developments (MSA No. 2003-01).

2.11. Wherever there is a conflict between the site approval or the Specific Plan, the Specific Plan requirement shall prevail.

2.12. Pursuant to Public Resources Code Section 21089 and Fish and Game Code Section 711.4, the developer shall provide those fees marked [X] below in the form of a check made payable to the ***San Bernardino County Clerk of the Board of Supervisors*** within 5 days of Planning

Commission approval. **Project approval shall not be complete until the required fee(s) is (are) paid:**

[X] $50 for the Notice of Determination filing fee.

3.0 PRIOR TO THE ISSUANCE OF A BUILDING AND/OR GRADING PERMIT:

3.1. The developer shall pay development impact fees at the established rate. Such fees may include, but not be limited to, new construction fee, park or open space fees, school fees, drainage fees, sewer fees, building permit and plan check fees. Additionally, all applicable fees shall comply with the fee protections established under the Senate Bill No. 330. Such fees may include, but not be limited to, new construction fee, park or open space fees, school fees, drainage fees, sewer fees, building permit and plan check fees.

3.2. Revised plans, incorporating all conditions of approval, shall be submitted for review and approval by the Director of Development Services.

3.3. All plans shall be coordinated for consistency.

3.4. The developer shall submit two sets of structural plans/construction documents. Said plans shall include one set of structural calculations, one set of Title 24 energy calculations, and one soils report. The developer shall also submit the above documents in digital format to the Building Division once approved.

3.5. A construction-phasing plan shall be submitted to and approved by the Director of Development Services prior to building permit issuance. This plan shall show which homes will be completed in which phases, and how each completed phase will be closed off from phases under construction so as to minimize conflict between construction vehicles, construction equipment, and residents.

3.6. A construction management plan shall be submitted for review and approval by the Director of Development Services. The plan shall coordinate and address construction activities that may impact residents on site and in adjacent areas. Elements of the plan would contain, but not be limited to, the following:

a. Routing of construction equipment
b. Hours of operation
c. Dust control
d. Vector control
e. Vehicle, equipment, and personnel staging
f. Pre-construction meetings

g. Contractor/subcontractor acknowledgement, obligations, and penalties
h. Traffic control and coordination
i. Security and interim fencing
j. Signs posted on the site with a contact number for the job site construction manager and the City's Code Enforcement Division. Signs shall measure at least four feet by eight feet, and shall be posted along every street frontage. The developer shall contact the City immediately upon any change in contact numbers.
k. Building and landscape phasing.

3.7. A precise wall plan indicating the design, location and construction details of all walls and fences shall be submitted for review and approval by the Planning and Building Divisions. All walls, including retaining walls, shall be decorative in nature.

3.8. Prior to the issuance of any precise grading permit, detailed on-site landscaping and irrigation construction drawings along with a copy of the Planning Commission approved conceptual landscape plans and a copy of the conditions of approval shall be submitted for review and approval by the Director of Development Services. A precise grading permit will not be issued until the City's outside plan checker has completed one review of detailed landscape and irrigation plans for the development. Payment of the Landscape & Irrigation Plan Review Fee shall be due at the time of submittal. Plans shall be prepared to comply with the City's Water Efficient Landscape Ordinance, adopted on October 6, 2015, Ordinance No. 2015-008, meet the requirements for a Landscape Documentation Package in accordance with Section 20.19.030 of the Landscape Ordinance, and shall bear the seal of a landscape architect registered with the state of California. If the site includes areas proposed to be placed within a City-maintained Landscape Maintenance District, then five (5) sets of plans shall be submitted, and the plans shall be prepared on City of Chino, Engineering Division base sheets, and shall bear the seal of a landscape architect registered with the state of California. Original mylars shall be submitted to the City upon approval of plans by the City Engineer.

3.9. Approval of the conceptual landscape plan by the Planning Commission does not constitute final approval. The final landscape approval (during the plan check process and/or following installation) shall be subject to the review and approval of the City's Landscape Architect Consultant and the Director of Development Services. The City Landscape Architect or Director of Development Services may require additional/fewer trees, shrubs, vines, and ground cover as necessary, based on final site conditions during the landscape plan check process or field review process in order to mitigate any site conditions that were not apparent

during either the Planning Commission review or plan check review process.

3.10. All ground-mounted utilities, including but not limited to cable television facilities, and telephone/fiber optic facilities, shall be undergrounded. To the greatest extent possible, the developer will make every effort to ensure that equipment that that is not placed underground such as SCE transformers, backflow prevention devices, irrigation valves and controllers used for common landscape areas shall be placed in areas out of public view and sufficiently screened. The location and method of screening of said utilities shall be reflected in a plan and shall be subject to the review and approval by the Director of Development Services.

3.11. All electrical panels and cabinets shall be screened to the greatest extent possible. All electrical panels and cabinets shall be fully enclosed, and integrated into and architecturally compatible with the building to the satisfaction of the Director of Development Services. The locations of the electrical panels and cabinets shall be reflected on a site plan and elevation(s) to be reviewed and approved by the Director of Development Services.

3.12. Prior to the issuance of a building permit, the approved grading plans shall be attached to the construction plan set. The project shall be built according to the plans approved by the Planning Commission on **August 20, 2025,** as prepared by Lewis Group of Companies, Kevin L Crook Architect and Angeleno Associate Architects, KHR Associates, and Sitescapes. Any substantial modification to the project shall require Planning Commission review and approval. If minor in nature, the modification may be reviewed and approved by the Development Services Director.

3.13. Upon submittal of construction drawings to the Building Division for plan check review, all departmental conditions of approval for the project shall be included on the sheet following the title sheet, or the first sheet of the plans. A site plan shall also be attached to all sets of construction drawings. This condition shall be a minimum requirement for acceptance of construction drawings for the Building plan check review.

3.14. Notification of the existing land use, zoning and general plan land use designation for properties within 1,320 feet of the proposed subdivision, prepared in conformance with Sections 15.40.020 and 5.04.220 of the Chino Municipal Code, shall submitted for review and approval by the Director of Development Services. The notice shall be posted in the sales office for the development.

3.15. Mailboxes shall not interfere with free ingress or egress to the project site. The applicant shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes. The location and design of mailbox standards shall be indicated on the required landscape and irrigation plans. The design of the mailboxes shall be subject to the review and approval of the Director of Development Services, and shall be consistent with the Design Guidelines.

3.16. The applicant shall be responsible for implementation of how **move-ins for renters** will be phased and coordinated by the developer, so that movements of moving trucks, private vehicles, construction equipment and residents do not conflict.

3.17. All landscape areas held in common to the development shall be permanently maintained by a homeowners' association or property management company, with proof of such provided to the satisfaction of the Director of Development Services, Planning and Engineering Divisions.

3.18. The applicant is required to contact the West Valley Mosquito and Vector Control District to determine if an inspection or field survey of potential vectors and their ectoparasites is necessary. If the District so determines, an inspection or field survey shall be conducted by the District, at the applicant's expense, prior to demolition or grading in order to protect the health of and reduce the risk of neighboring residents to vector-borne diseases. Based on the inspection or survey results, the applicant shall take appropriate vector control methods as recommended by the District.

3.19. Special Conditions:

3.19.1. A Water Quality Management Plan shall be prepared in accordance with County of San Bernardino requirements, and submitted for review and approval by the City.

3.19.2. Prior to issuance of precise grading permits for each phase of development, the applicant or master developer shall demonstrate to the satisfaction of the Director of Development Services that easements have been obtained within each grading phase for work to be performed on private property not owned by the applicant.

3.19.3. Prior to building and perimeter wall permits, the applicant shall submit specific noise analysis for the project and perimeter wall. The noise analysis shall take into consideration site development plans and unit layouts. All measures

recommended in the analysis shall be incorporated into the construction drawings.

3.19.4. The applicant shall provide a plan for the implementation of how move-ins for homebuyers will be phased and coordinated by the developer, so that the movements of moving trucks, private vehicles, construction equipment, and residents do not conflict.

3.19.5. The Owner(s) of PL24-0110 (Tentative Tract Map No. 16420-Amended) shall comply with the provisions of the following City Council Resolution below, which require the annexation into the Services Community Facilities District (CFD) and the payment of Municipal Services Special Tax:

a) Ongoing Municipal Services Special Tax (Resolution 2020-053) – The Owner(s) of PL24-0110 (Site Approval) shall annex into Improvement Area 5 of CFD 2003-3. If annexing into CFD 2003-3, owner(s) is/are required to submit an Application to Annex to the Finance Department prior to issuance of the first building permit, along with the payment of $11,000.00 plus the per parcel fee, for the City's outside costs of the annexation process. Upon completion of the annexation, an annual special tax will be assessed on the property tax bill to each Assessor Parcel at an established rate set by CFD 2003-3 document entitled Rate and Method of Apportionment available for review in the CFD Annual Report located at *http://cityofchino.org/government-services/finance/community-facilities-districts-mello-roos-*. The annual tax is used fund Police, Fire and other Municipal Services provided to residents and businesses in The Preserve.

4.0 PRIOR TO START OF CONSTRUCTION:

4.1. A pre-construction meeting, scheduled with the Building Division, shall be held with all applicable City staff members, developer, contractor, superintendent, and all subcontractors prior to start of construction.

4.2. Detailed landscape and irrigation plans for the development shall be approved by the Director of Development Services.

4.3. The approved construction management plan shall be distributed to all contractors and subcontractors, and shall be maintained on-site through the duration of construction.

5.0 PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

5.1. The fee for review of the landscaping and irrigation plans by the City's outside plan checker shall be paid by the developer, including the City's Landscape & Irrigation Plan Review Fee.

5.2. All landscaping and irrigation shall be installed in accordance with plans on file with the Development Services Department, and irrigation systems fully operational. Furthermore, all landscaped areas shall be free of trash and debris.

5.3. A licensed landscape architect or contractor, or other licensed certified professional in a related field shall conduct a final field inspection and shall prepare a certificate of completion, which shall be filed with the Director of Development Services. The certificate of completion shall be prepared in accordance with Section 20.19.030.J of the Landscape Ordinance, and shall specifically indicate that plants were installed as specified by the landscape design plan, that the irrigation system was installed as specified by the irrigation design plan, and that an irrigation audit has been performed. All landscape and irrigation audits shall be conducted by a landscape irrigation auditor. Landscape audits shall not be conducted by the person who designed the landscape or installed the landscape.

5.4. A 6-foot-high decorative masonry block wall shall be constructed along the perimeter of the tract and at all street side yards on the interior of the tract, or where indicated in the Specific Plan, Design Guidelines, and **Master Site Approval No. PL19-0071 (Block 6) and PL23-0043 (Block 8)**. Furthermore, a 6-foot-high masonry block wall or wood or vinyl fence shall be installed along all interior rear and side property lines, and between dwellings and side property lines, with appropriate gates for rear yard access. All street-facing fences shall be constructed of decorative masonry. All gates shall utilize decorative materials to tie in with the architecture of the adjacent unit, and shall be steel-framed with a seal coat to protect against weather depreciation. All wood and vinyl fencing shall include steel support posts.

5.5. All residential units shall have Category 5e wiring or similar data-transfer/network wiring system installed throughout the unit, including the bedrooms, and office/tech centers.

5.6. Prior to issuance of a certificate of occupancy for the final unit, any temporary sales and/or construction office buildings/trailers shall be removed from the site.

5.7. Air conditioning condenser units shall be placed in side or rear yard areas or screened on the roof so as to not impact access to the rear yard area.

Landscaping shall be designed and installed so as to not restrict access to gated side yard areas.

5.8. Prior to final inspection, a landscape maintenance program for all common or undeveloped areas shall be reviewed and approved by the Director of Development Services. The maintenance program shall include general landscape maintenance provisions for pruning, trimming, and the replacement of any dead, decayed, or diseased vegetation, ongoing weed abatement, and replacement/repair of the irrigation system, when necessary. The landscape maintenance program shall be included with the contract with the landscape maintenance company to ensure they implement the maintenance program. In addition, the maintenance program should include provisions for periodic inspections to ensure the irrigation system is working properly, and all landscaping is being properly maintained.

5.9. **Special Conditions**:

5.9.1. Prior to issuance of occupancy permits, an avigation easement shall be recorded against the property deed of all new development projects and use permits within 10,000 feet of the Chino Airport. The avigation easement shall advise current and future property owner(s) that the property may be subject to over flight noise, vibration, and dust from aircraft.

5.9.2. The **recreation center** shall be fully constructed prior to occupancy of any residential unit within the project. A 30-day time extension may be permitted subject to approval by the Director of Development Services.

5.9.3. Transit Stop Design and Construction:

5.9.3.1 Prior to issuance of a precise grading permit, the applicant shall fully design the transit stop located on West Preserve Loop, south of Pine Avenue to the satisfaction of the City of Chino Transportation Manager and the Director of Development Services.

5.9.3.2 The applicant shall construct the transit stop located on West Preserve Loop, south of Pine Avenue to the satisfaction of the City of Chino Transportation Manager and the Director of Development Services. Said transit stop shall be completed prior to the final (850th) occupancy permit within the boundaries of PL24-0110.

5.9.4. A parking management plan shall be prepared by the applicant and submitted to the Director of Development Services for review and approval. The plan may include, but is not limited to the following: assignment of garage spaces, inspections of garage spaces, assignment of open parking, designation of guest parking, guest parking passes, no parking areas, enforcement, penalties, and towing. Once the plan is approved by the City, the applicant shall explain the parking assignments and restrictions to each new tenant within the development prior to commencement of the lease.

5.9.5. Provide pilasters at wall ends and turns in walls to the satisfaction of the Director of Development Services. Pilaster sizes and locations along the perimeter of the project shall be consistent with the Master Site Approval for the project area.

5.9.6. Trash enclosure walls shall have vine plantings in the adjacent planter areas to the satisfaction of the Director of Development Services.

6.0 ENVIRONMENTAL REQUIREMENTS & MITIGATION MEASURES:

6.1. Comply with all mitigation measures identified in the Preserve *Mitigation Monitoring Program* contained within The Preserve Chino Sphere of Influence – Subarea 2 Final Environmental Impact Report (SCH# 2000121036), as well as the Refined Project Mitigation Measures referred to within the Addendum to The Preserve Chino Sphere of Influence Subarea 2 EIR (SCH No 2000121036) for South of Pine Update 2022, prepared by Monchamp Meldrum LLP and dated January 2022, which identifies each environmental mitigation measure, the time in which it will be implemented and the responsible party for monitoring its implementation.

7.0 OTHER REQUIREMENTS:

7.1. All signs, including subdivision and/or realty signs proposed for this development shall be designed to conform to the Sign Ordinance and shall require separate application and approval by the Planning and Building Divisions prior to installation.

7.2. The project site shall be cleared of all trash, debris, weeds, and other discarded items within two weeks of Planning Commission approval, or as determined by the Director of Development Services. Approval of this application shall be deemed null and void upon failure of the applicant to comply with this condition within the aforementioned time period.

7.3. To minimize damage to paved areas due to tree root growth, trees located within five (5) feet of any paved surface area shall be provided with root barriers unless it can be demonstrated, to the satisfaction of the Planning Division, that the root growth characteristics of the type of tree proposed does not warrant their installation.

7.4. All building drainage gutters, downspouts, vents, etc., located on the exterior walls shall be architecturally compatible with the exterior building design and color, to the satisfaction of the Director of Development Services, or shall be completely concealed from view.

7.5. The builder shall weather treat all wood materials, including porch railing and balconies for residential units, all wood fences, and trellis features within the landscape areas, to prevent weather depreciation.

7.6. Any revision to plotting and/or elevation changes for residential projects shall be subject to review and approval by the Director of Development Services. If the proposed revisions are substantial then the Director may require that the Planning Commission and/or DRB review and approve them. To ensure that the appropriate variation of units is maintained, the applicant shall, at a minimum, submit a revised colored site plan, a table identifying the revised unit count, and an exhibit showing the revised street scene(s). Additional information may be required depending on the nature of the changes.

7.7. Phased Projects: Prior to the first occupancy permit, all undeveloped building pads shall be improved according to the following requirements: For a larger phased area located on the interior of the site, a construction fence/green screen may be provided in lieu of the landscape treatment. The fence shall be maintained in good condition at all times.

7.8. All new residential development shall comply with the mandatory measures contained in Chapter 4 of the California Green Building Code and the selected voluntary measure contained in Appendix A4 and identified in Section 15.45.030 (Residential Development) of the Chino Municipal Code.

7.9. Per Section 15.45.070 of the Chino Municipal Code, demonstrate consistency with the Chino Climate Action Plan by implementing one of the following three options:

a) Exceed the mandatory California Energy Code Title 24, Part 6 standards in effect at the time of application submittal by 3%; or
b) Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of application submittal; or

c) Provide other equivalent greenhouse gas (GHG) reductions through measures including but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.04 MT CO2e per residential dwelling unit per year and/or 0.11 MT CO2e per TSF of commercial/industrial use per year.

Applicants that choose Option a described above will be required to verify that their project meets the three percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options b or c described above will be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the Director of Development Services to demonstrate the required GHG reductions consistent with the City's CAP.

8.0 CONSTRUCTION SITE SECURITY:

8.1. Each site shall be completely encircled by a minimum 6' tall security-quality chain link fence once precise grading has been completed or as determined by the Deputy Director of Development Services.

8.2. Tennis court or similar screening material shall be securely attached for the length of the fence, excluding gates and 10' on either side of gates.

8.3. Each site shall have only one entry/exit gate, or as approved by the Planning Division.

8.4. Gate hinge pins shall be spot-welded or altered in such a way as to prevent easy removal.

8.5. Each gate shall have a casehardened lock and chain, or other equivalent security hardware.

8.6. “No Trespassing” signs shall be attached to the exterior of the fence at a minimum distance of a third of a mile and at all entrances.

8.7. On or near the exterior of each gate will be a sign with the address of the site in no less than 6" letters. Both the number and street name will be listed on the sign. The address posted will be used for the entire site until the fence is removed and individual addresses assigned.

8.8. Office trailers and tool bins shall be placed adjacent to gates inside the property to allow observation from outside.

8.9. Lighting on trailers and bins is desirable but shall be directed into the property so as not to impede outside observation or endanger nearby traffic with glare.

8.10. Tool bins shall be secured with casehardened locks, preferably with lock guards.

8.11. A sign stating that theft is not acceptable on the site and will be reported to the police, or wording to that effect, will be displayed prominently near each entrance.

8.12. Each site will have an assigned Crime Prevention Manager who is responsible for the following:

a) Providing his/her name and 24-hour telephone access number to the Chino Police Department.
b) Have available at all times the names and 24-hour contact numbers for all subcontractors.
c) Have the authority to speak for the development/owners on matters concerning trespassing and other criminal matters.
d) Complete routine fence inspections and arrange for prompt repairs or removal of any damage, graffiti, or loose screening.
e) Ensure that no work or maintenance of construction equipment is being performed on the site between 8 p.m. and 7 a.m.
f) Ensure that all above security requirements are complied with, and that all security hardware, fencing, and lighting are maintained in working order.
g) Ensure that thefts are immediately reported to the police department and that reasonable steps are taken, if evident, to prevent future similar incidents.

9.0 ARCHITECTURE, LANDSCAPING, AND FENCING REQUIREMENTS:

9.1. The following items shall be reviewed and approved by the Planning Division prior to building permit issuance and/or reflected in the final approved set of construction drawings:

9.1.1. Samples of the stucco finish for each architectural elevation shall be reviewed by the Planning Division in the field for approval prior to applying the stucco to the buildings. A medium sand finish is required for Adaptive Farmhouse elevations. A light finish is required for Adaptive Italian and Adaptive Spanish elevations.

9.1.2. An exclusive front door style shall be utilized for and designed to be compatible with each architectural style used in the development.

9.1.3. All door and window surrounds utilizing stucco over foam shall have a smooth, plaster-like finish.

9.1.4. Upgraded, “carriage house” style sectional garage doors equipped with automatic openers shall be provided for each unit. An exclusive garage door style shall be utilized for and be compatible with each architectural style used in the development.

9.1.5. All architectural treatments and finish materials on building elevations such as wood siding, stone veneer, etc. shall return to an inside corner or other logical termination point to the satisfaction of the Director of Development Services.

9.1.6. Concrete mow curbs shall be installed between all turf and shrub areas in all common landscape areas.

9.1.7. Stone, brick, and other masonry veneers, where used, shall be applied to within four inches of the finished grade.

PUBLIC WORKS CONDITIONS OF APPROVAL
PROJECT NO. PL24-0110 (SA)

DATE: August 12, 2025 PC MEETING DATE: August 20, 2025

PROJECT DESCRIPTION: Proposed development of a luxury rental community on blocks 6 and 8.

PROJECT LOCATION: SE corner of Pine Avenue and West Preserve Loop

APPLICANT: Chino Preserve Development Corp. PROJECT ENGINEER: Daniel Aguirre and Felicia Marshall

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PRIOR TO THE THREE MAJOR DEVELOPMENT EVENTS, THE APPLICANT SHALL SATISFY AND FULFILL ALL CONDITIONS OUTLINED BELOW. FAILURE TO COMPLY WITH ANY CONDITIONS OF APPROVAL SHALL BE DEEMED JUST CAUSE FOR REVOCATION OF PROJECT APPROVAL BY THE PLANNING COMMISSION. HOWEVER, THE PUBLIC WORKS DIRECTOR SHALL HAVE THE AUTHORITY TO APPROVE MINOR DEVIATIONS IN THE CONDITIONS OF APPROVAL, AND ALL PLANS INCLUDING THE CONSTRUCTION DRAWINGS.

COMPLY WITH ALL CONDITIONS OF APPROVAL FROM TENTATIVE TRACT MAP 16420-8 (PL23-0043) INCLUDING BUT NOT LIMITED TO CONSTRUCTION OF OFFSITE PUBLIC IMPROVEMENTS NEEDED TO SERVE THE PROJECT ALONG WEST PRESERVE LOOP, LEGACY PARK STREET, MAIN STREET, AND MARKET STREET APPROVED BY THE PLANNING COMMISSION ON MAY 15, 2024.

THIS PROJECT SHALL ALSO COMPLY WITH THE APPLICABLE ENGINEERING CONDITIONS OF APPROVAL FOR TENTATIVE TRACT MAP NO. 16420 APPROVED BY THE PLANNING COMMISSION ON FEBRUARY 23, 2022.

1.0 **PRIOR TO ISSUANCE OF BUILDING OR CONSTRUCTION PERMITS:**

1.1. Record Tract Map No.16420-8 pursuant to the Subdivision Map Act and in accordance with City Municipal Code. Provide a duplicate photo Mylar of the recorded map to the City's Engineer's office.

1.2. All required plans and studies shall be prepared by a Registered Professional Engineer and submitted to the Project Engineer for review and approval. All project plans must be approved by the City Engineer's office before a Building Permit will be issued. All maps, studies, calculation sheets, reports, etc. must be on and/or folded in an 11-inch by 8½-inch standard format.

1.3. Dedicate to the City all Private Drives that are 26-foot wide for fire lane access purposes.

1.4. Prepare and record necessary drainage easements to implement the project in accordance with drainage law.

1.5. Prepare and submit a drainage study, including supporting hydraulic and hydrological data to the project engineer for approval. The study shall confirm or recommend changes to the City's adopted Master Drainage Plan by identifying off-site and on-site storm water runoff impact resulting from build-out of permitted General Plan land uses. In addition, the study shall identify the project's contribution and shall provide locations and sizes of catchments and system connection points and all downstream drainage mitigation measures.

1.6. Prepare and submit a final grading plan showing building footprints, pad elevations, finished grades, drainage routes, retaining walls, erosion control, slope easements and other pertinent information in accordance with Appendix J of the California Building Code, latest edition.

1.7. Provide a certificate, from a Registered Civil Engineer, certifying that the finished grading has been completed in accordance with the City approved grading plan.

1.8. Submit a soils/geology report in accordance with Appendix J of the California Building Code, latest edition to the project engineer for review and approval.

1.9. All impacted and interior streets/facilities shall be designed per City Standards and constructed in accordance with City Code, Standards and Specifications. All public street intersection improvements at project boundaries shall be functional and operational on their own, regardless of the timing or phasing of surrounding developments. All damage to existing public improvements due to the proposed construction activities shall be repaired as requested by the Public Works Inspector.

1.10. All improvements shall comply with federal, state, and local accessibility regulations and standards.

a. The review or approval of plans and specifications by the City does not permit the violation of any section of the federal law, state law, building code, or local ordinance.

b. Where accessibility standards are contradictory, the provision that provides the most accessible (restrictive) condition shall apply.

c. Where the project's conditions of approval conflict with accessibility regulations and standards, the prevailing provision shall be determined by City's Accessibility Coordinator and City Engineer.

Pedestrian facilities (privately or publicly owned) that are open to the public shall comply with the City's Policy on Accessible Pedestrian Facilities, accessibility standards in the CBC, and the Americans with Disabilities Act (ADA) regulations in Part 36 of Title 28, which include the 2010 (ADA) Standards.

Accessibility of existing and proposed building improvements will be evaluated by the City's building department. Those comments and requests are in addition to those provided herein.

1.11. Execute a Subdivision Agreement and submit security in an amount acceptable to the City Engineer to guarantee construction of any public improvements. All security must be accessible to the City at any time and in a form acceptable to the City Engineer, pursuant to Government Code, Section 66499.

1.12. If Covenants, Conditions and Restrictions (CC&R) are necessary, provide a set for review and approval. The proposed CC&Rs shall contain the Association's/Owner's maintenance obligations with respect to various facilities including, but not limited to, right-of-way landscaping, private streets, sidewalks, utilities, streetlights, and Water Quality Management Plan (WQMP) features. This document must be submitted to and approved by the City before it is submitted to any other governmental entity.

1.13. Provide a Monumentation Bond in an amount specified in writing by a Registered Engineer or Licensed Land Surveyor of Record.

1.14. Comply with all applicable requirements of the City Code.

1.15. Comply with Pedestrian Accessibility Plan submitted with underlying project conditions of approval (TTM 16420-8).

The project must ensure that all pedestrian facilities (private or publicly owned) that are open to the public shall comply with accessibility standards in the City's Policy on Accessible Pedestrian Facilities, the current edition of the CBC in effect at the time of building permit issuance or, if no permit, the date construction commences, and Part 36 of Title 28 of the Americans with Disabilities Act (ADA) regulations, which include the 2010 ADA Standards. This includes the following structures and facilities:

a. Sidewalks and walks (public right of way sidewalk, walks within the development);
b. Curb ramps (should be directional with one curb ramp provided for each pedestrian crossing and shall comply with the City' Policy on Accessible Pedestrian Facilities);
c. Pedestrian crossings at driveways;
d. Crosswalks (marked, unmarked, signalized); and
e. Path of travel from right-of-way to recreation facilities (parks, restroom).

1.16. Pay all applicable fees pursuant to City Code including, but not limited to, the Development Impact Fees (DIF) and Sewage Facilities Development Fee (SFDF). The actual amount of fees due to the City will be based on the fee schedule in place on the date that the fees are due, or the date that they are paid, whichever occurs last. The fee amount stated in this notice is subject to change based on (1) annual adjustments for inflation, pursuant to Chino Municipal Code Section 3.40.100 or 3.45.100, (2) revisions to the Chino Municipal Code, and (3) updates to the fee studies and nexus reports adopted by the City.

Developer is solely responsible for remaining informed about changes in the fee amounts. City shall have no obligation to inform Developer of changes in the fee amounts unless Developer requests notice of such changes, pursuant to Government Code Section 66019(b) and Chino Municipal Code Section 3.40.080(B) or 3.45.080(B).

Should the Applicant claim entitlement to fee schedule protections under the Housing Crisis Act of 2019 (SB 330; Gov. Code § 66300), the burden shall be on the Applicant to demonstrate to the satisfaction of the City that a valid and complete preliminary application was timely submitted and accepted pursuant to State law. Upon City verification of such submittal, the applicable DIF and SFDF shall be calculated based on the fee schedule in effect on the date of preliminary application submittal, subject to any lawful exceptions or adjustments allowed under State law. This provision shall not restrict the City from applying any fee increases adopted and made effective prior to the date of said preliminary application, including authorized cost index-based adjustments or annual escalators.

1.17. All projects developing one (1) acre or more of total land area, or which are part of a larger phased development that will disturb one acre of land, are required to obtain coverage under the State Water Resources Control Board's (SWRCB) General Permit for storm water discharges associated with construction activity. Proof of filing a Notice of Intent (NOI) with the SWRCB for coverage under this permit is required. A copy of the Waste Discharger's Identification Number (WDID), issued by the SWRCB, must be submitted to the Project Engineer prior to issuance of grading permits. More detailed information regarding this General Permit, applicable fee information and the necessary forms to complete the NOI are available by calling (916) 341-5537 or on the SWRCB web site at:

http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

1.18. Pursuant to Santa Ana Regional Water Quality Control Board Order Number R8-2010-0036, NPDES Permit No. CAS618036, prepare a project-specific Water Quality Management Plan (WQMP) and submit to the project engineer for review and approval. To address NPDES Permit requirements to the maximum extent practicable, the project shall be designed to specify preferential use of Low Impact Development Best Management Practices that reduce pollutants and runoff volume through structural measures (e.g., infiltration, harvesting, and bio-treatment) and non-structural measures (e.g., preserving natural areas, clustering development, and reducing impervious areas). The WQMP shall conform to the requirements of the San Bernardino County Stormwater Program, 2013 WQMP Technical Guidance Document and include the Trash Order Implementation Plan requirements.

1.19. Any future maintenance and repair of sewer laterals, except for the portion of lateral located within the public right-of-way or public easement, and domestic water or fire service laterals to the project site shall be the sole responsibility of the applicant/property owner in accordance with City Code, Chapter 13.04.175 and 13.12.150.

1.20. City staff has determined that recycled water be used for grading operations, dust control activities, and public right-of-way area landscape irrigation. An evaluation of compliance to the California State Water Resources Control Board latest requirements shall be made at the time of permit issuance.

1.21. All public street corners shall have a minimum curb radii per City Code, Chapter 19.06 and City Standards and Specifications.

1.22. Provide adequate sight distance per City Standard No. 865 for each project driveway and at all intersections. Landscaping type and height shall be maintained to ensure sight distance requirements are perpetuated.

1.23. Prior to installation of underground utilities, CCTV inspection of existing sewer and storm drain conduits that may be impacted by the construction shall be performed and recordings submitted to the City for comparison to post-construction inspection.

1.24. Provide a copy of and comply with the Construction Management Plan previously requested on other tracts that includes but is not limited to construction notifications, noise mitigation, milestones for the phasing of interim and ultimate public improvements that coincide with building permitting and occupancy, construction yard, pedestrian mobility, and temporary traffic control.

1.25. The developer shall be responsible for the modification of the traffic signals on Pine Avenue and West Preserve Loop. During construction, the developer shall be responsible for any damages attributed to the construction of related public improvements and shall coordinate with the Transportation Division and the City's designated traffic signal maintenance company for technical support of the traffic signal during construction until such time as the improvements are accepted by the City to the satisfaction of the City Engineer.

1.26. Contract with the Preserve Master Maintenance Corporation or provide for other means acceptable to the Pubic Works Director for continued maintenance of public street lights, public sidewalks and landscaping.

1.27. Per conditions specified on Tentative Tract Map 16420-8:

i. The developer shall be required to execute a Chino Basin Watermaster "Voluntary Agreement" with the City in those instances where such an agreement applies. For example, such instances would include developer-acquired acreage that is planned for development, but the timing of that development occurs as some future date and the acreage is proposed to be used for agricultural purposes utilizing City provided water in the interim. The Voluntary Agreement and any necessary amendments to existing agreements must be fully executed prior to the provision of City supplied water for agricultural purposes.

1.28. Submit to the City electronic files, in Adobe Acrobat PDF format, of all submittals, including reports, studies, improvement plans and City redlines of previous submittals. Include AutoCAD and Esri GIS shape files as an e-transmitted zip file of all approved improvement plans

2.0 **PRIOR TO REQUEST FOR AND RELEASE OF OCCUPANCY PERMITS/ACCEPTANCE OF PUBLIC IMPROVEMENTS:**

2.1. Construct and secure Public Works Department approval of all public facilities enumerated under Section 1.0 above (per Resolution No. 88-23).

2.2. The applicant's Civil Engineer shall field verify that all BMPs are designed, constructed, and functional in accordance with the approved WQMP. BMPs shall also be inspected by Public Works Environmental staff. Coordinate inspection with staff and submit a completed City of Chino BMP field verification form for review and approval.

2.3. Pay all remaining applicable fees pursuant to City Code.

2.4. Rehabilitate all street pavement along all streets impacted by the development as directed by City staff. Install signing and striping per approved plans.

2.5. Submit to the City, electronic files of Tract Map and improvement plans in AUTOCAD, Esri GIS shape and Adobe Acrobat PDF formats. AUTOCAD files shall be submitted as an etransmitted zip file of the CAD drawings with all base files attached. Scanned resolution of PDF shall be a minimum of 360 dpi.

3.0 PRIOR TO FINAL ACCEPTANCE/PROJECT CLOSEOUT:

3.1 Complete all Conditions of Approval listed under Sections 1-2 above, all Conditions of Approval for TTM 16420-8, and all conditions applicable to this phase from TTM 16420.

3.2 As specified in the TTM 16420-8 conditions, submit to the City a letter from the surveyor indicating monuments required for the map have been set and they have been fully paid for their services.

3.3 After installation of underground utilities, perform CCTV inspection of the existing conduits that were CCTV inspected prior to construction and all new storm drain and sewer conduits that are less than 48-inch in diameter.

3.4 Set new monuments that have been damaged or destroyed as a result of construction. Monuments shall be set in accordance with City Standards.

3.5 The Developer is responsible for the repair and maintenance of public right-of-way or private property from substantial construction completion until final acceptance of improvements. Provide and implement maintenance schedule of infrastructure improvements should final acceptance by the City Council not occur within one year after the construction was completed.

3.6 Upon final cap of the street improvements, the City of Chino strongly advises against any future street cuts for the purposes of underground utility installation for a period of Five Years. If additional cuts are required, the City Engineer may require additional street repair (length and width / full depth paving) as deemed necessary to ensure the structural integrity of the roadway.

3.7 Submit to the City, electronic files of “as-built” improvement plans in AUTOCAD, Esri GIS shape and Adobe Acrobat PDF formats. AUTOCAD files shall be submitted as an etransmitted zip file of the CAD drawings with all base files attached. Scanned resolution of PDF shall be a minimum of 360 dpi.

Attachment

CITY OF CHINO
PUBLIC WORKS DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION

PROJECT NO. PL24-0110

PROJECT ENGINEER: Daniel Aguirre and Felicia Marshall
DATE: 8/12/2025

A COPY OF THIS CHECK LIST MUST BE PROVIDED ALONG WITH A COMPLETED PLAN CHECK REVIEW APPLICATION TO THE ENGINEERING TECHNICIAN WHEN MAKING AN APPOINTMENT FOR FIRST PLAN CHECK SUBMITTAL

- ☒ Copy of Development Engineering Division Conditions of Approval
- ☒ Plan Check Fee Calculation Form
- ☐ Maps (Subdivision Only)
- ☐ Preliminary Title Report (no older than six months) (Subdivision Only)
- ☐ Closure Calculations (Subdivision Only)
- ☐ Referenced Maps (Subdivision Only)
- ☒ Preliminary Soils Report (no older than sixty days)
- ☐ Lot line adjustment certificate
- ☐ Lot merger
- ☐ Right-of-way dedication
- ☐ Rough Grading Plans
- ☒ Precise Grading Plans
- ☒ Storm Drain Plans
- ☒ Hydrology and Hydraulic Calculations with Backup Data (Signed and Sealed by a Registered Civil Engineer)
- ☒ Engineering Cost Estimate (On City Forms) with Engineer's Wet Signature and Stamp
- ☒ Street Improvements Plans (For Private Streets, this can be included on the Precise Grading Plan)
- ☐ Cross-Sections (if street plans are required) at 50' intervals and extended a minimum of 100' beyond limits of improvements
- ☒ Sewer Plans
- ☒ Domestic Water Plans
- ☒ Recycled Water Plans
- ☒ Street Light Plans
- ☒ Voltage Drop Calculations (Signed and Sealed by a Registered Engineer)
- ☒ Signing and Striping Plans (Private)
- ☐ Traffic Signal Interconnect Plans
- ☒ Traffic Signal Plans
- ☒ Water Quality Management Plan
- ☐ Construction Management Plan

Chino Valley Fire District

14011 City Center Drive
Chino Hills, CA 91709
(909) 902-5260 Administration
(909) 902-5250 Fax
Chinovalleyfire.org

Board of Directors

Sarah-Ramos Evinger
President
Mike Kreeger
Vice President
Tom Haughey
Harvey Luth
Andrew Romaine

Fire Chief
Dave Williams

August 13, 2025

2024-00002400

CHINO PRESERVE DEVELOPMENT CORP 1156 N MOUNTAIN AVE UPLAND, CA - California 91786	Project Name: BLOCKS 6 & 8 - PL 24-0110 Project Address: SE CORNER OF PINE AVE & W PRESERVE LOOP, Chino

It is a recommendation of the Fire District that the developer of every new construction project facilitate a preconstruction meeting. The meeting is to be scheduled with the Fire District Inspector for said project.

The following are the conditions of the above referenced permit/project. All conditions shall be adhered to, failure to comply with said conditions may result in the revocation of said permit and/or punitive fines as outlined in the Fire District fee schedule.

We look forward to a cooperative working relationship throughout the project. Should you have any questions regarding the project, including the conditions as set forth herein, please feel free to contact our office at (909) 902-5280.

Fire Protection Requirements

1.0 THE ITEMS BELOW ARE CONDITIONS OF APPROVAL AND ARE TO BE COMPLETED PRIOR TO RECORDATION:

1.1 Fire access roads shall be designed and plans submitted to the Fire District for approval. Fire access roads shall be constructed of an all-weather hard surface, such as, asphalt or concrete, and be a minimum unobstructed width of 26 feet and minimum clear height of 13’6”. The road grade shall not exceed twelve percent (12%) maximum. An approved turn around shall be provided at the end of each roadway in excess of 150 feet in length. Aerial access shall be provided for any buildings 30’ ft. and higher per 2019 CFC. Appendix D. A 26’ ft. wide access road shall be a minimum of 15’ ft. to the building and a maximum of 30’ ft. from the building. Access roads shall comply with Fire District Standard No. 111.

1.2 The development and each phase shall have two (2) points of vehicular access during construction. Fire District Standard No. 111 shall be complied with.

1.3 Water systems shall be designed to meet the required fire flow of this development and be approved by the Community Risk Reduction Division. Buildings in excess of 100,000 square feet shall have a minimum of two (2) connections to a public main. The developer shall furnish the Community Risk Reduction Division with three (3) copies of the water system working plans done by the installing contractor for approval, along with the Fire Flow Availability Form completed by the water purveyor prior to recordation. The required fire flow shall be determined by using the California Fire Code, current adopted edition. For all private systems, the water systems shall comply with Fire District Standard Nos. 101, 102, and 103. In areas without water-serving utilities, fire protection water systems shall be based on NFPA Pamphlet 1231. For water connections and work conducted in the public right of way, please refer to separate plans reviewed and approved by the water purveyor.

1.4 Fire hydrants shall be six-inch (6") diameter with a minimum one four-inch (4") and one two and one-half inch (2-1/2") connections. All fire hydrants shall be spaced a maximum of three hundred feet (300') apart. Private water systems shall comply with Fire District Standard Nos. 101, 102, and 114. All hydrants shall be installed with pavement markers to identify their locations.

1.5 Access drives which cross property lines shall be provided with CC & R's, access easements or reciprocating agreements and shall be recorded on the titles of affected properties. Copies of the recorded documents shall be provided at the time of Fire District plan review.

1.6 Underground fire mains which cross property lines shall be provided with CC & R's, easements, or reciprocating agreements addressing the use and maintenance of the mains and hydrants and shall be recorded on the titles of affected properties. Copies of the recorded documents shall be provided at the time of Fire District plan review.

2.0 THE ITEMS BELOW ARE CONDITIONS OF APPROVAL AND ARE TO BE COMPLETED PRIOR TO ISSUANCE OF BUILDING PERMIT:

2.1 Fire access roads shall be constructed and approved by the Community Risk Reduction Division prior to combustibles being brought onto the site.

2.2 Approved street signs shall be installed prior to issuance of building permits, as well as a job site address.

2.3 Fire Protection water systems shall be tested, operational, and approved by the Community Risk Reduction Division prior to combustible materials being brought to the site.

2.4 All flammable vegetation shall be removed from each building site for a minimum distance of thirty feet (30') from any flammable building material including all structures.

2.5 A detailed site plan of the development is required to be submitted in electronic (pdf.) format. The plan must show and be limited to: locations of property lines, buildings, and equipment and hazards for emergency response purposes. Please refer to Fire District Standard No. 143. Additional or revised files may be required during construction and/or prior to final signoff.

2.6 The Developer shall submit, as an electronic file, a drawing of the new streets in pdf format to the Fire District with the building construction plans. Format must contain and be restricted to the following layers: A. Right of way; B. Parcel Lines; C. Street Names; D. Address numbers; E. Fire Hydrants. Additional or revised files may be required during construction and/or prior to final signoff.

3.0 THE ITEMS BELOW ARE CONDITIONS OF APPROVAL AND ARE TO BE COMPLETED PRIOR TO OCCUPANCY:

3.1 An automatic protection fire sprinkler system is required for all non-residential buildings 5,000 sq. ft or greater. and/or when used for allowable area increase, if applicable. This system shall comply with NFPA Standard No. 13 and Fire District Standard No. 110. An electronic/PDF set of detailed plans along with hydraulic calculations and material specifications shall be submitted to the Community Risk Reduction Division. The system shall be installed, tested and approved prior to system final. Fire sprinkler systems shall be installed by a licensed C-16 contractor and the contractor is required to submit a report to The Compliance Engine (TCE).

3.1 A residential "life safety" fire sprinkler system is required. The developer shall submit an electronic/PDF set of detailed plans and hydraulic calculations to the Community Risk Reduction Division for approval. The system shall be installed, tested and approved prior to occupancy. The system shall meet the standards of NFPA 13R or 13D and Fire District Standard No.126. Dwellings in excess of 5,000 square feet shall provide calculations of the (4) four most remote sprinkler heads. For NFPA 13R systems, the contractor is required to submit a report to The Compliance Engine (TCE).

3.2 An automatic fire alarm system is required. An electronic/PDF set of detailed plans shall be submitted showing the design, system components, signaling devices, fire alarm power supply, control panel and auxiliary devices and functions of the alarm system. Please refer to Fire District Standard No. 133 and current adopted editions of the California Building Code, as well as NFPA Standard 72. The contractor is required to submit a report to The Compliance Engine (TCE).

3.3 Approved in-building, two-way emergency responder communication coverage for emergency responders shall be provided in all new buildings, if ERRC evaluation determines the need for installation of system. In-building, two-way emergency responder communication coverage within the building shall be based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building. System shall comply with current adopted edition of the California Fire Code, NFPA 70, 72 & 1221 and the contractor is required to submit a report to The Compliance Engine (TCE).

3.4 A maximum occupant load sign shall be posted in a conspicuous location neat the main entrance/exit of the room, if occupant load is greater than 49 people. Such sign shall be legible.

3.5 Hand-held portable fire extinguishers are required to be installed for multi-family residential buildings. The location, type and cabinet design shall be approved by the Community Risk Reduction Division.

3.6 Smoke and Carbon Monoxide alarms are required to be installed per Section 310 of the California Building Code, current adopted edition. Locations shall be in accordance with code requirements.

3.7 Exits, doors, signs and approved path marking shall be installed in accordance with the current adopted edition of the California Building Code, Section 1007

3.8 "No Parking - Fire Lane" signs shall be installed in interior access drives at locations designated by the Community Risk Reduction Division. Curbs shall be painted red at locations designated by the Community Risk Reduction Division. Please refer to Fire District Standard No. 121.

3.9 An approved recessed Fire Department "KNOX" brand key box is required. The key box shall be located at or near the main entrance(s), and shall be provided with a tamper switch and shall be monitored by an approved central station monitoring service. Please refer to Fire District Standard No. 117.

3.10 An approved Knox key switch and/or Knox lock is required on each automatic electric or manual gate that crosses an EVA. All automatic gates shall be provided with a manual override. Fire District Standard No. 116 & 117 shall be complied with.

3.11 Commercial, industrial, and multi-family building addresses shall be posted with a minimum eight inch (8") numbers, visible from the street and during the hours of darkness they shall be internally or externally electrically illuminated. Posted numbers shall contrast with the background used and be legible from the street.

Where building set back exceeds 100 feet from the roadway, additional non-illuminated six inch (6") numbers shall be displayed at the property access entrance. These numbers shall also contrast with the background used. Fire District Standard No. 122 must be complied with.

3.12 Residential street addresses shall be posted with a minimum of four inch (4") numbers, shall be electrically illuminated (by 12-volt power source only) by internal means during the hours of darkness. Posted numbers shall contrast with the background used and be legible from the street in accordance with the California Fire Code, current adopted edition. Where building is set back more than 100 feet from the roadway, additional non-illuminated four inch (4") numbers shall be displayed at the property access entrance. These numbers shall also contrast with the background used. Please refer to Fire District Standard No. 122.

3.13 An electronic/PDF set of plans shall be submitted separately for each of the following listed items to the Fire District for review, approval and permit prior to any installation or work being done. Approved plans must be maintained at the worksite during construction. Fees are due at the time of submittal.

a) Building Construction, includes tenant improvement work
b) Private (onsite) Underground Fire Protection Water Systems, if applicable
c) Fire Sprinkler Systems, designed by C16 contractor or registered engineer
d) Fire Alarm Systems or Sprinkler Monitoring Systems designed by a C7, C10 contractor or registered engineer.
e) Knox box and/or security gate locations.
f) Emergency Responder Radio Coverage Systems

Applicable Standards:

101, 102, 103, 110, 111, 114, 117, 121, 122, 126, 133, 141, 143

CVFD Standards available online at http://www.chinovalleyfire.org

VICINITY MAP:

LEGAL DESCRIPTION:

TTM 16420 LOT 44, PORTION OF LOT 48, AND LOT 49.
TTM 16420-3 LOTS 2, A, AND PORTION OF LOT 1.

PROJECT SUMMARY

ADDRESS: **BLOCK 6 & 8 OF THE PRESERVE, SEC OF PINE AVENUE AND WEST PRESERVE LOOP, CHINO, 91708**

		BLOCK 6	BLOCK 8	TOTAL
SITE ACREAGE:		12.15 AC	22.71 AC	**34.86** AC
DENSITY:		18.6 DU/AC	27.48 DU/C	**24.38** DU/AC
NUMBER OF UNITS:	DUPLEXES:	166	144	310
	STACKED FLATS:	60	480	540
	TOTAL:	226	624	**850**

ZONE: **BLOCK 6: HDR 16**
BLOCK 8: CC16 , HDR 30 , HDR 16

TOTAL BUILDINGS:

DUPLEX BUILDINGS:	**205**
STACKED FLATS BUILDINGS:	**18**
GARAGE BUILDINGS:	**14**
COMMON BUILDINGS:	**8**
TOTAL:	**245 BUILDINGS**

PROPOSED HEIGHT & NO OF STORIES:
27'- 9" @ 2-STORY DUPLEXES
37'- 9" @ 3-STORY STACKED FLATS BUILDINGS
36'- 0" @ 2-STORY CLUBHOUSE BUILDING
1-STORY @ POOL BUILDING
1-STORY @ GARAGE AND MAINTENANCE BUILDINGS
1 STORY @ TRASH ENCLOSURES

APPLICANT:

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVE.
UPLAND, CA 91786
CONTACT: BRIAN JACOBSON
BRIAN.JACOBSON@LEWISMC.COM
(909) 579-1214

ARCHITECT :
FOR DUPLEXES AND TRASH BUILDINGS
ANGELENO ASSOCIATES, INC.

147 E. CITY PLACE DR.
SANTA ANA, CA 92705
CONTACT: CHRISTINE LY
CLY@ANGELENOARCHITECTS.COM
(714) 285-1888

ARCHITECT:
FOR STACKED FLATS, DETACHED GARAGES, CLUBHOUSE AND POOL BUILDING

KEVIN L CROOK ARCHITECT, INC.
1360 REYNOLDS AVENUE, SUITE 110
IRVINE, CA 92614
CONTACT: JEFF ADDISON
JADDISON@KLCARCH.COM
(949) 660-1587

CIVIL ENGINEER:
KHR ASSOCIATES
17530 VON KARMAN AVENUE SUITE 200
IRVINE, CA 92614
CONTACT: MIKE THOMAS
MTHOMAS@KHRDESIGN.COM
(949) 756-6440

LANDSCAPE ARCHITECT:

SITESCAPES
3190 B-2 AIRPORT LOOP DRIVE
COSTA MESA, CA 92626
CONTACT: RICK POLHAMUS
RPOLHAMUS@SITESCAPES.NET
(949) 644-9370

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TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

G-1

TITLE SHEET

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES

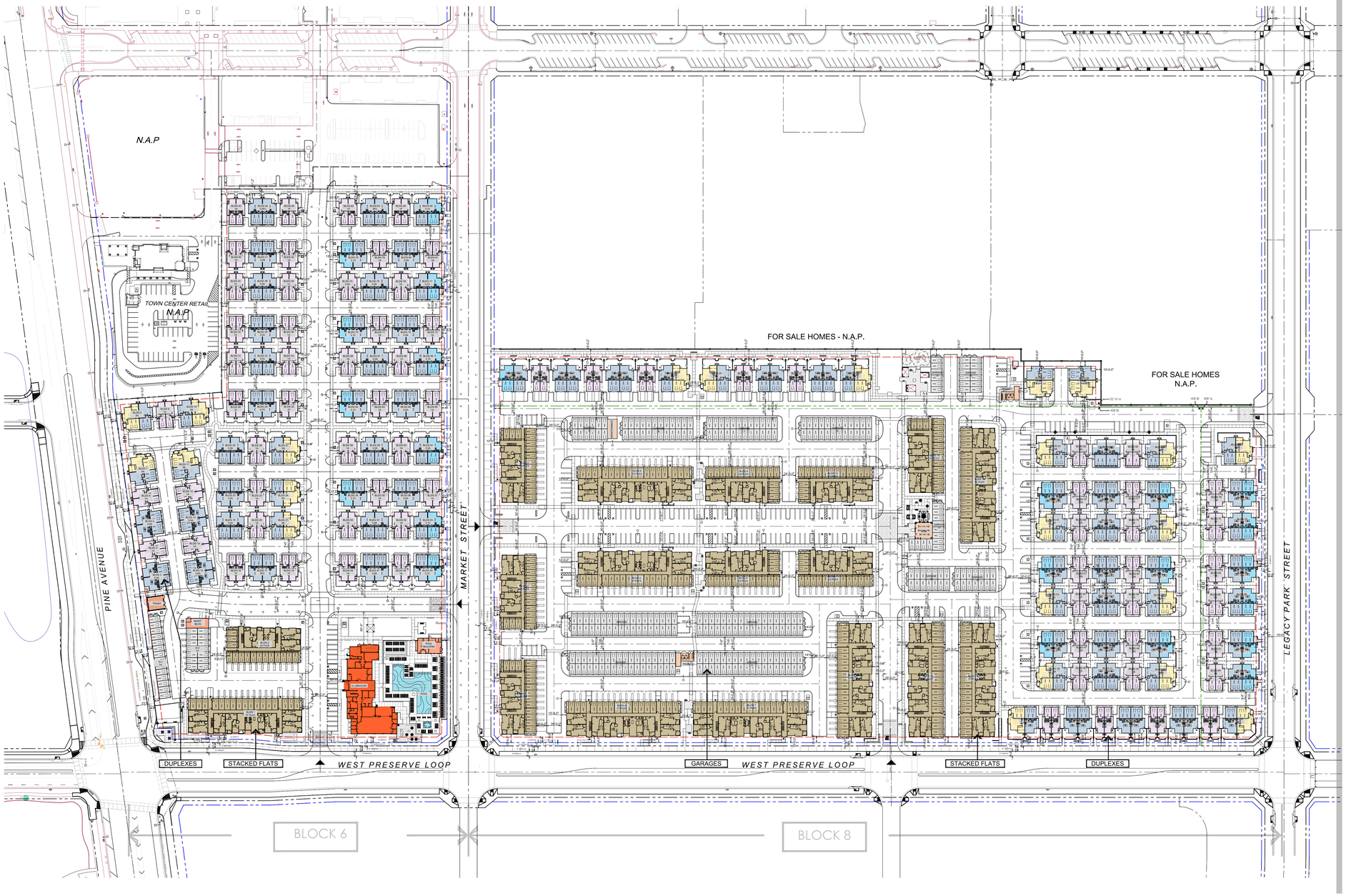
SITESCAPES

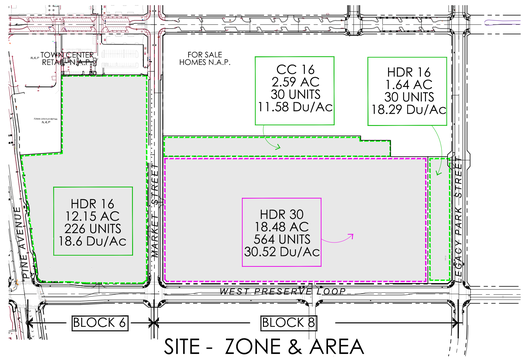
Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE

LEWIS GROUP OF COMPANIES

08.05.25
JOB: 2205

Angeleno Associates, Inc.
architecture - planning





SITE - ZONE & AREA

BLOCK 6 & 8 COMBINED - SITE SUMMARY

		BLOCK 6	BLOCK 8	BLOCK 6 &8 TOTAL
ZONING:		HDR 16	CC 16 HDR 16 HDR 30	
SITE ACREAGE (AC):		12.15	22.71	**34.86**
PROPOSED DENSITY (DU/AC):		18.60	27.48	**24.38**
NUMBER OF UNITS:	DUPLEXES:	166	144	310
	STACKED FLATS:	60	480	540
	TOTAL:	226	624	**850**
FAR:		83.70%	77.88%	**79.9%**
LOT COVERAGE:		42.12%	38.06%	**39.5%**
RESIDENTIAL BUILDING COUNT:	DUPLEXES:	83	122	205
	STACKED FLATS:	2	16	18
	GARAGES:	2	12	14
	TOTAL:	87	150	**237**
COMMON BUILDING COUNT:	CLUBHOUSE	1	0	1
	POOL BUILDING	1	0	1
	MAINTENANCE	1	1	2
	MAIL	0	1	1
	TRASH	1	2	3
	TOTAL:	4	4	**8**
PARKING REQ'D:	COVERED	351	120	471
	OPEN/GUEST	101	1003	1104
	TOTAL:	452	1123	**1575**
PARKING PROV'D:	COVERED	382	826	1208
	OPEN/GUEST	127	459	586
	TOTAL:	509	1285	**1794**

LEGEND:

- PROPERTY LINE
- SETBACK LINE
- BOUNDARY BETWEEN DIFFERENT ZONES

N

0 80' 320'
40' 160'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

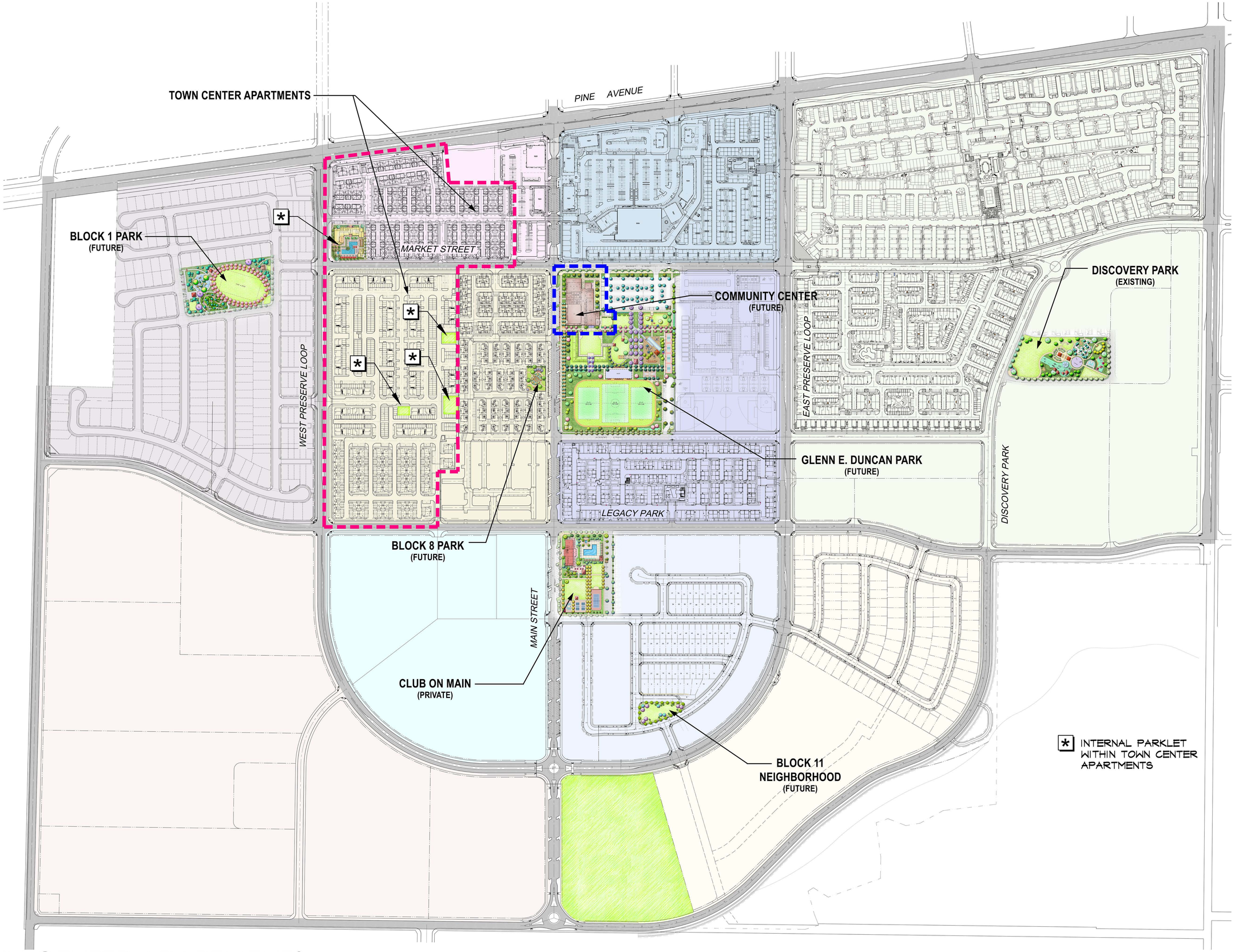
SITE PLAN
BLOCK 6 & 8- COMPOSITE

A-0.1

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.31.25
JOB: 2205



TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

NEARBY OPEN SPACE AMENITIES

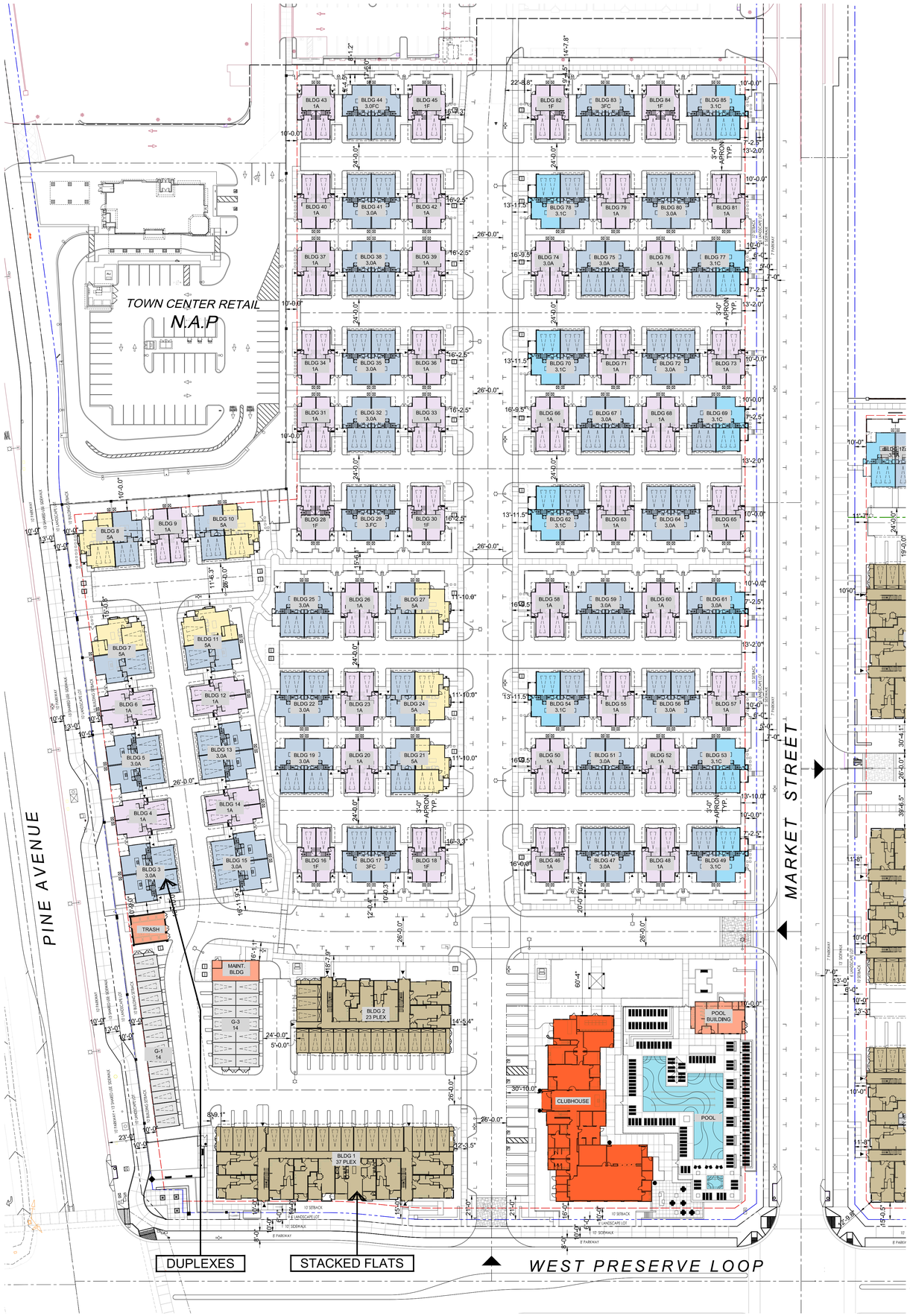
A-0.1.1

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-31-25
JOB NO.: 23-014

LEWIS APARTMENTS

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Pohamus, License # 2782
(949) 644-9370 FAX (714) 210-3140



BLOCK 6 SITE SUMMARY						
ZONE	SITE ACREAGE	PROPOSED DENSITY	PRODUCT TYPE	BLDG COUNT	UNIT PER BLDG	UNIT COUNT
HDR 16	12.15	18.6	STACKED	1	37	37
			FLATS	1	23	23
			DUPLEX	83	2	166
			TOTAL	85		226

BLOCK 6- UNIT MIX					
DUPLEX	84	-	PLAN 1	-	1175 SF, 2 BED, 2BA
	65	-	PLAN 3	-	1611 SF, 3 BED, 2.5BA
	10	-	PLAN 3x	-	1627 SF, 3 BED, 2.5BA
	7	-	PLAN 5	-	1829 SF, 3 BED, 3BA
STACKED FLATS	6	-	S1	-	482 SF, 1 ST, 1 BA
	2	-	A1	-	697 SF, 1 BED, 1 BA
	6	-	A2	-	658 SF, 1 BED, 1 BA
	9	-	A3	-	681 SF, 1 BED, 1 BA
	9	-	A4	-	647 SF, 1 BED, 1 BA
	3		A4X1		631 SF, 1 BED,1 BA
	6		A4X2		725 SF, 1 BED,1 BA
	6	-	B1	-	954 SF, 2 BED, 2BA
	3	-	B2	-	1119 SF, 2 BED, 2BA
	10	-	B3	-	955 SF, 2 BED, 2BA
TOTAL	**226**				

BLOCK 6- BUILDINGS

	Bldg Type	No. of Bldgs	Area Per Building (nra-sf)	Code Analysis: Occupancy Classification	Type of Construction	Fire Sprinklers	Building Code
Residential	B1	27	2,350	R-3/U	V-B	13D	CRC 2022
	B1Y	15	2,786				
	B3	16	3,222				
	B3Y	8	3,238				
	B3X	10	3,238				
	B5	7	3,440				
	B-23	1	17,757	R-2-U	V-A	13R	CBC 2022
	B-37	1	28,854				
	G-14	1	3,217	U	V-B	N/A	CBC 2022
	G-14L	1	3,233				
	Total	87	292,217				
Common Areas	Clubhouse Building	1	13,144	B/A-3	V-A	FULL 13	CBC 2022
	Pool Building	1	1,324	B	V-B	NONE	
	Maintenance Building	1	752	U	V-B	NONE	
	Trash Enclosure	1	544	U	V-B	NONE	
	Total	4	15,765				

BLOCK 6 REQUIRED PARKING

Category			No. of Units	Ratio Covered	Ratio Covered or Open	No. of Stalls: Covered	Open	Total
HDR16 ZONE	Residential	Studio	6	1			6	452
		1BD	35	1	0.5		53	
		2BD	19	1	1	19	19	
		2BD Duplex	84	2		168	0	
		3BD Duplex	82	2		164	0	
	Guest	Studio, 1BD, 2BD & 3BD	226		0.1		23	
	Total		**226**			351	102	**452**
	Parking Ratio							**2.00**

BLOCK 6 PROVIDED PARKING

Type		Stall Size	No. of Stalls: Covered	Open	Total
Residt.	Surface Standard Partially Covered Stalls Plan 1 Duplex	9' x 19' (17' + 2' Overhang)	74		382
	Garage Stalls- Duplex	10' x 20'	248		
	Garage Stalls- Stacked Flats	10' x 20'	32		
	Garage Stalls- Detached	10' x 20'	28		
Guest	Surface Standard	9' x 19'		46	127
	Surface Parallel	9' x 22'		48	
	Surface Compact	9' x 16' +2' Overhang			
	Surface Standard HC	9' +5' x 19'		2	
	Surface Standard HC Van	9' +8' x 19'		2	
	Driveway/Tandem	9'x 19'		29	
	Total		382	127	**509**
	Parking Ratio				**2.25**

Not including 30 street parking stalls

UNIT PRIVATE OPEN SPACE			
	PLAN TYPE	AREA (SF) MIN.	DIMENSION MIN.
DUPLEXES			
	PLAN 1	147	7'-0"
	PLAN 1y	229	7'-2"
	PLAN 3	228	11'-10"
	PLAN 3y	350	10'-0"
	PLAN 3x	205	9'-11"
	PLAN 5	213	10'-7"
STACKED FLATS	S1	52	6'-0"
	A1	50	6'-2"
	A2	50	6'-3"
	A3	56	6'-0"
	A4	50	6'-0"
	A4X1	57	6'-2"
	A4X2	51	6'-2"
	B1	50	6'-0"
	B2	75	7'-10"
	B3	50	6'-6"

LEGEND:

PROPERTY LINE

SETBACK LINE

0 20' 40' 80' 160'

N

SITE PLAN
BLOCK 6

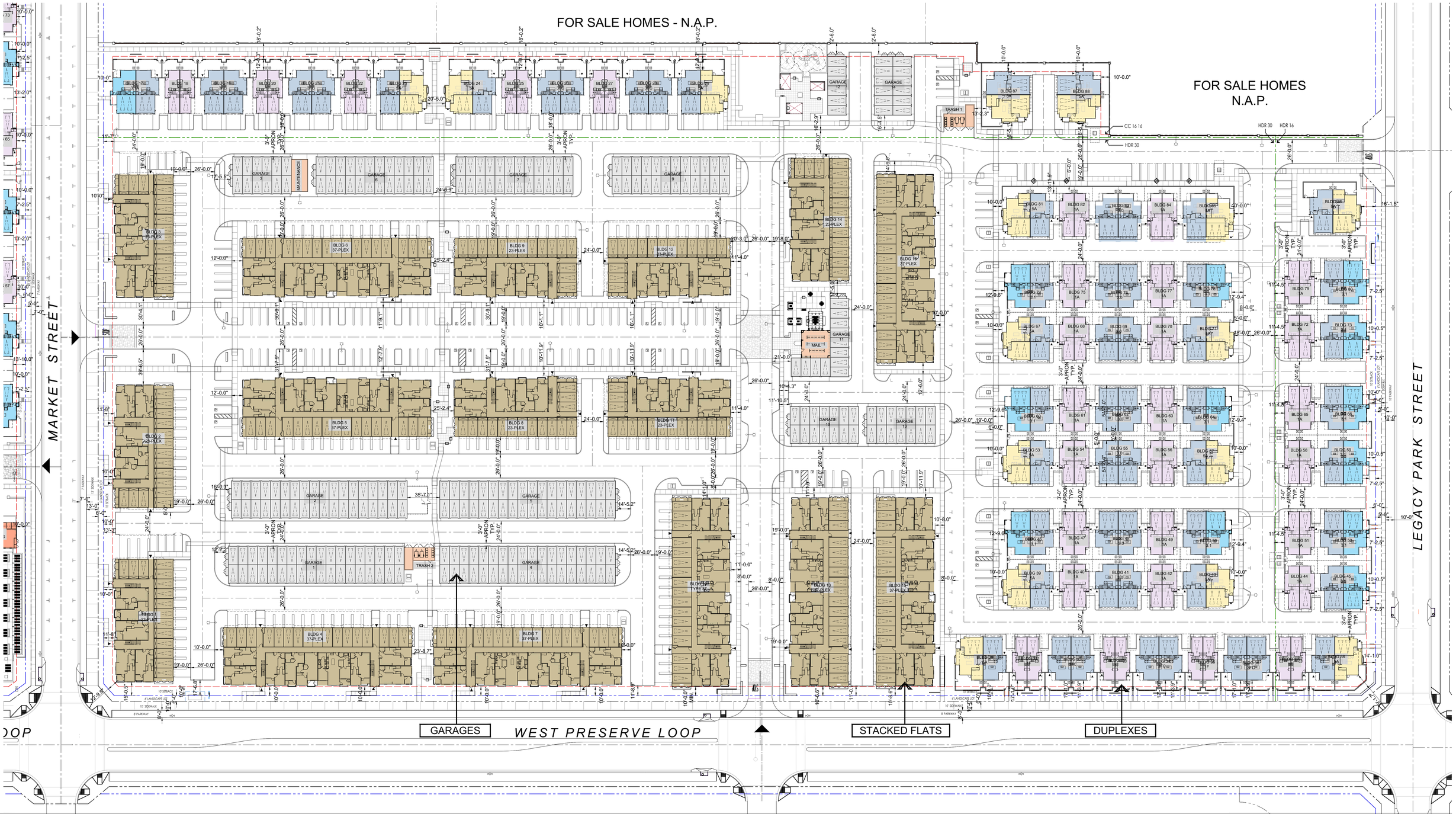
A-0.2

TOWN CENTER APARTMENTS

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.31.25
JOB: 2205



UNIT PRIVATE OPEN SPACE

	PLAN TYPE	AREA (SF) MIN.	DIMENSION MIN.
DUPLEXES			
	PLAN 1	147	7'-0"
	PLAN 1y	229	7'-2"
	PLAN 3	228	11'-10"
	PLAN 3y	350	10'-0"
	PLAN 3x	205	9'-11"
	PLAN 5	213	10'-7"
STACKED FLATS	S1	52	6'-0"
	A1	50	6'-2"
	A2	50	6'-3"
	A3	56	6'-0"
	A4	50	6'-0"
	A4X1	57	6'-2"
	A4X2	51	6'-2"
	B1	50	6'-0"
	B2	75	7'-10"
	B3	50	6'-6"

BLOCK 8 REQUIRED PARKING

		Category	No. of Units	Ratio Covered	Ratio Covered or Open	No. of Stalls Covered	No. of Stalls Open	Total
HDR30 ZONE	Residential	Studio	48		1		48	997
		1BD	280		1.5		420	
		2BD	152		2		304	
		2BD Duplex	34		2		68	
		3BD Duplex	50		2		100	
	Guest	Studio, 1BD, 2BD & 3BD	564		0.1		57	
HDR16	Resid.	2BD(Duplex)	14	2		28		63
		3BD(Duplex)	16	2		32		
	Guest	2BD & 3BD	30		0.1		3	
CC16	Resid.	2BD(Duplex)	10	2		20		63
		3BD(Duplex)	20	2		40		
	Guest	2BD & 3BD	30		0.1		3	
		Total	**624**			**120**	**1003**	**1123**
		Parking Ratio						**1.80**

BLOCK 8 PROVIDED PARKING

	Type	Stall Size	No. of Stalls Covered	No. of Stalls Open	Total
Resid.	Surface Standard Partially Covered Stalls	9' x 19' (17' + 2' Overhang)	54		826
	Plan 1 Duplex				
	Garage Stalls- Duplex	10' x 20'	212		
	Garage Stalls- Stacked Flats	10' x 20'	274		
	Garage Stalls- Detached	10' x 20'	286		
Guest	Surface Standard	9' x 19'		163	459
	Surface Parallel	9' x 22'		57	
	Surface Compact	9' x 16' + 2' Overhang			
	Surface Standard HC	9' + 5' x 19'		18	
	Surface Standard HC Van	9' + 8' x 19'		4	
	Driveway/Duplex	9x 18'		32	
	Driveway/Tandem	9' x 19'		185	
	Total		**826**	**459**	**1285**
	Parking Ratio				**2.00**

Not including 19 street parking stalls

BLOCK 8- BUILDINGS

	Bldg Type	No. of Bldgs	Area Per Building (ma-sf)	Code Analysis: Occupancy Classification	Type of Construction	Fire Sprinklers	Building Code
Residential	B1	20	2,350	R-3/U	V-B	13D	CRC 2022
	B1Y	9	2,786				
	B3	7	3,222				
	B3Y	7	3,238				
	B3X	13	3,238				
	B5	16	3,440				
	B-23	8	17,757	R-2-U	V-A	13R	CBC 2022
	B-37	8	28,854				
	G-36	4	8,168	U	V-B	13R	CBC 2022
	G-24	3	5,471	U	V-B	NONE	CBC 2022
	G-14	2	3,231				
	G-12	2	2,805				
	G-12L	1	2,771				
	G-6	1	1,413				
	Total	101	652,657				
	Maintenance	1	648	U	V-B	NONE	CBC 2022
	Mail	1	958	U	V-B	NONE	
	Trash Enclosure 2	2	631	U	V-B	NONE	
	Total	3	1,910				

BLOCK 8- UNIT MIX

DUPLEX	58	- PLAN 1	- 1175 SF,	2 BED, 2BA	
	57	- PLAN 3	- 1611 SF,	3 BED, 2.5BA	
	13	- PLAN 3x	- 1627 SF,	3 BED, 2.5BA	
	16	- PLAN 5	- 1829 SF,	3 BED, 3BA	
STACKED FLATS	48	- S1	- 482 SF,	1 ST, 1 BA	
	16	- A1	- 697 SF,	1 BED, 1 BA	
	48	- A2	- 658 SF,	1 BED, 1 BA	
	72	- A3	- 681 SF,	1 BED, 1 BA	
	72	- A4	- 647 SF,	1 BED, 1 BA	
	24	A4X1	631 SF,	1 BED,1 BA	
	48	A4X2	725 SF,	2 BED,1 BA	
	48	- B1	- 954 SF,	2 BED, 2BA	
	24	- B2	- 1119 SF,	2 BED, 2BA	
	80	- B3	- 955 SF,	2 BED, 2BA	
TOTAL	**624**				

BLOCK 8 SITE SUMMARY

ZONE	SITE ACREAGE	PROPOSED DENSITY	PRODUCT TYPE	BLDG COUNT	UNIT PER BLDG	UNIT COUNT
HDR 30	18.48	30.5	STACKED FLATS	8	37	296
			DUPLEX	8	23	184
				42	2	84
CC 16	2.59	11.6	STACKED FLATS	0	23	0
			DUPLEX	15	2	30
HDR 16	1.64	18.3	DUPLEX	15	2	30
TOTAL	**22.71**			**88**		**624**

LEGEND:

- PROPERTY LINE
- SETBACK LINE
- BOUNDARY BETWEEN DIFFERENT ZONES

0 20' 40' 80' 160'

N

SITE PLAN
BLOCK 8

A-0.3

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25

JOB: 2205

MASSING & STYLE - BUILDING TYPE

- SINGLE STORY
  DETACHED GARAGES
  STYLE : ADAPTIVE SPANISH
- SINGLE STORY
  ASSESORY BUILDINGS
  STYLE : ADAPTIVE SPANISH
- TWO STORIES
  CLUBHOUSE
  STYLE: ADAPTIVE SPANISH
- TWO STORIES
  DUPLEXES
  STYLE: SANTA BARBARA
- THREE STORIES
  STACKED FLATS
  STYLE: ADAPTIVE SPANISH

0 100' 400'
50' 200'

N

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

SITE PLAN
BUILDING MASSING, TYPE & STYLE

A-0.3.1

CHINO PRESERVE DEVELOPMENT CORP.
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ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

LOCATION OF ARCHITECTURAL ENHANCEMENT

- PRIMARY ARCHITECTURAL ENHANCEMENT
- SECONDARY ARCHITECTURAL ENHANCEMENT

N

0 80' 320'
40' 160'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

SITE PLAN
ARCHITECTURAL ENHANCEMENT

A-0.3.2

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
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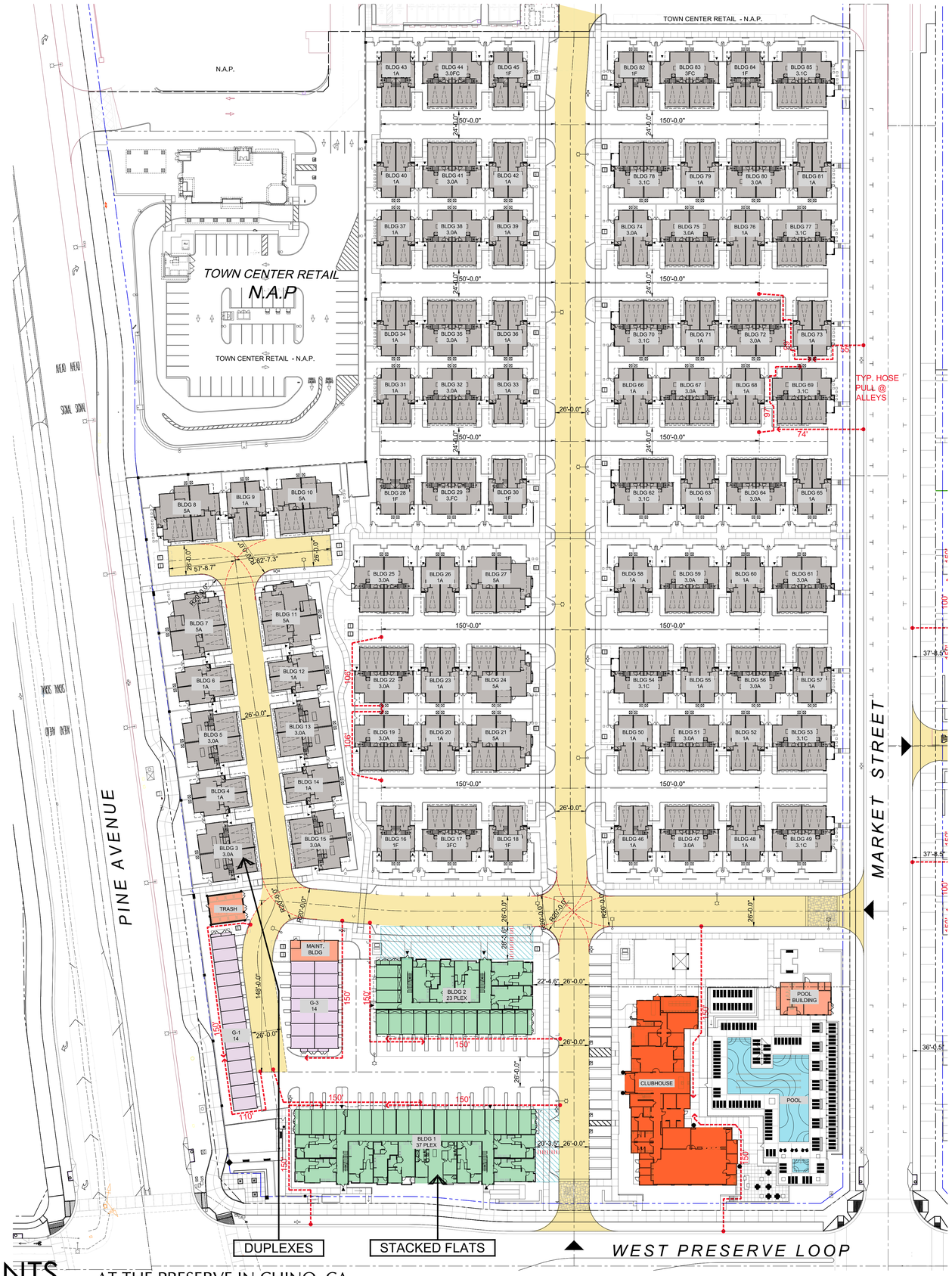
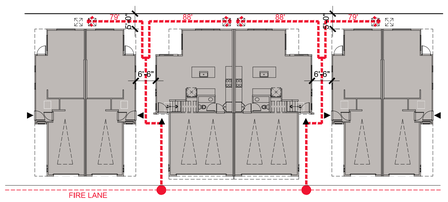
07.08.25
JOB: 2205





TYPICAL FIRE ACCESS TO DUPLEX REAR YARDS

FIRE ACCESS PLAN

BLOCK 6: 226 UNITS

BUILDING TYPE	CONSTRUCTION TYPE	NO. OF STORY	OCCUPANCY	SPRINKLER
STACKED FLATS	VA	3	R2/U	13R
DETACHED GARAGES	VB	1	U	NONE
DUPLEXES	VB	2	R3/U	13D
CLUBHOUSE	VA	2	B/A-3	FULL 13
TRASH BUILDING	VB	1	U	NONE
POOL BUILDING	VB	1	B	NONE
MAINTENANCE	VB	1	U	NONE

LEGEND:

- FIRE LANE 26'-0" MIN.
- 15'-0" MIN. 30'-0" MAX. — AERIAL LADDERING DISTANCE TO BUILDING (MIN. 15 FT. MAX 30' FROM BLDG.) REQUIRED AT 3 STORY BUILDINGS ONLY
- R=46' R=20' — FIRE LANE TURNING RADIUS 20' @ INSIDE CORNER 46' @ OUTSIDE CORNER
- 150' — FIRE HOSE PULL & LENGTH
- FRONT DOOR LOCATION OF BUILDING
- FIRE HYDRANT LOCATION

0 50' 100' 200' 400'

N

FIRE ACCESS PLAN
BLOCK 6

A-0.4

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25

JOB: 2205

FOR SALE HOMES - N.A.P.

FOR SALE HOMES
N.A.P.

TYP. HOSE PULL @ ALLEYS

MARKET STREET

LEGACY PARK STREET

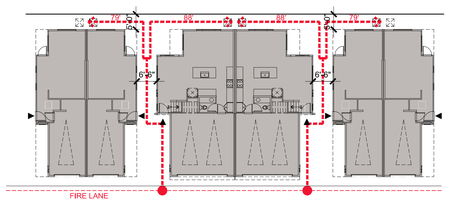
TYP. HOSE PULL

WEST PRESERVE LOOP

GARAGES

STACKED FLATS

DUPLEXES



TYPICAL FIRE ACCESS TO DUPLEX REAR YARDS

LEGEND:

- FIRE LANE 26'-0" MIN.
- FIRE LANE TURNING RADIUS 20' @ INSIDE CORNER 46' @ OUTSIDE CORNER
- FIRE HYDRANT LOCATION
- 15'-0" MIN. 30'-0" MAX. — AERIAL LADDERING DISTANCE TO BUILDING (MIN. 15 FT. MAX 30' FROM BLDG.) REQUIRED AT 3 STORY BUILDINGS ONLY
- 150' — FIRE HOSE PULL & LENGTH
- FRONT DOOR LOCATION OF BUILDING

FIRE ACCESS PLAN

BLOCK 8: 624 UNITS

BUILDING TYPE	CONSTRUCTION TYPE	NO. OF STORY	OCCUPANCY	SPRINKLER
STACKED FLATS	VA	3	R2/U	13R
DETACHED GARAGES	VB	1	U	NONE
DUPLEXES	VB	2	R3/U	13D
TRASH BUILDING	VB	1	U	NONE

0 100' 400'
50' 200'

FIRE ACCESS PLAN
BLOCK 8

A-0.5

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (714) 285-1888

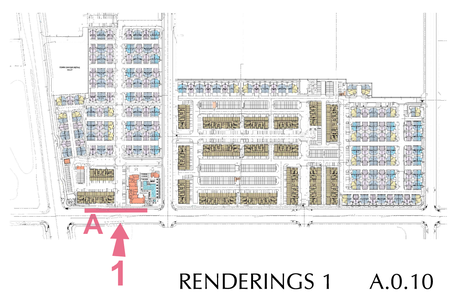
07.08.25
JOB: 2205

37-PLEX BUILDING

CLUBHOUSE

STREET SCENE 'A' FROM WEST PRESERVE LOOP

PERSPECTIVE VIEW 1



TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 1
BLOCK 6

A.0.10

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ANGELENO ASSOCIATES, INC.
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07.08.25
JOB: 2205

BUILDING 1C | BUILDING 3C | BUILDING 1A | BUILDING 3A | TRASH BUILDING | GARAGE 7

STREET SCENE 'B' FROM PINE AVE

PERSPECTIVE VIEW 3

PERSPECTIVE VIEW 2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 2
BLOCK 6

A.0.11

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (714) 285-1888

07.08.25
JOB: 2205

BUILDING 1CY (ENH) | BUILDING 5B | BUILDING 5A | BUILDING 5BY | BUILDING 1CY (ENH)

STREET SCENE 'C' FROM BLOCK 6 INTERIOR STREET

PERSPECTIVE VIEW 5

PERSPECTIVE VIEW 4

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 3
BLOCK 6

A.0.12

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

RECREATION AREA | BUILDING 3XA (ENH) | BUILDING 3XC | BUILDING 1A (ENH)

STREET SCENE 'D' FROM MARKET STREET

PERSPECTIVE VIEW 7

PERSPECTIVE VIEW 8

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 4
BLOCK 6

A.0.13

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (714) 285-1888

07.08.25
JOB: 2205

PERSPECTIVE VIEW 6

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 5
BLOCK 6

A.0.14

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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PHONE: (714) 285-1888

07.08.25
JOB: 2205

BUILDING 3XA

23-PLEX BUILDING

23-PLEX BUILDING

STREET SCENE 'E' FROM MARKET STREET

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 1
BLOCK 8

A.0.15

CHINO PRESERVE DEVELOPMENT CORP.
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147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25

JOB: 2205

37-PLEX BUILDING | 37-PLEX BUILDING | 37-PLEX BUILDING | 37-PLEX BUILDING | BUILDING 5B | BUILDING 1CY | BUILDING 3AY

STREET SCENE 'F' FROM WEST PRESERVE LOOP

PERSPECTIVE VIEW 9

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

RENDERINGS 2
BLOCK 8

A.0.16

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

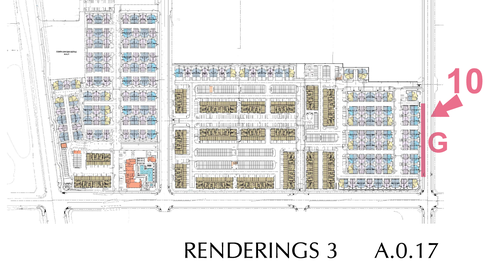
07.08.25

JOB: 2205

BUILDING 3XB BUILDING 3XA BUILDING 3XC BUILDING 3XB BUILDING 3XA BUILDING 3XC

STREET SCENE 'G' FROM LEGACY PARK STREET

PERSPECTIVE VIEW 10



TOWN CENTER APARTMENTS

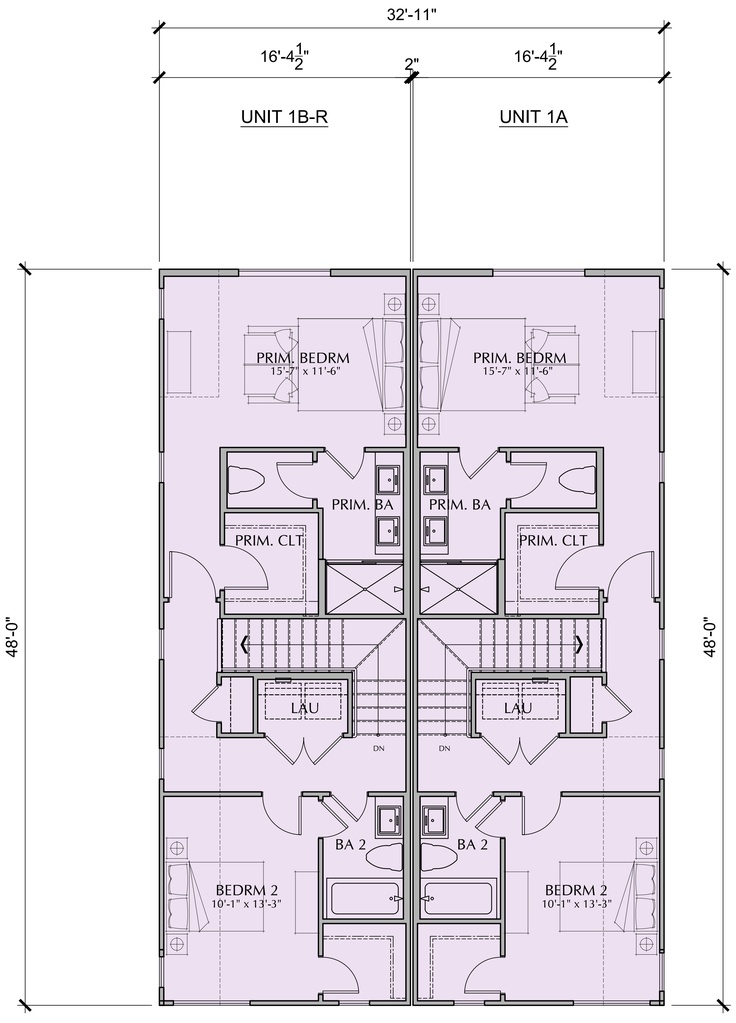
AT THE PRESERVE IN CHINO, CA

RENDERINGS 3 A.0.17
BLOCK 8

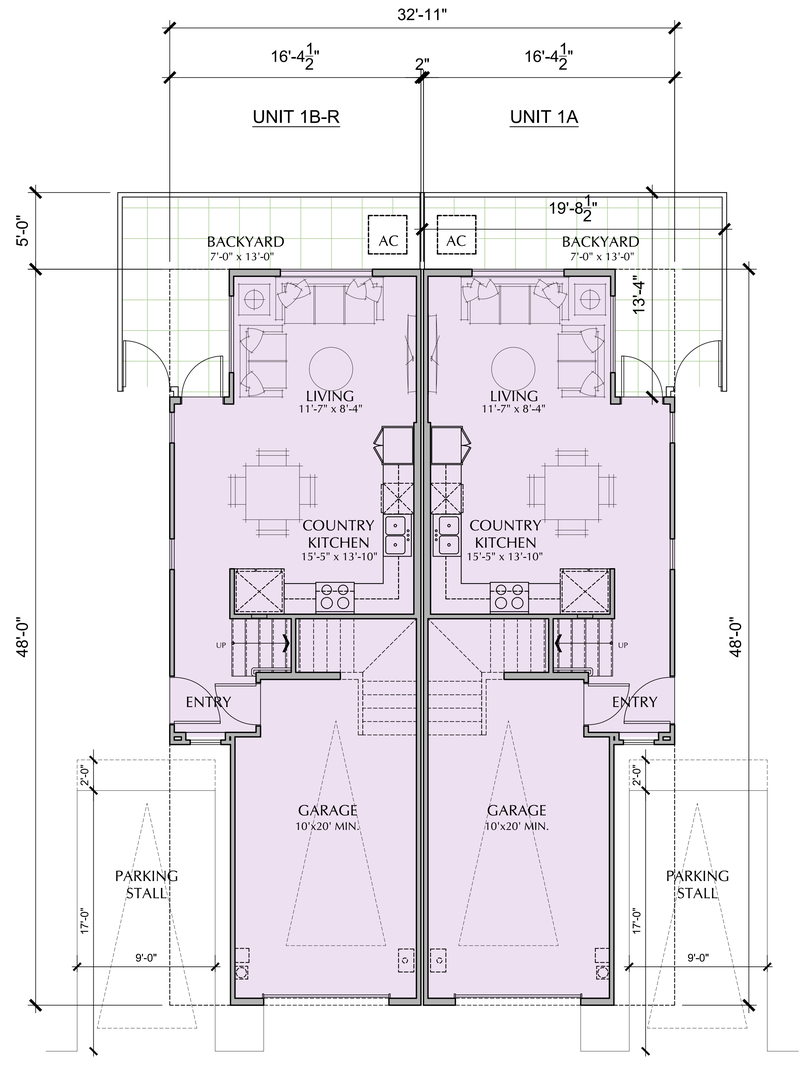
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205



SECOND FLOOR
BUILDING 1



FIRST FLOOR
BUILDING 1

DUPLEX BUILDING 1			TOTAL FLOOR AREA (SF)	MINIMUM OUTDOOR SPACE (SF)
UNIT 1	2 Bed	2 Ba	1,175	156
UNIT 1	2 Bed	2 Ba	1,175	156
		TOTAL:	2,350	312

0 2' 8'
1' 4'

BUILDING PLANS
PLAN 1

A-1.1

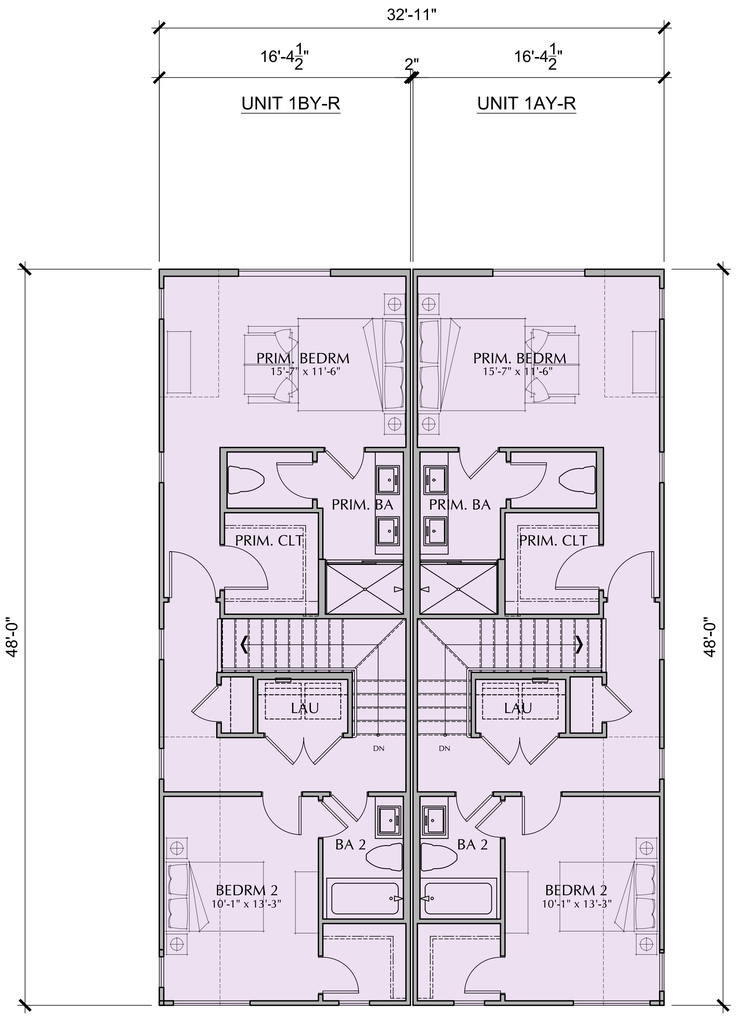
TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

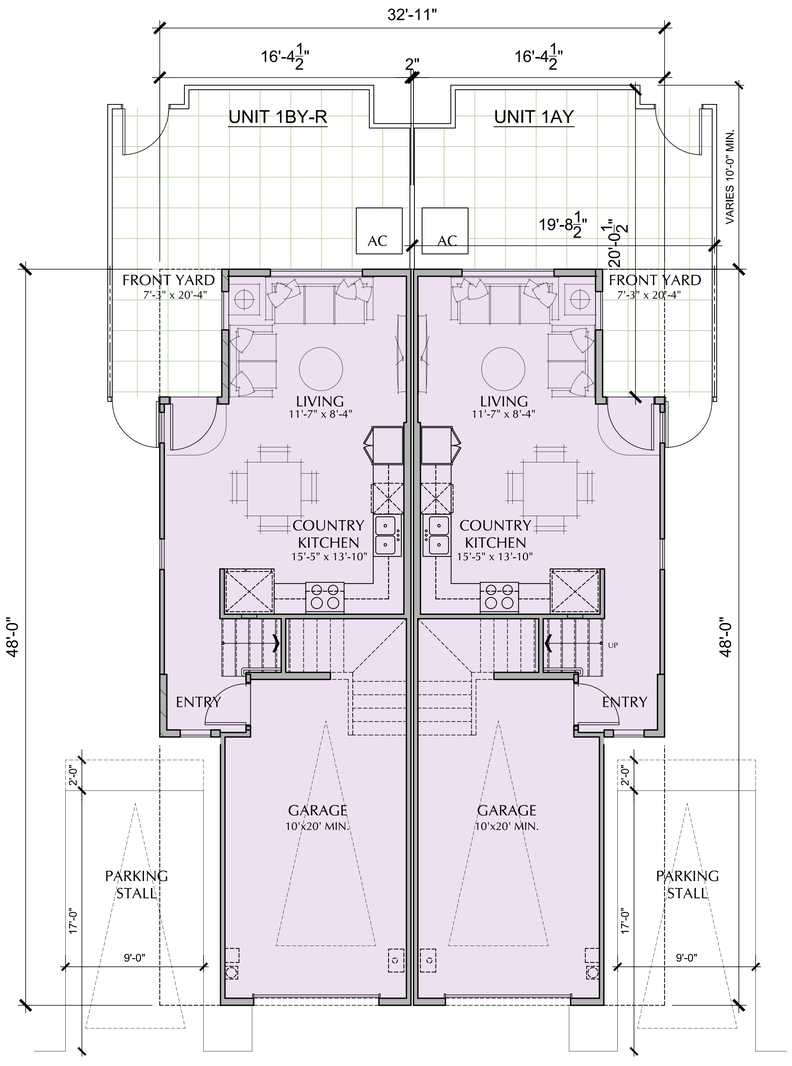
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205



SECOND FLOOR
BUILDING 1Y



FIRST FLOOR
BUILDING 1Y

DUPLEX BUILDING 1Y		TOTAL FLOOR AREA (SF)	MINIMUM OUTDOOR SPACE (SF)
UNIT 1	2 Bed 2 Ba	1,175	156
UNIT 1Y	2 Bed 2 Ba	1,175	234
TOTAL:		2,350	390

0 2' 8'
1' 4'

BUILDING PLANS
PLAN 1Y

A-1.2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
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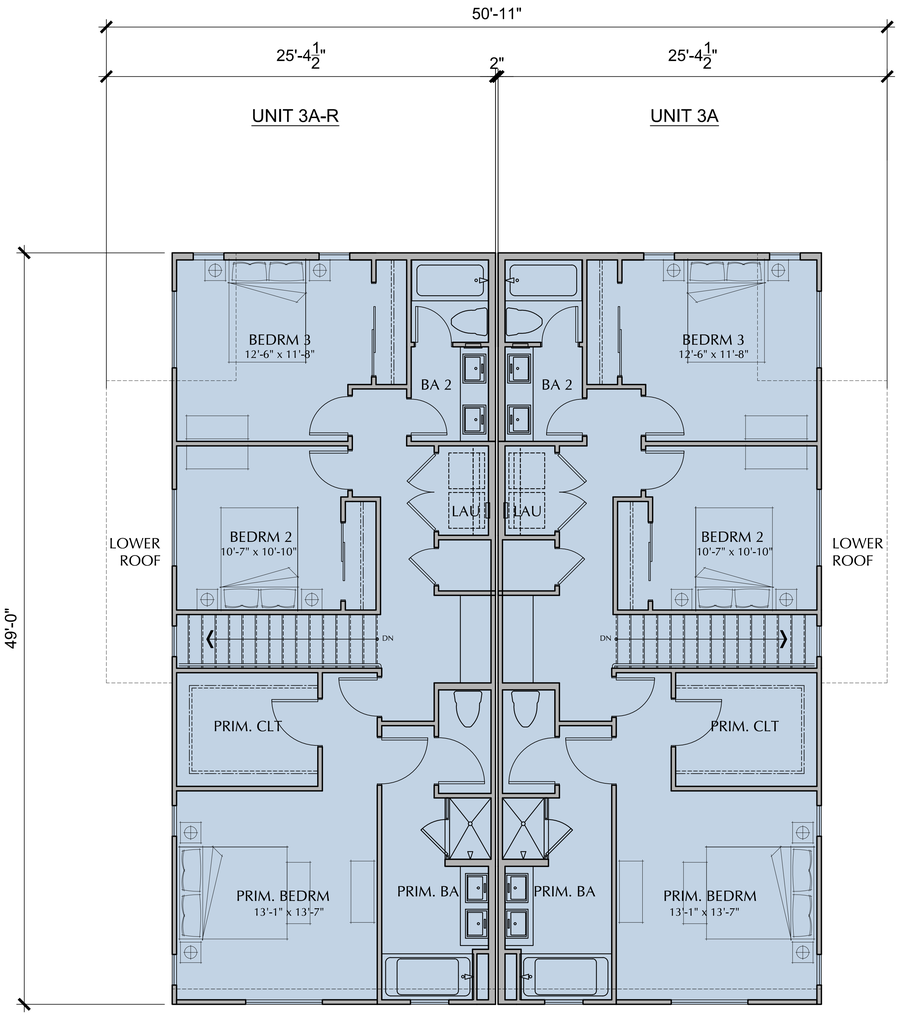
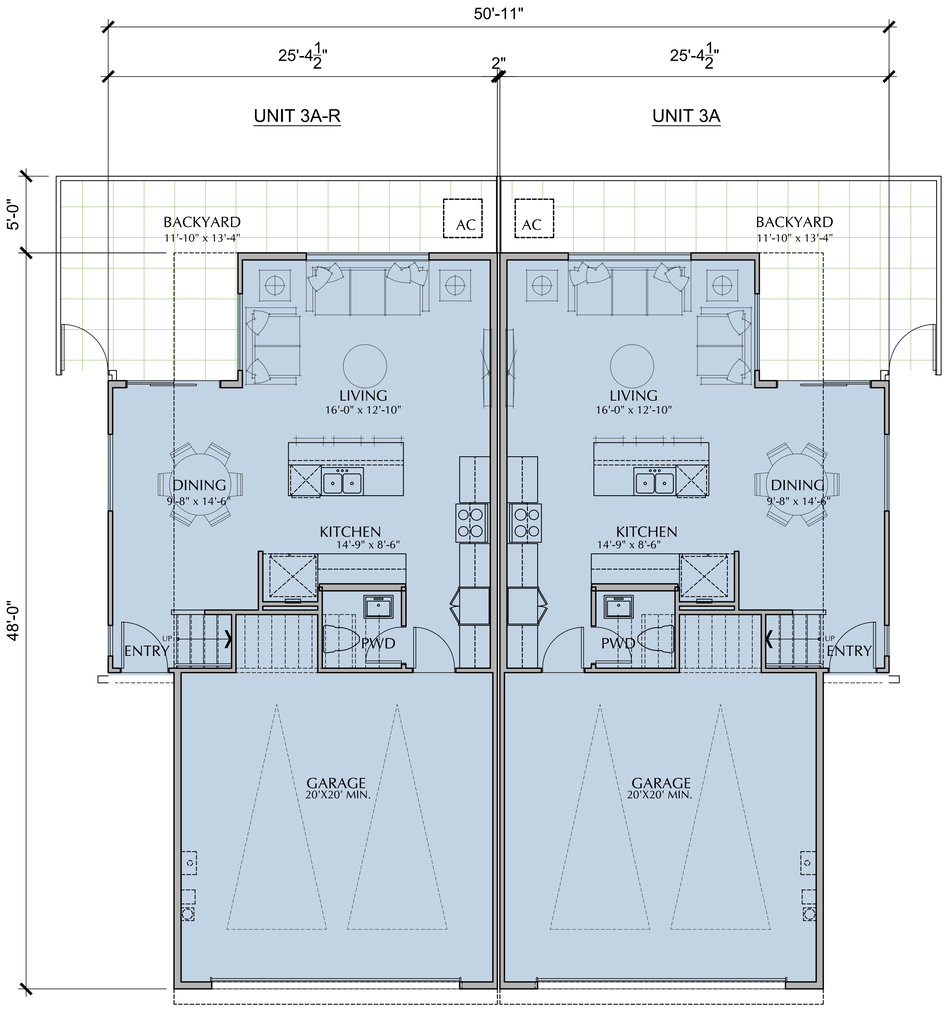
07.08.25
JOB: 2205



SECOND FLOOR
BUILDING 3



FIRST FLOOR
BUILDING 3

DUPLEX BUILDING 3		TOTAL FLOOR AREA (SF)	MINIMUM OUTDOOR SPACE (SF)
UNIT 3	3 Bed 2.5 Ba	1,611	240
UNIT 3	3 Bed 2.5 Ba	1,611	240
TOTAL:		3,222	480

0 2' 8'
1' 4'

BUILDING PLANS
PLAN 3

A-1.5

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
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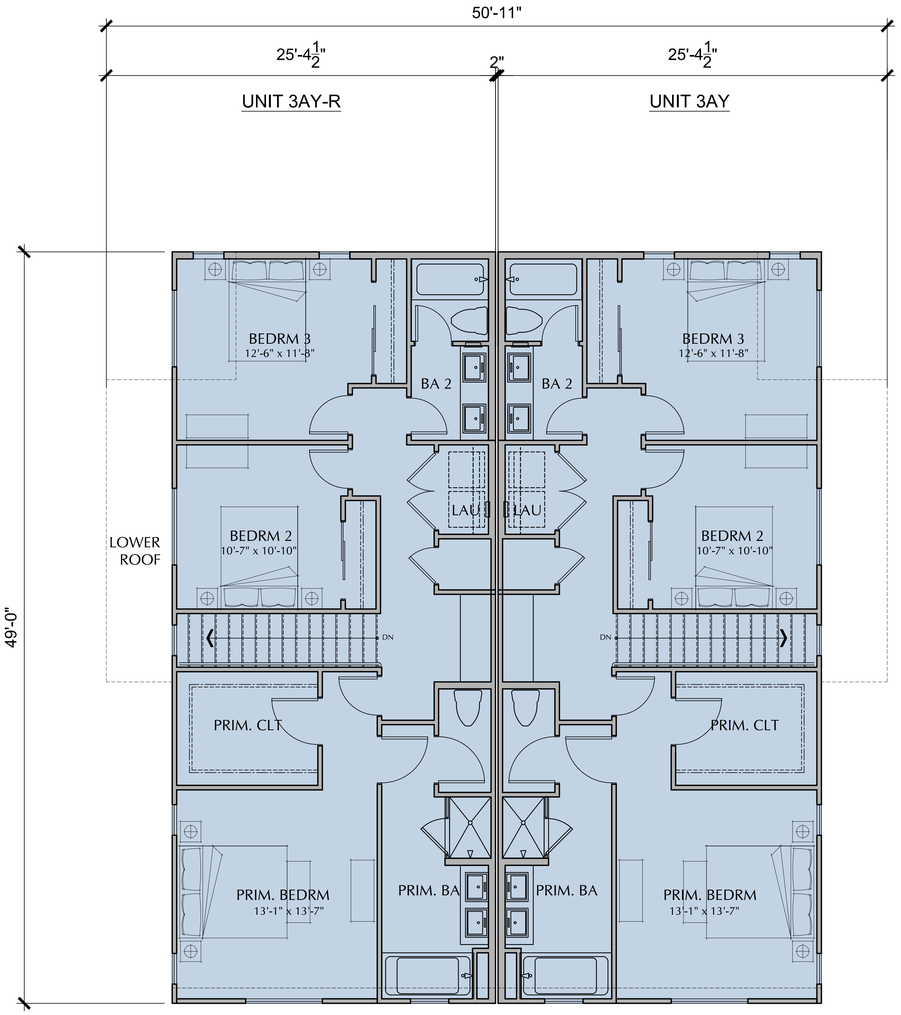
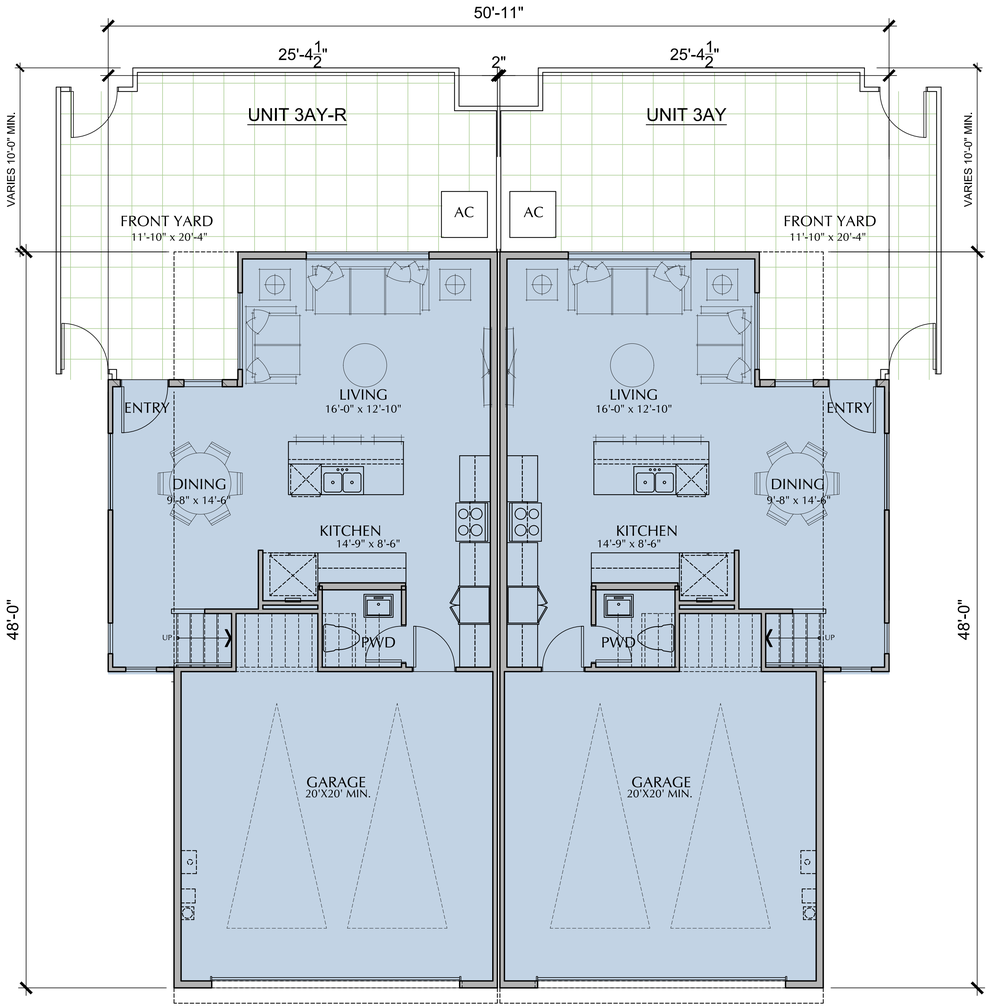
07.08.25
JOB: 2205



SECOND FLOOR
BUILDING 3Y



FIRST FLOOR
BUILDING 3Y

DUPLEX BUILDING 3Y		TOTAL FLOOR AREA (SF)	MINIMUM OUTDOOR SPACE(SF))
UNIT 3Y	3 Bed 2.5 Ba	1,611	240
UNIT 3Y	3 Bed 2.5 Ba	1,611	359
	TOTAL:	3,222	599

0 2' 8'
1' 4'

BUILDING PLANS
PLANS 3Y

A-1.6

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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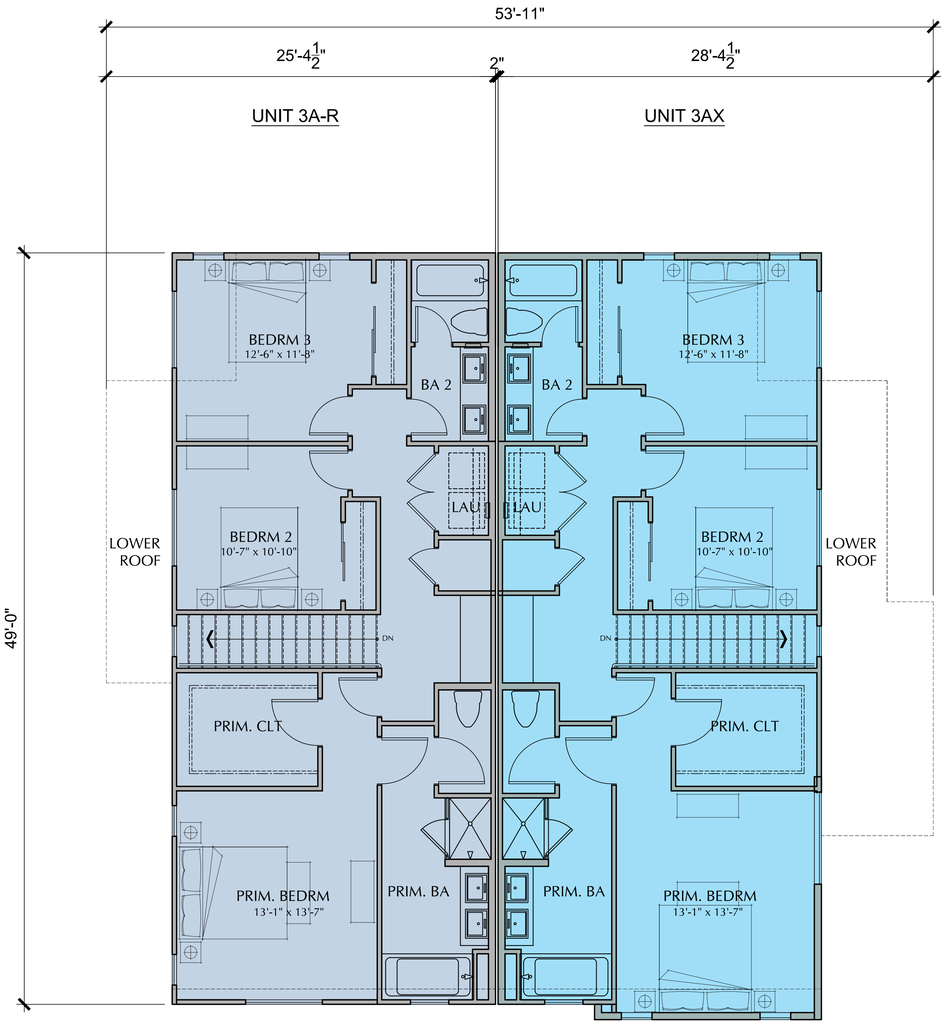
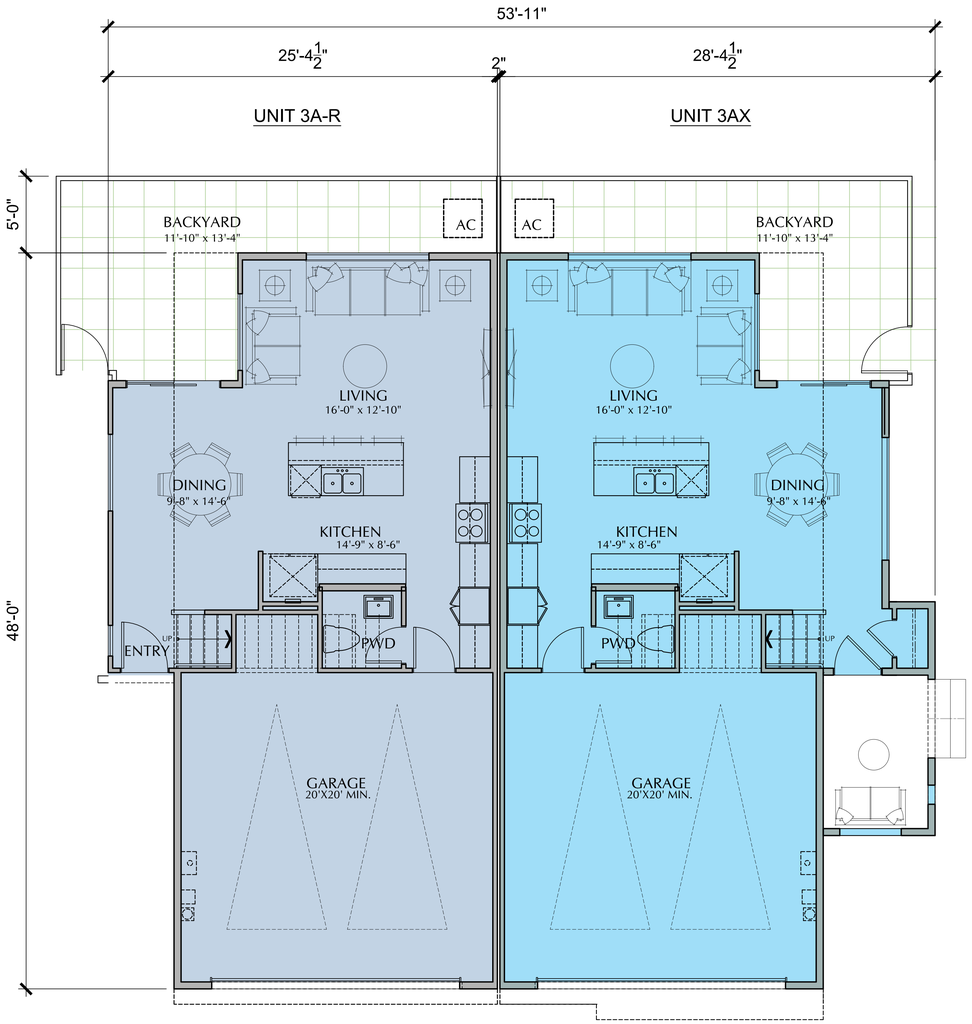
ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205



SECOND FLOOR
BUILDING 3X



FIRST FLOOR
BUILDING 3X

DUPLEX BUILDING 3X		TOTAL FLOOR AREA (SF)	MINIMUM OUTDOOR SPACE (SF)
UNIT 3	3 Bed 2.5 Ba	1,611	240
UNIT 3X	3 Bed 2.5 Ba	1,627	209
	TOTAL:	3,238	449

0 2' 8'
1' 4'

BUILDING PLANS
PLANS 3X

A-1.7

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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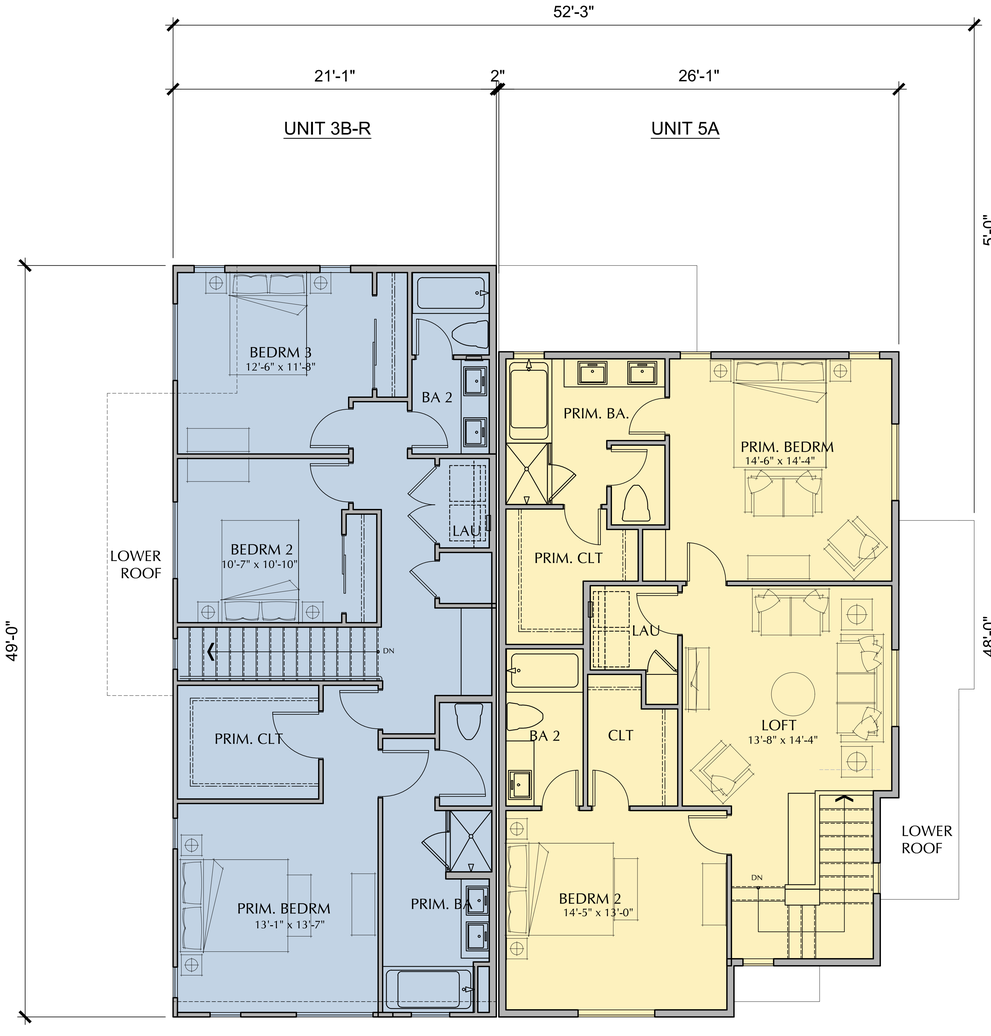
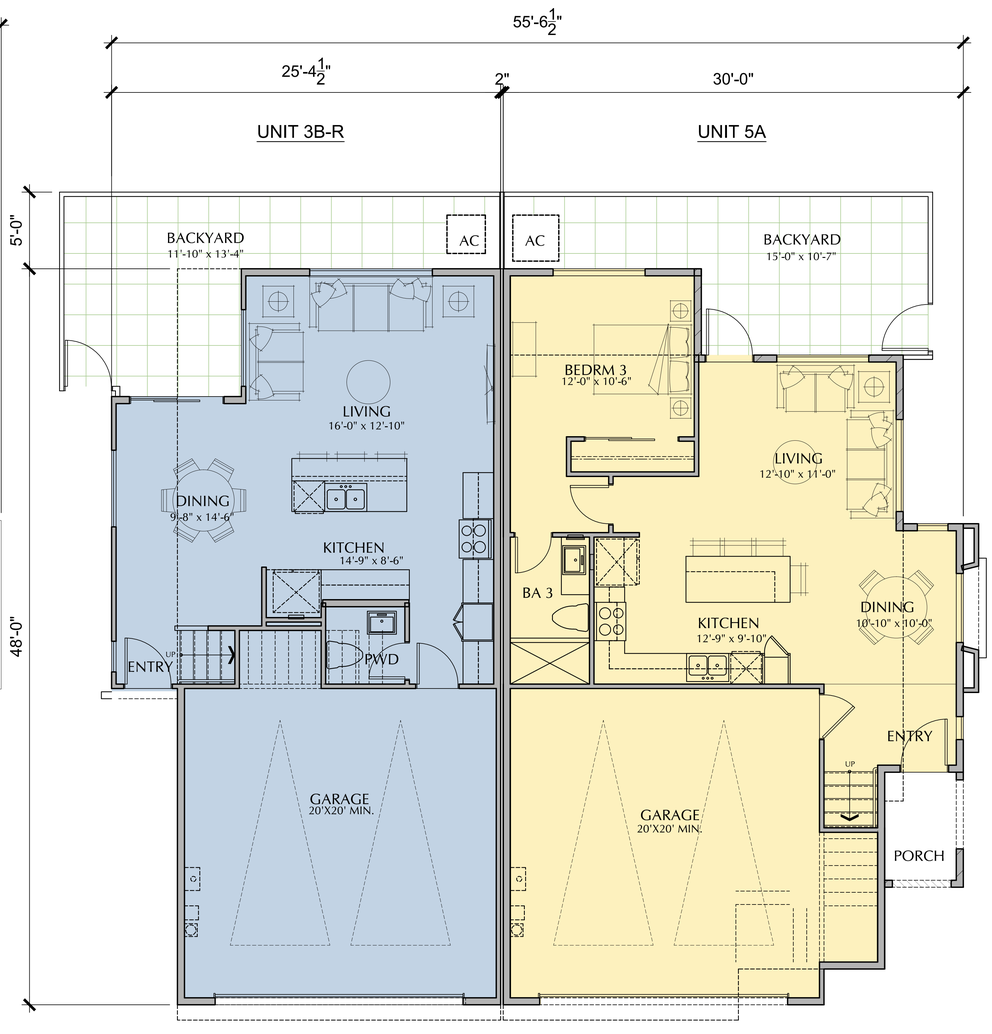
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205



SECOND FLOOR
BUILDING 5



FIRST FLOOR
BUILDING 5

DUPLEX BUILDING 5		TOTAL FLOOR AREA (SF)	MINIMUM OUTDOOR SPACE (SF)
UNIT 3	3 Bed 2.5 Ba	1,611	240
UNIT 5	3 Bed 3 Ba	1,829	224
TOTAL:		3,440	464

0 2' 8'
1' 4'

BUILDING PLANS
PLANS 5

A-1.8

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
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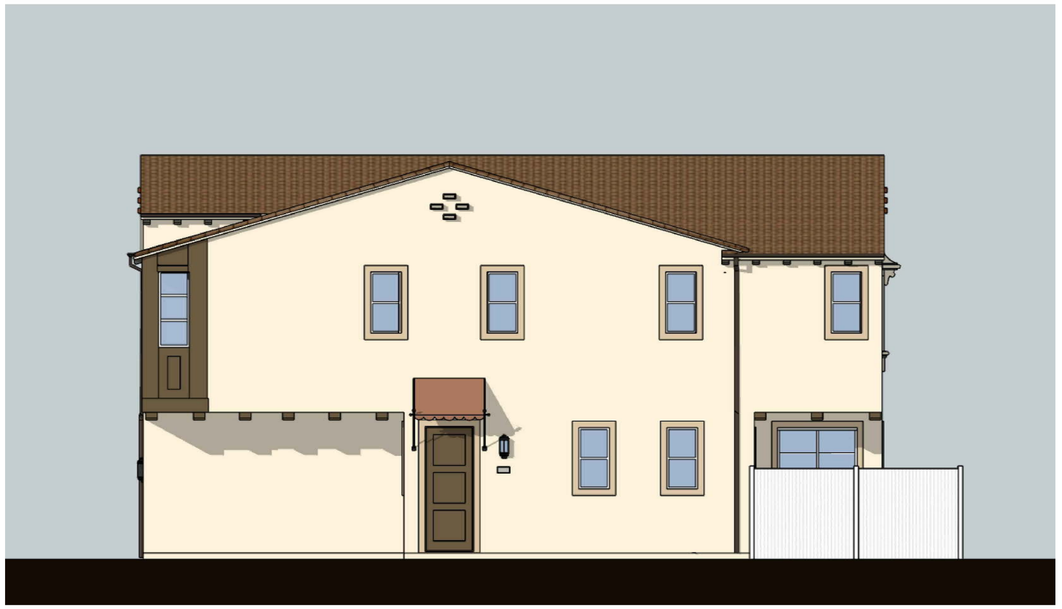
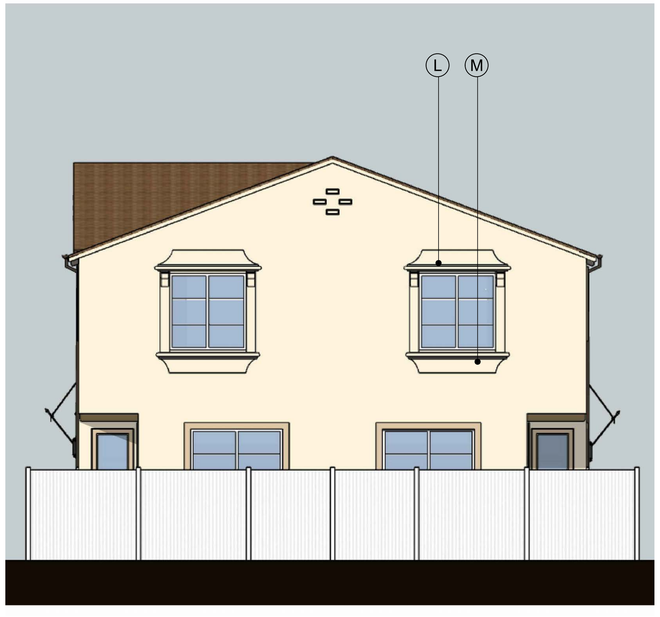
07.08.25
JOB: 2205



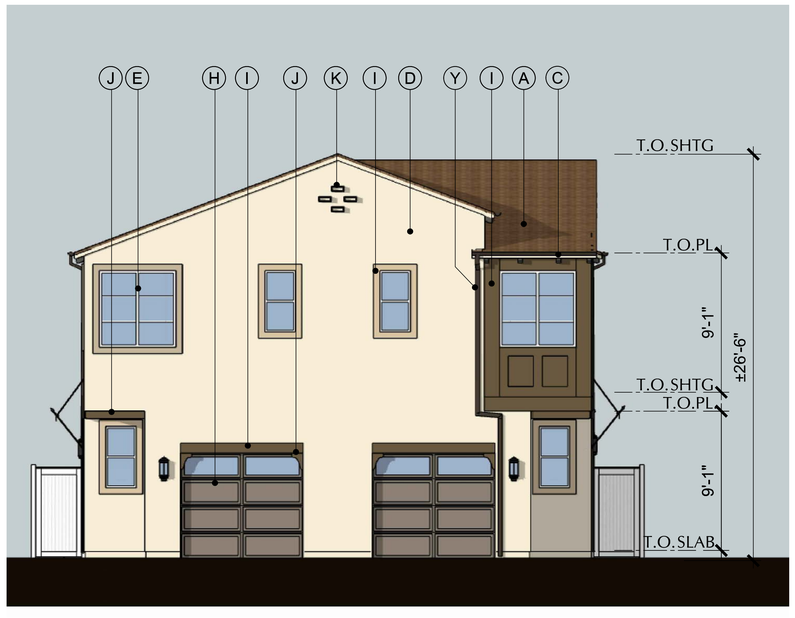
RIGHT ELEVATION

RIGHT ELEVATION (ENHANCED)

LEFT ELEVATION

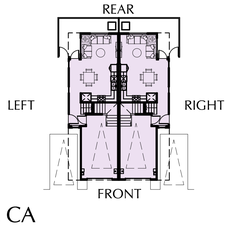


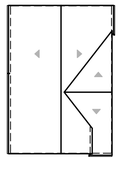
REAR ELEVATION



FRONT ELEVATION

LEGEND
A - 'S' TILE CONCRETE ROOF
C - WOOD RAFTER TAILS
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
L - STUCCO WRAPPED FOAM HOOD
M - STUCCO WRAPPED POT SHELF
O - METAL EYEBROW ROOF





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
1A	1	2, 3, 4,5

0 2' 8'
1' 4'

BUILDING 1
ELEVATION 1A

A-2.1

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

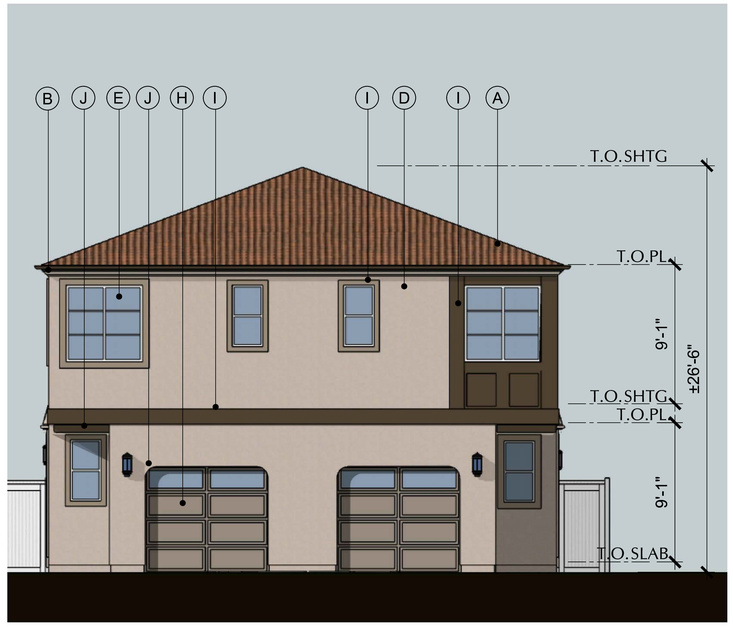
RIGHT ELEVATION

RIGHT ELEVATION
(ENHANCED)

LEFT ELEVATION

REAR ELEVATION
(ENHANCED)

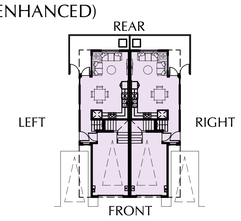
REAR ELEVATION

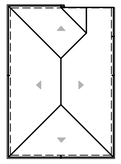


FRONT ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
G - COMPOSITE SHUTTERS
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
L - STUCCO WRAPPED FOAM HOOD





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
1C	2	1,3,4,5

0 2' 8'
1' 4'

BUILDING 1
ELEVATION 1C

A-2.2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

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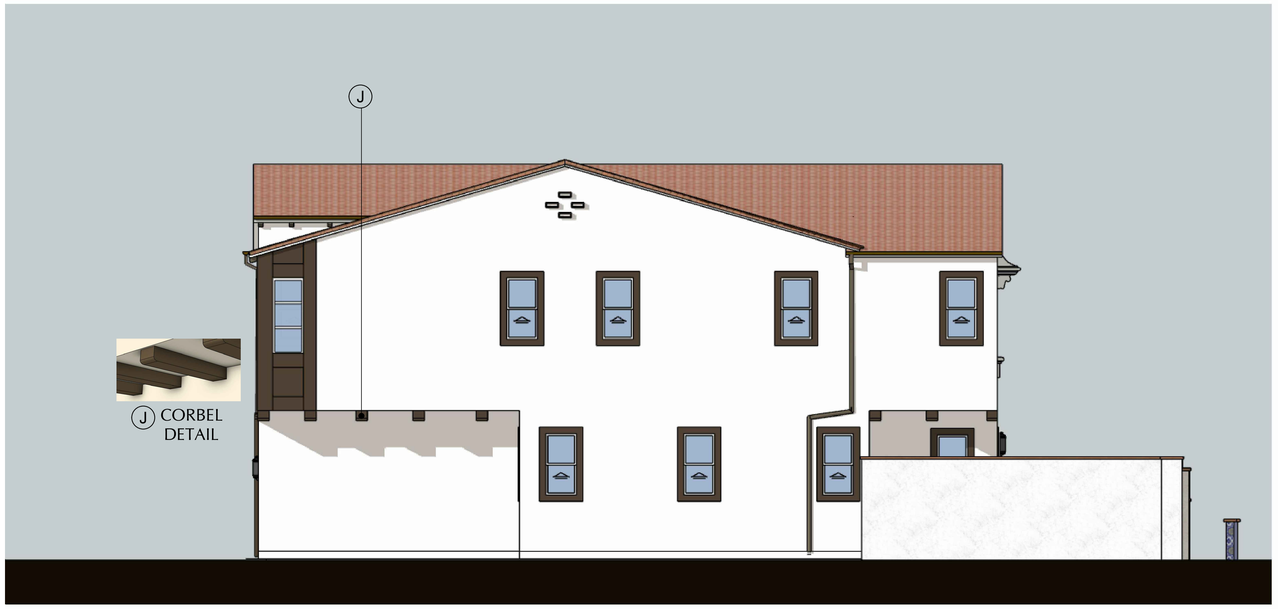
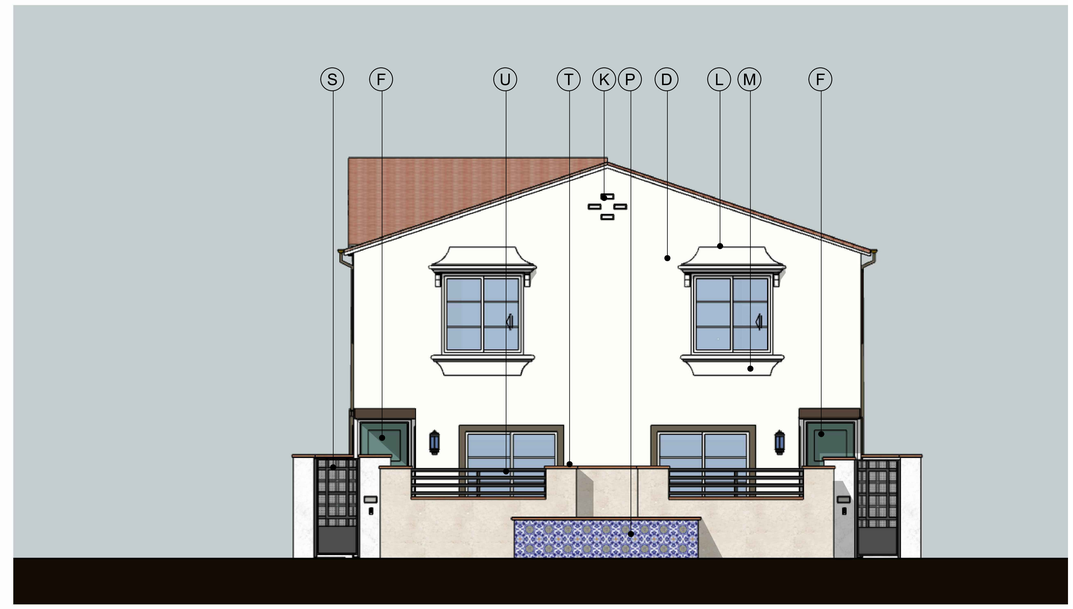
JOB: 2205

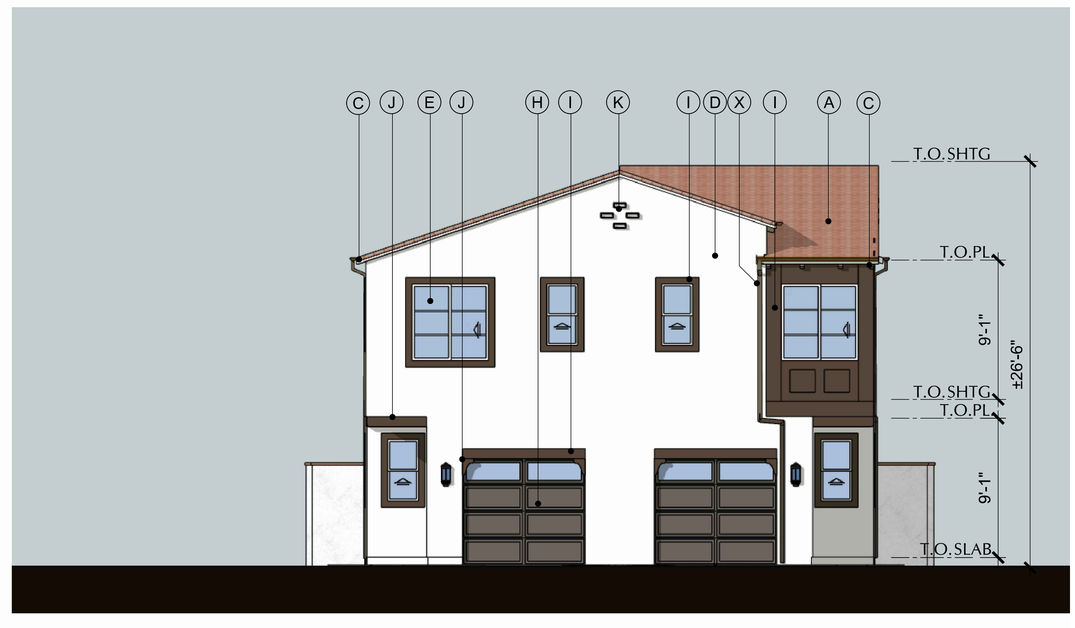


RIGHT ELEVATION



REAR ELEVATION

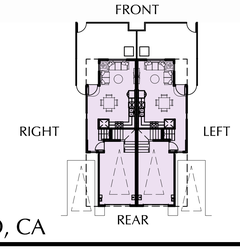
LEFT ELEVATION

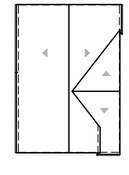


FRONT ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
C - WOOD RAFTER TAILS
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
L - STUCCO WRAPPED FOAM HOOD
M - STUCCO WRAPPED POT SHELF
P - DECORATIVE CERAMIC TILE
S - METAL GATE
T - PAVER CAP
U - METAL FENCING
X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
1YA	3	1,2,4,5

0 2' 8'
1' 4'

BUILDING 1Y
ELEVATION 1YA

A-2.4

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

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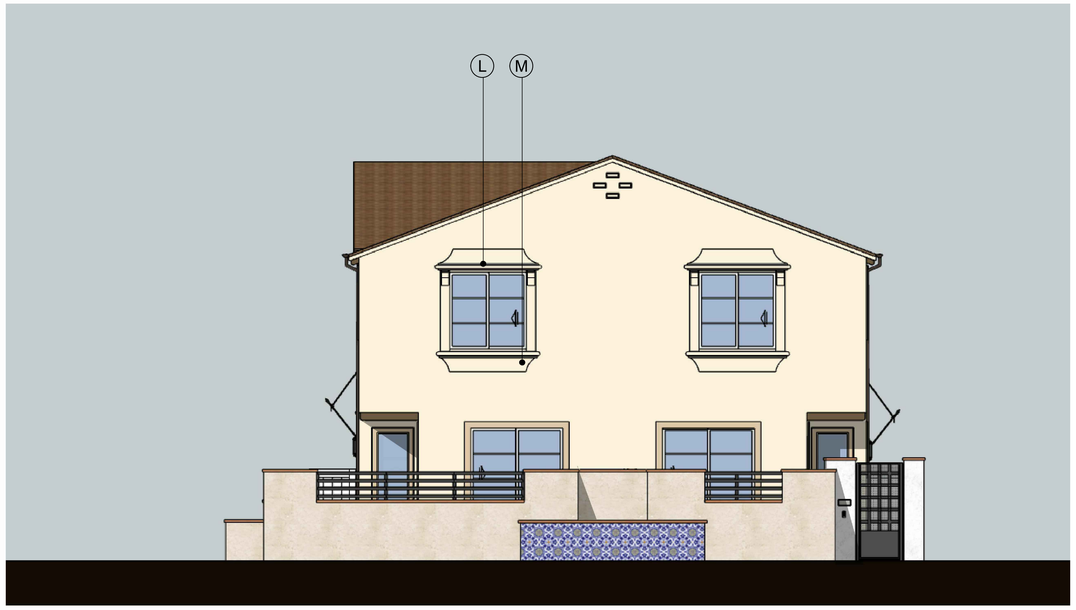
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

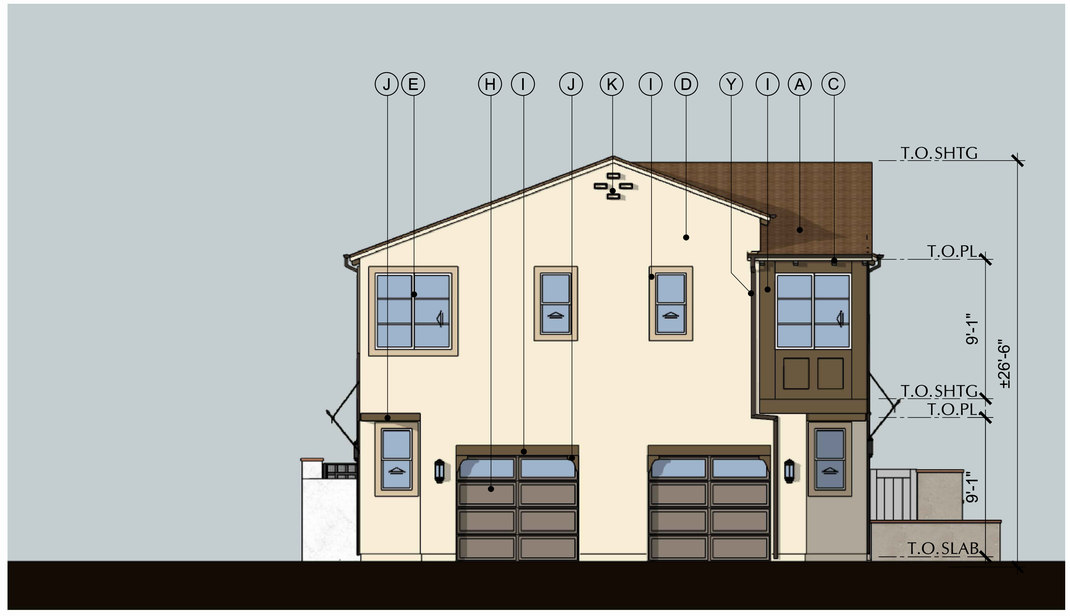
07.08.25
JOB: 2205

RIGHT ELEVATION



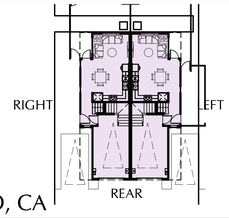
REAR ELEVATION

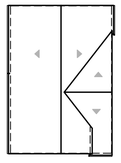
LEFT ELEVATION



FRONT ELEVATION

LEGEND
A - 'S' TILE CONCRETE ROOF
C - WOOD RAFTER TAILS
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
G - COMPOSITE SHUTTERS
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
L - STUCCO WRAPPED FOAM HOOD
M - STUCCO WRAPPED POT SHELF
O - METAL EYEBROW ROOF





SANTA BARBARA STYLE DUPLEX
COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
1YAE	1	2,3,4,5

0 2' 8'
1' 4'

BUILDING 1 A-2.4.1
ELEVATION 1YAE

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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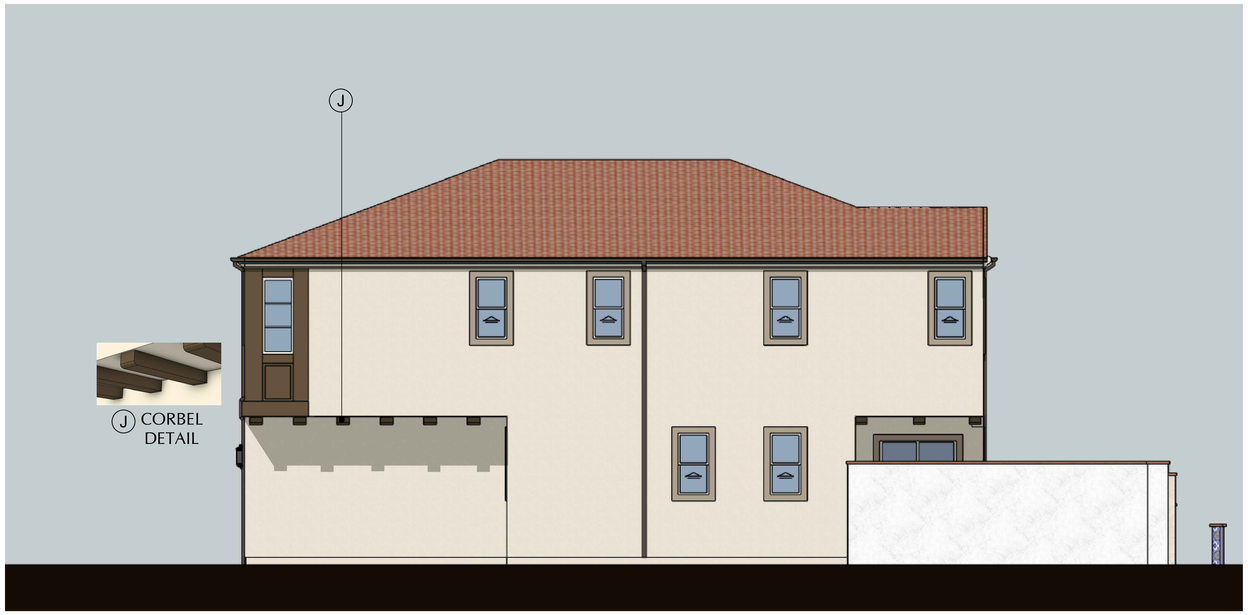
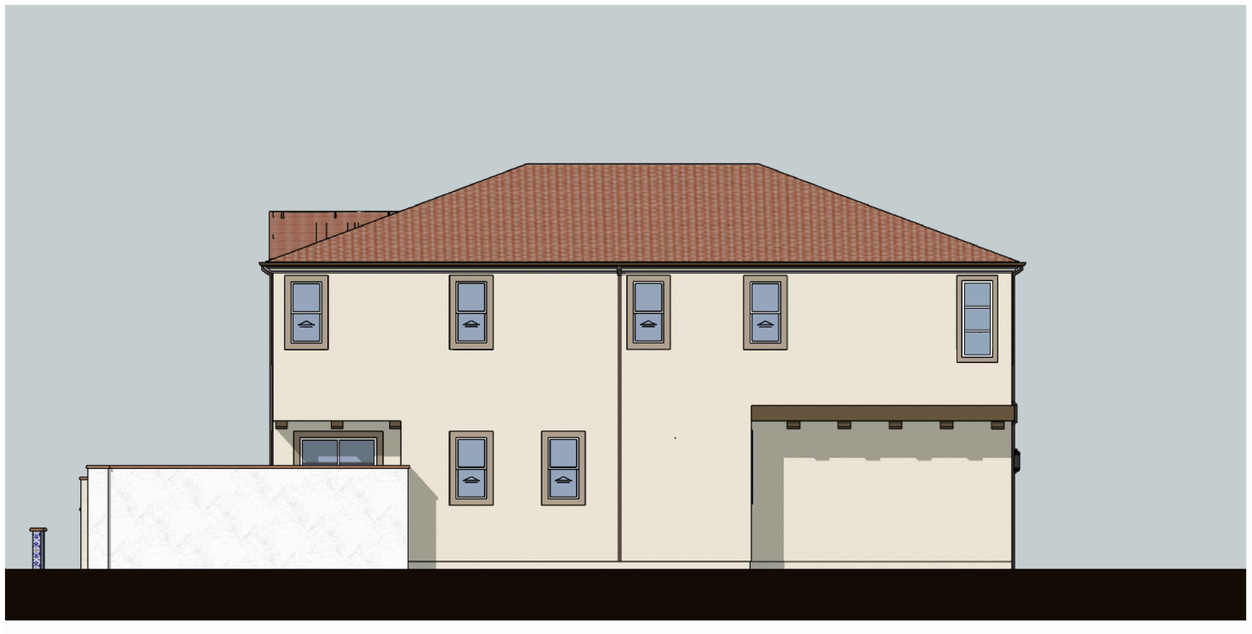
07.08.25
JOB: 2205



LEFT ELEVATION

FRONT ELEVATION

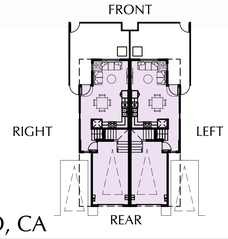


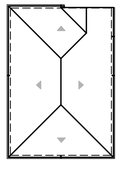
RIGHT ELEVATION

REAR ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
P - DECORATIVE CERAMIC TILE
S - METAL GATE
T - PAVER CAP
U - METAL FENCING
X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
1YC	5	1,2,3,4

0 2' 8'
1' 4'

BUILDING 1Y
ELEVATION 1YC

A-2.5

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

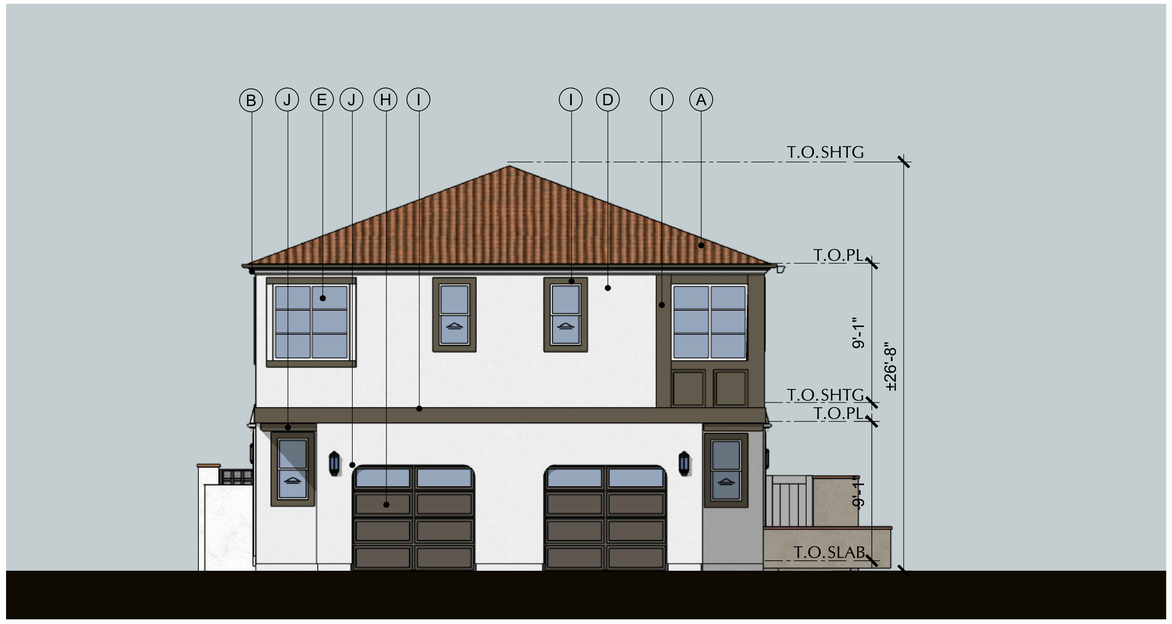
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

REAR ELEVATION
(ENHANCED)

LEFT ELEVATION

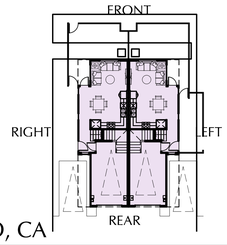


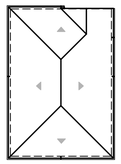
FRONT ELEVATION

RIGHT ELEVATION
(ENHANCED)

LEGEND

A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
G - COMPOSITE SHUTTERS
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
L - STUCCO WRAPPED FOAM HOOD





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
1YCE	3	1,2,4,5

0 2' 8'
1' 4'

BUILDING 1 A-2.5.1
ELEVATION 1YCE

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

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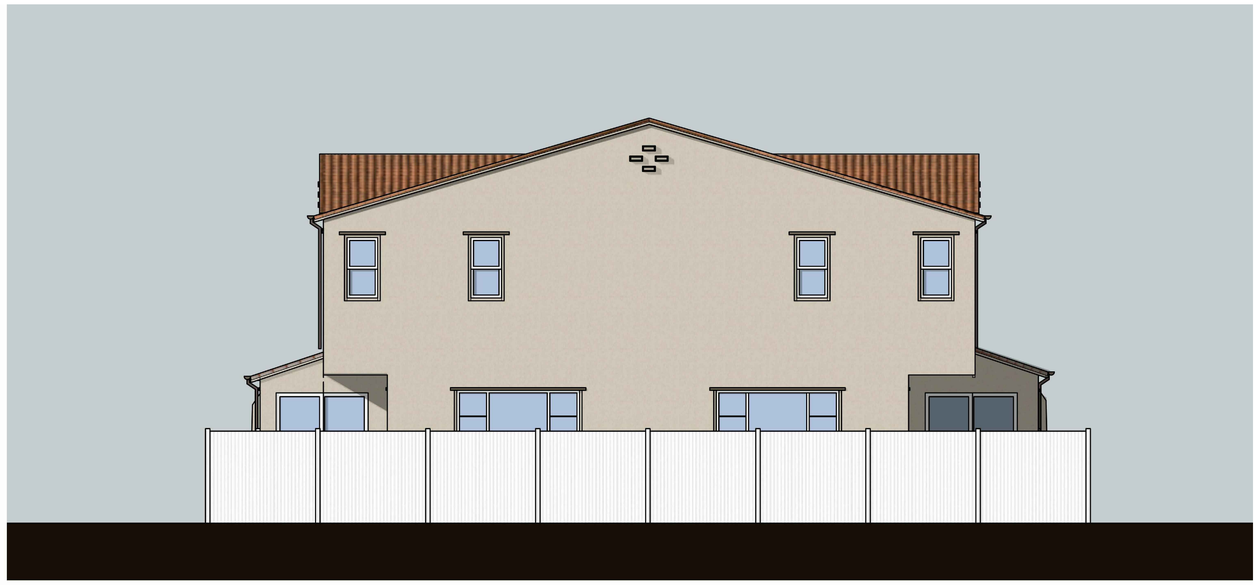
PHONE: (714) 285-1888

07.08.25
JOB: 2205

RIGHT ELEVATION

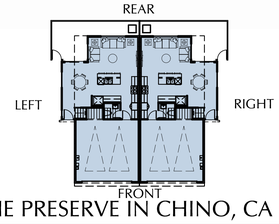


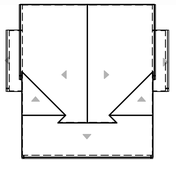
REAR ELEVATION

LEFT ELEVATION

FRONT ELEVATION

LEGEND
A - 'S' TILE CONCRETE ROOF
C - WOOD RAFTER TAILS
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
M - STUCCO WRAPPED POT SHELF
X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3A	3	1,2,4,5

0 2' 8'
1' 4'

BUILDING 3
ELEVATION 3A

A-2.7

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

RIGHT ELEVATION

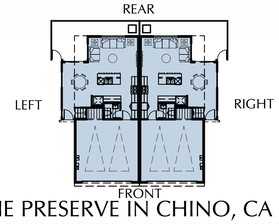
REAR ELEVATION

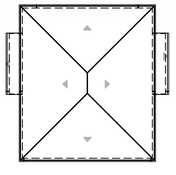
LEFT ELEVATION

FRONT ELEVATION

LEGEND

- A - 'S' TILE CONCRETE ROOF
- B - 7" FOAM EAVE
- D - STUCCO
- E - VINYL WINDOW
- F - COMPOSITE ENTRY DOOR
- H - PANELED SECTIONAL GAR. DOOR
- I - STUCCO WRAPPED FOAM TRIM
- J - STUCCO WRAPPED FOAM CORBEL
- X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3C	2	1,3,4,5

0 2' 8'
1' 4'

BUILDING 3
ELEVATION 3C

A-2.8

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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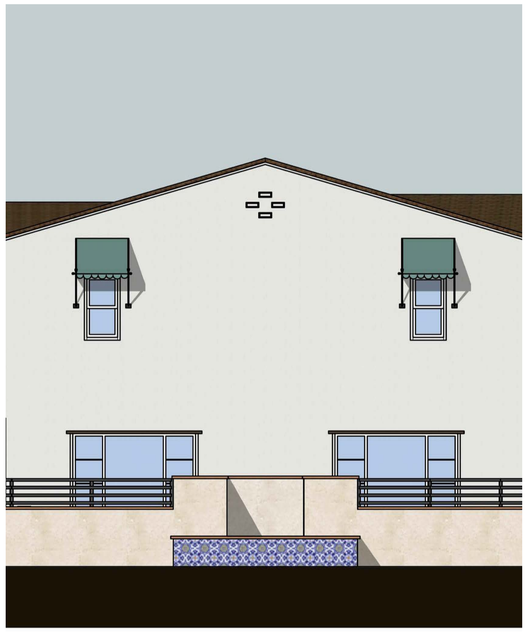
ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25

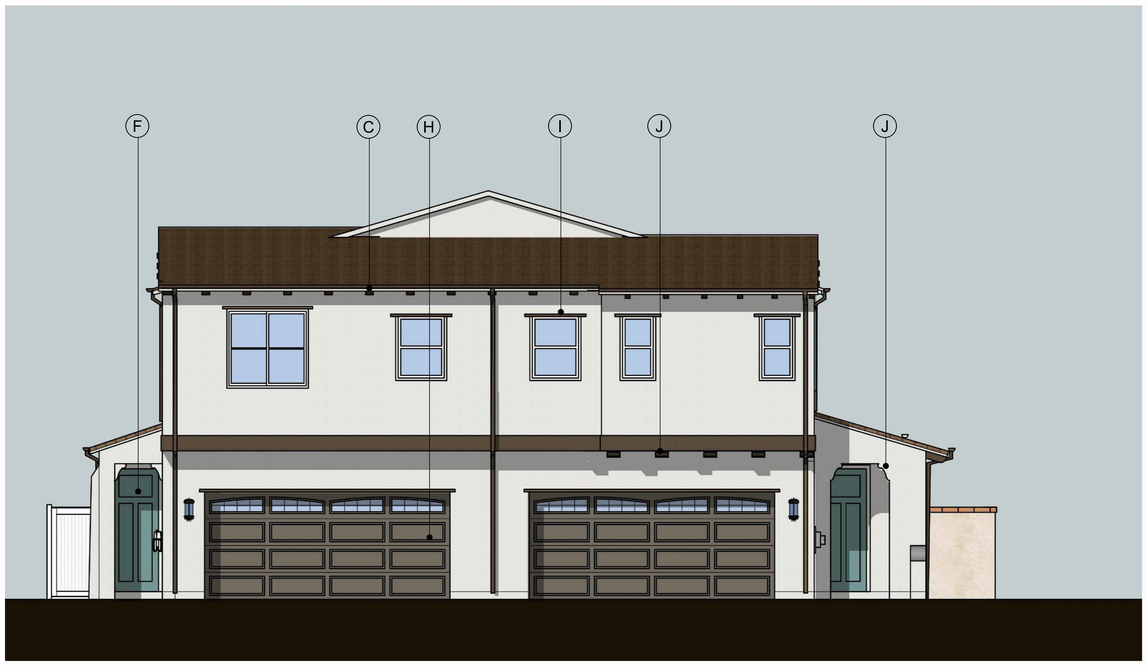
JOB: 2205

REAR ELEVATION



REAR ELEVATION
(ENHANCED)

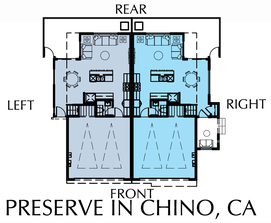
LEFT ELEVATION

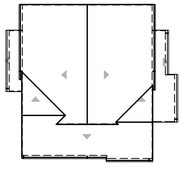


FRONT ELEVATION

RIGHT ELEVATION

LEGEND
- A - 'S' TILE CONCRETE ROOF
- C - WOOD RAFTER TAILS
- D - STUCCO
- E - VINYL WINDOW
- F - COMPOSITE ENTRY DOOR
- G - COMPOSITE SHUTTERS
- H - PANELED SECTIONAL GAR. DOOR
- I - STUCCO WRAPPED FOAM TRIM
- J - STUCCO WRAPPED FOAM CORBEL
- K - DECORATIVE GABLE VENT
- X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3XA	3	1,2,4,5

0 2' 8'
1' 4'

BUILDING 3X
ELEVATION 3XA

A-2.9

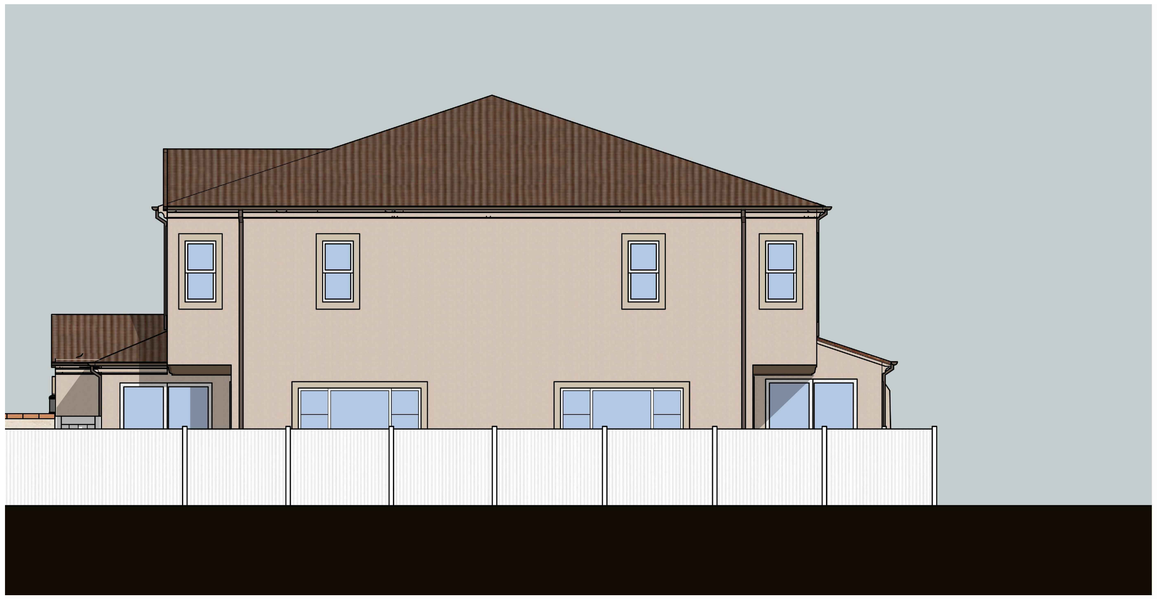
TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205



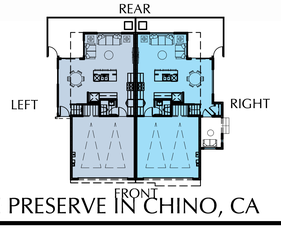
REAR ELEVATION

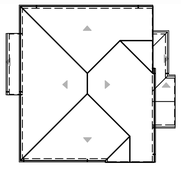
LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

LEGEND
A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
P - DECORATIVE CERAMIC TILE
X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3XB	2	1,3,4,5

0 2' 8'
1' 4'

BUILDING 3X
ELEVATION 3XB

A-2.10

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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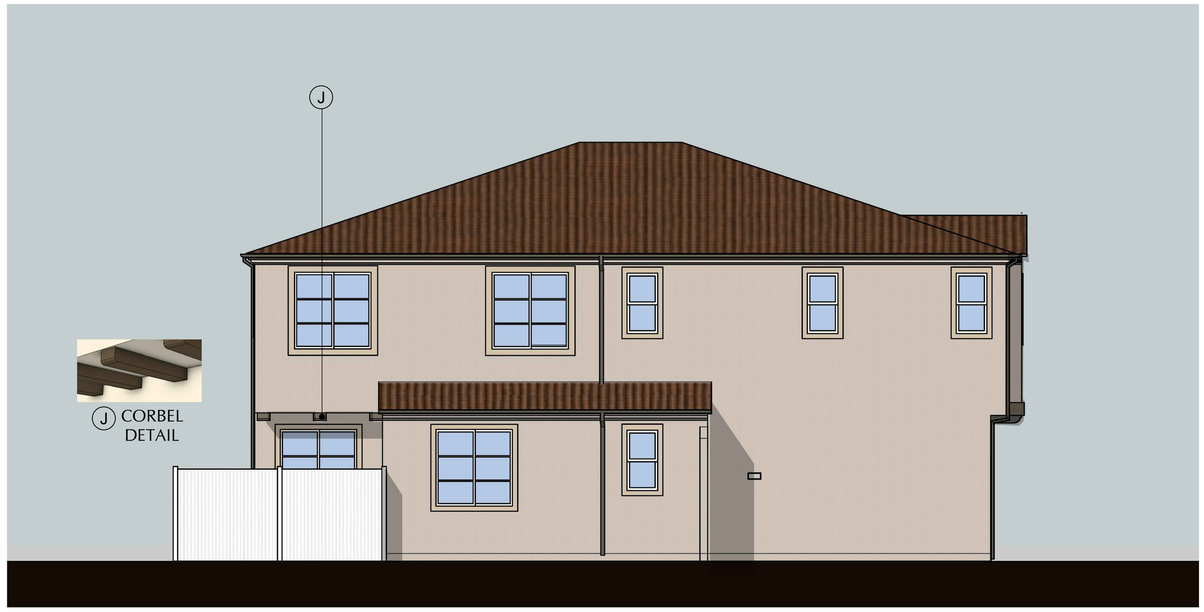
ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

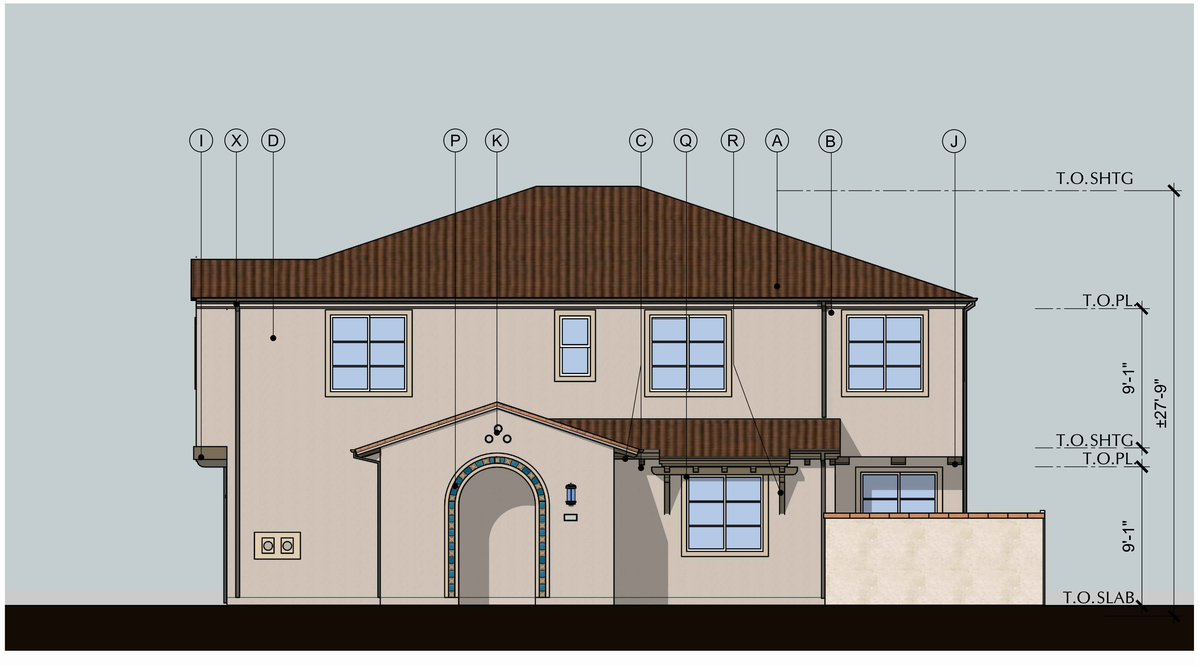
07.08.25
JOB: 2205

REAR ELEVATION



LEFT ELEVATION

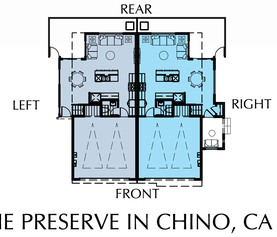
FRONT ELEVATION

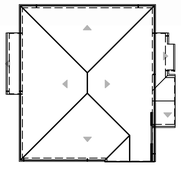


RIGHT ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
C - WOOD RAFTER TAILS
D - STUCCO
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
P - DECORATIVE CERAMIC TILE
Q - WOOD BEAM
R - WOOD KICKER
X- METAL GUTTER & DOWNSPOUT





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3XC	4	1,2,3,5

0 2' 8'
1' 4'

BUILDING 3X
ELEVATION 3XC

A-2.11

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

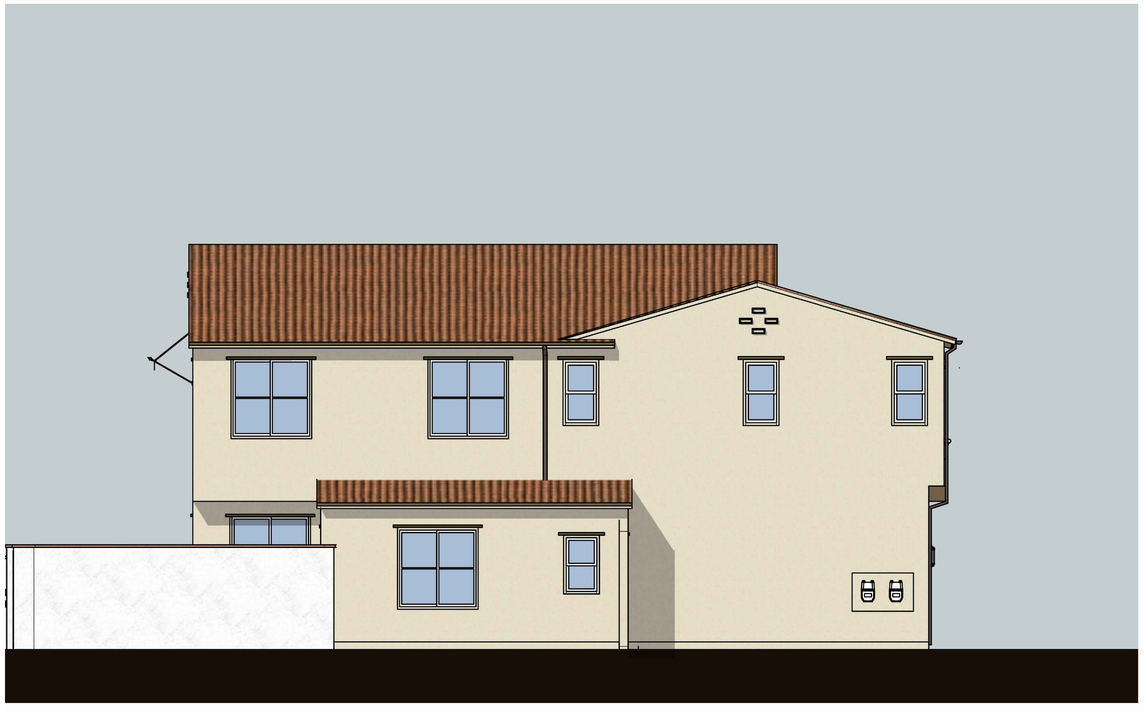
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

RIGHT ELEVATION

REAR ELEVATION

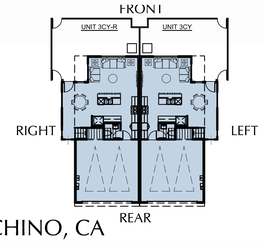


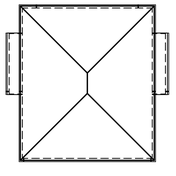
LEFT ELEVATION

FRONT ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
C - WOOD RAFTER TAILS
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
O - METAL EYEBROW ROOF
P - DECORATIVE CERAMIC TILE
S - METAL GATE
T - PAVER CAP
U - METAL FENCING
X- METAL GUTTER & DOWNSPOUT
Y- DECORATIVE STUCCO GRILL





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

COMMON BUILDINGS	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3YA	1	2,3,4,5

0 2' 8'
1' 4'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

BUILDING 3Y A-2.11.1
ELEVATION 3YA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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147 E. CITY PLACE DR. SANTA ANA CA 92705
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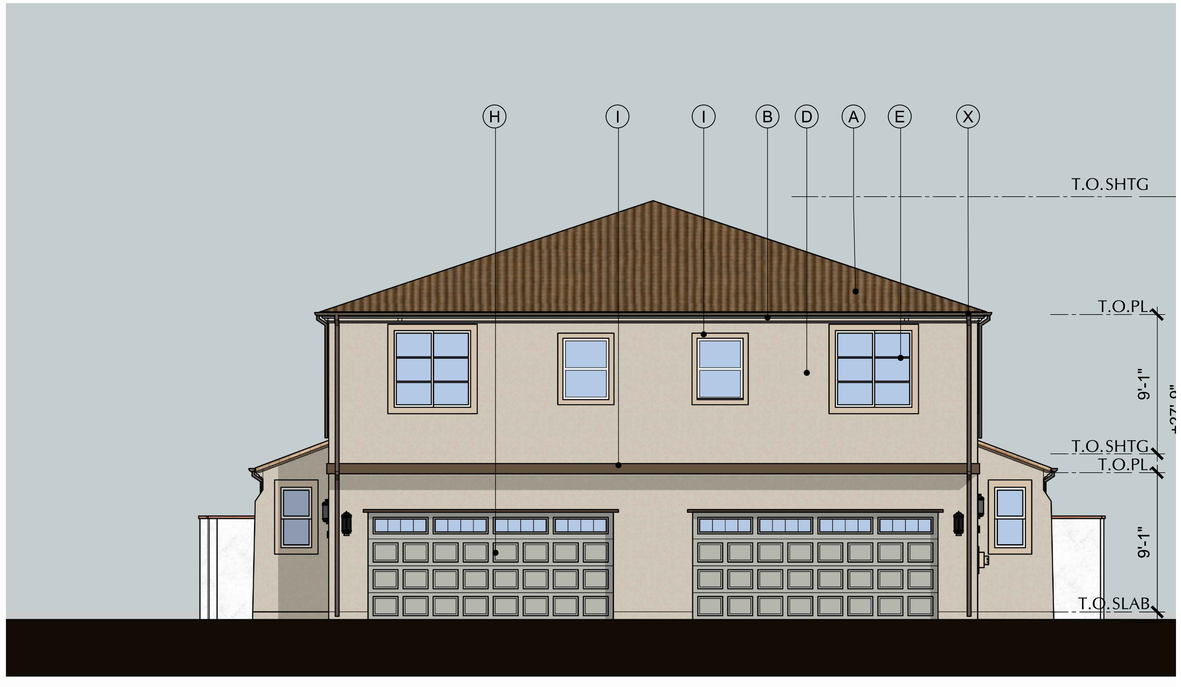
07.08.25
JOB: 2205

LEFT ELEVATION

FRONT ELEVATION

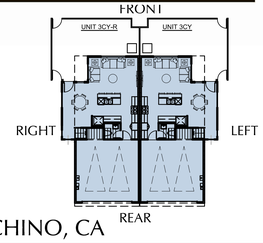
RIGHT ELEVATION

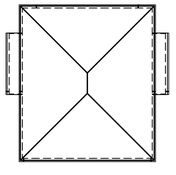


REAR ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
M - STUCCO WRAPPED POT SHELF
P - DECORATIVE CERAMIC TILE
S - METAL GATE
T - PAVER CAP
U - METAL FENCING
X- METAL GUTTER & DOWNSPOUT
Y- DECORATIVE STUCCO GRILL





SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
3YC	4	1,2,3,5

0 2' 8'
1' 4'

BUILDING 3Y
ELEVATION 3YC

A-2.12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

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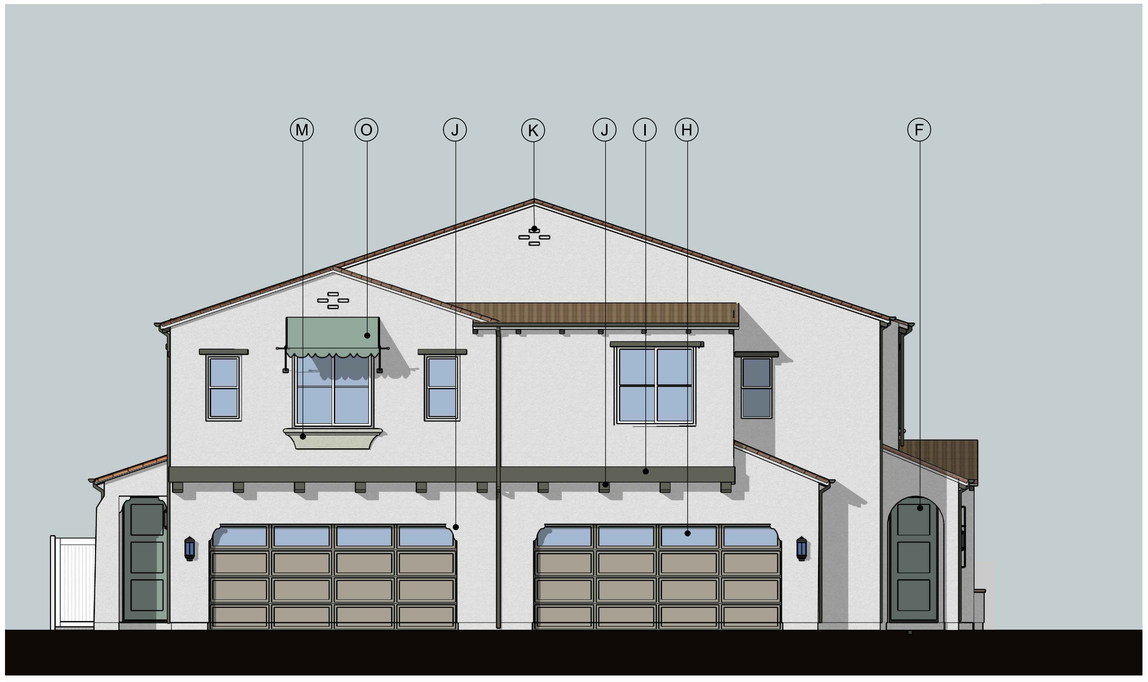
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25

JOB: 2205

REAR ELEVATION

LEFT ELEVATION

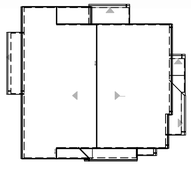


FRONT ELEVATION

RIGHT ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
C - WOOD RAFTER TAILS
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
M - STUCCO WRAPPED POT SHELF
O - METAL EYEBROW ROOF
T - PAVER CAP
V - DECORATIVE METAL GRILL
X- METAL GUTTER & DOWNSPOUT



SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
5A	3	1,2,4,5

0 2' 8'
1' 4'

BUILDING 5 A-2.13
ELEVATION 5A

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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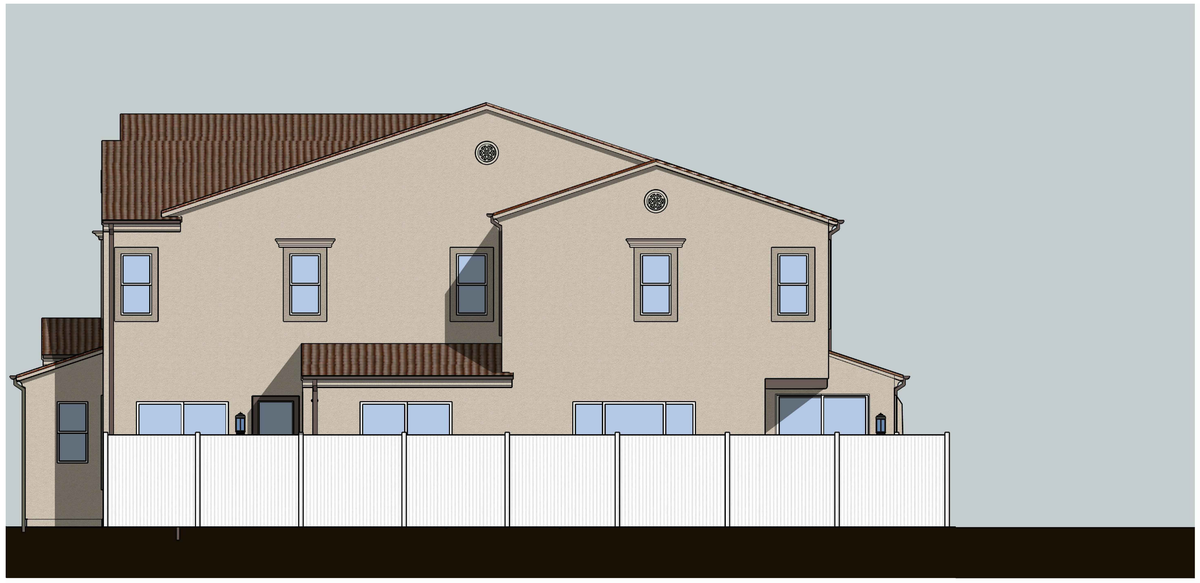
07.08.25
JOB: 2205



REAR ELEVATION

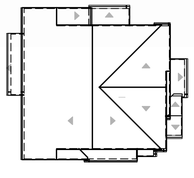
LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

LEGEND

A - 'S' TILE CONCRETE ROOF
B - 7" FOAM EAVE
D - STUCCO
E - VINYL WINDOW
F - COMPOSITE ENTRY DOOR
H - PANELED SECTIONAL GAR. DOOR
I - STUCCO WRAPPED FOAM TRIM
J - STUCCO WRAPPED FOAM CORBEL
K - DECORATIVE GABLE VENT
V - DECORATIVE METAL GRILL
X- METAL GUTTER & DOWNSPOUT



SANTA BARBARA STYLE DUPLEX

COLOR AND MATERIAL SCHEME:

ELEVATION STYLE	COLOR SCHEME (SHOWN)	ALT. COLOR SCHEME
5B	2	1,3,4,5

0 2' 8'
1' 4'

BUILDING 5
ELEVATION 5B

A-2.14

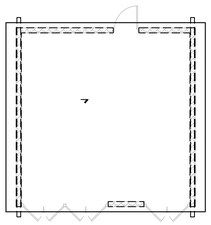
TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

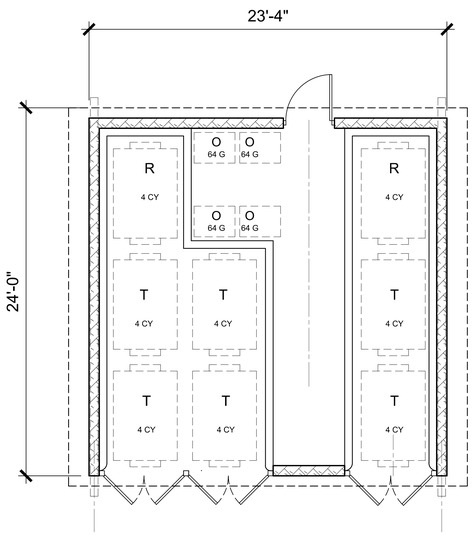
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

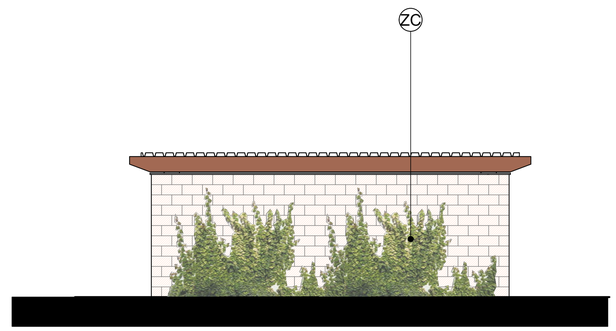


ROOF PLAN

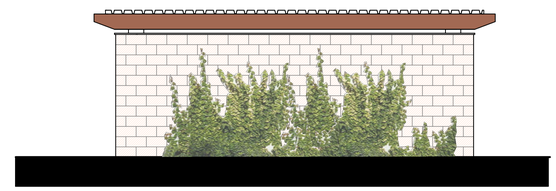


544 SF

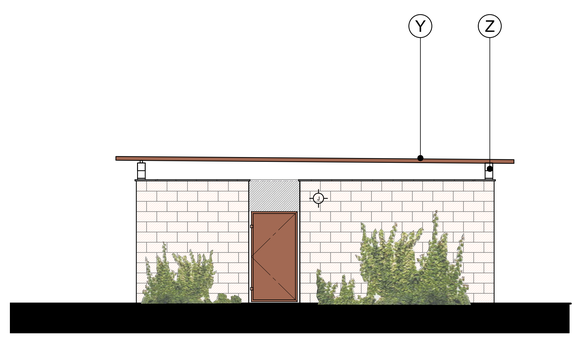
FLOOR PLAN



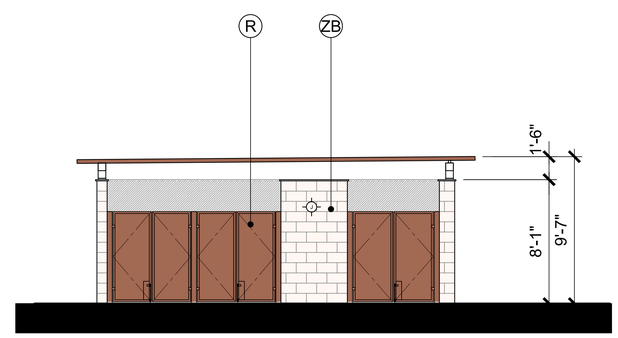
EAST - RIGHT ELEVATION



WEST - LEFT ELEVATION



NORTH - REAR ELEVATION



SOUTH - FRONT ELEVATION

LEGEND

R- METAL FENCING AND GATE
Y- CORRUGATED METAL ROOF
Z- METAL BEAM
ZB- DECOR. SINGLE SIDED SPLIT FACE CONCRETE BLOCK WALL W/ 4" PRECISION BLOCK CAP FROM ANGELUS IN COLOR "HARVEST"
ZC- VINES (SEE LANDSCAPE PLANS)

0 2' 8'
1' 4'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

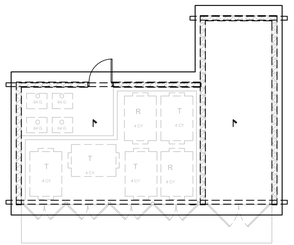
TRASH ENCLOSURE @ BLOCK 6
PLAN & ELEVATIONS

A.2.21

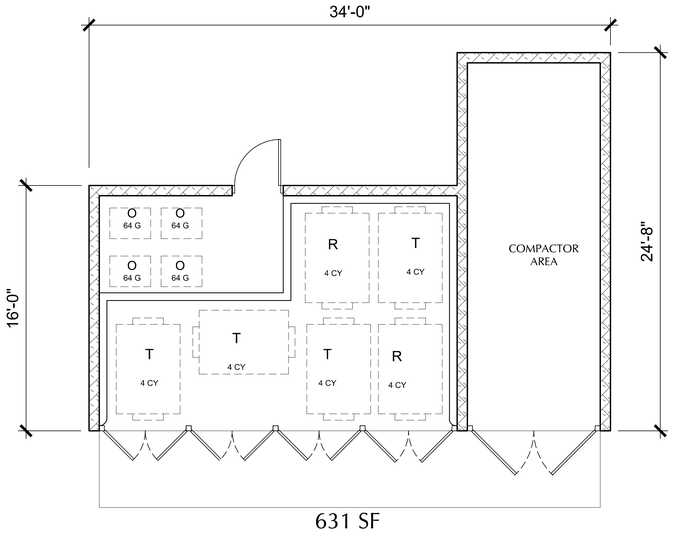
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

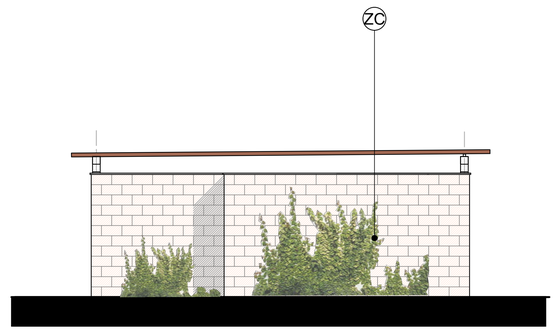


ROOF PLAN

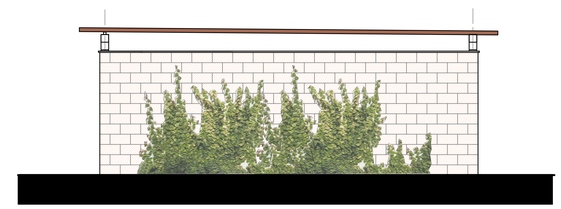


631 SF

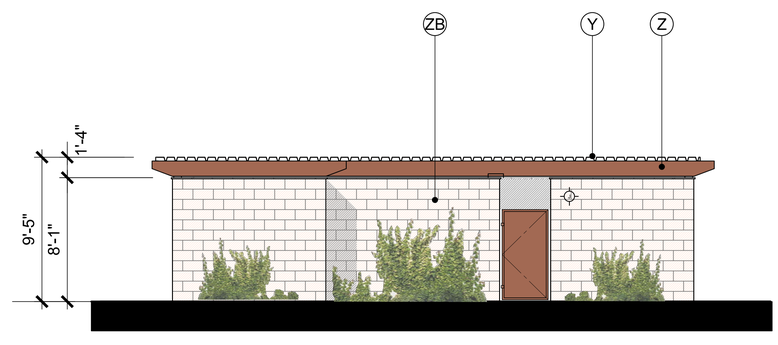
FLOOR PLAN



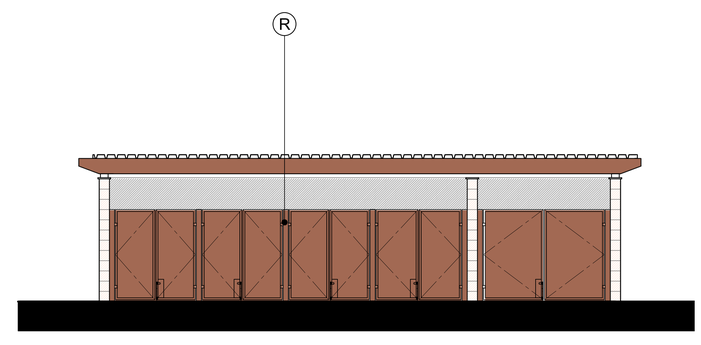
LEFT ELEVATION



RIGHT ELEVATION



REAR ELEVATION



FRONT ELEVATION

LEGEND

R- METAL FENCING AND GATE
Y- CORRUGATED METAL ROOF
Z- METAL BEAM
ZB- DECOR. SINGLE SIDED SPLIT FACE CONCRETE BLOCK WALL W/ 4" PRECISION BLOCK CAP FROM ANGELUS IN COLOR "HARVEST"
ZC- VINES (SEE LANDSCAPE PLANS)

0 2' 8'
1' 4'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

TRASH ENCLOSURE @ BLOCK 8
PLAN & ELEVATIONS

A.2.22

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25

JOB: 2205

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Upland, California
LEWIS MANAGEMENT CORPORATION
April 5, 2024 | 2023116

SCHEME 5
Residential Buildings Only

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Exterior Color & Materials

SCHEME [5] OF [5] — RESIDENTIAL BUILDINGS ONLY

Material	Color	Manufacturer
Roofing: Concrete 'S' Tile	[1]SMC 8816 San Gabriel Blend Ref.: 15 Emi: .93 A.SRI: 17 CRRC: 0918-0034	Eagle
Metal Bird Stop @ 'S' Tile *(factory finish)*	Terra Cotta	Eagle
Vinyl Windows *(factory finish)*	Tan	Milgard
Gutters & Downspouts *(factory finish)*	Weathered Bronze	Custom-Bilt Metals
[1]Clay Sill Cap w/Bullnose *(standard raked joints)*	Red Flashed	Pacific Clay
[3]Grout @ Clay Sill Cap	Khaki	Orco
Stucco Color *(16/20 sand finish)*	SW 6385 Dover White	Sherwin Williams
Trim Color *(applied to):* Barge Boards, Eaves, Fascia, Posts, Rafter Tails, Secondary Doors, Stucco Trim, Trim, Unit Doors	[1,4]SW 7041 Van Dyke Brown	Sherwin Williams
Accent Color *(applied to):* Metal Awnings, Shutters, Unit Doors	[1]SW 2816 Rookwood Dark Green	Sherwin Williams
Decorative Metal & [4]Metal Awnings	SW 7020 Black Fox	Sherwin Williams
[5]Prefab Pipes	SW 7705 Wheat Penny	Sherwin Williams
4.25" X 4.25" Decorative Ceramic Tile	30827 Daly Gloss Santa Barbara Ceramic Tile	Tierra y Fuego
4.25" X 4.25" Solid Ceramic Tile	20111 Toasted Chestnut Matte Santa Barbara Ceramic Tile	Tierra y Fuego
Grout @ Ceramic Tile	[2]#186 Khaki	[2]Custom Building Products
[5]Garage Doors & Weatherstrip *(factory finish)*	[5]Dark Brown	Amarr

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact 'Jennifer Sandate (949) 250-0607.

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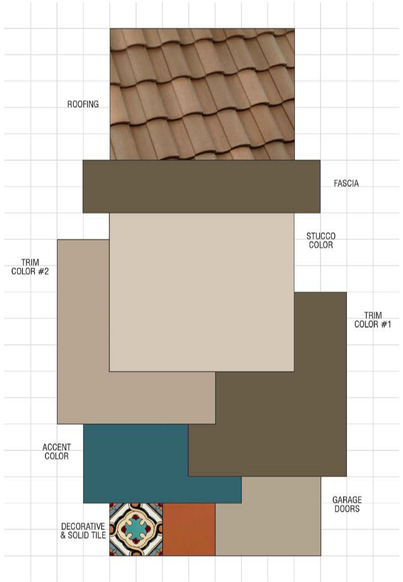
REVISIONS:

Number	Date	Description
1	7/28/23	Various revisions per client comments.
2	8/18/23	Grout colors added. Scheme 4 omitted, factory finish garage doors and CMU block added per client.
3	8/31/23	Prefab Pipes added, all schemes. CMU wall removed, schemes 1-4. Metal fence and gate added, scheme 5.
4	2/22/24	Various revisions per client.
5	3/11/24	Decorative tile revised on schemes 3 and 4.
6	3/13/24	Decorative tile added to scheme 3 per client.
7	4/5/24	Clay sill cap and grout added per client. Color designer updated.



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SCHEME 4
Residential Buildings Only

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Exterior Color & Materials

SCHEME [4] OF [5] — RESIDENTIAL BUILDINGS ONLY

Material	Color	Manufacturer
Roofing: Concrete 'S' Tile	3646 Sunset Blend Ref.: 16 Emi: .94 A.SRI: 17 CRRC: 0918-0042	Eagle
Metal Bird Stop @ 'S' Tile *(factory finish)*	Terra Cotta	Eagle
Vinyl Windows *(factory finish)*	White	Milgard
Gutters & Downspouts *(factory finish)*	Weathered Bronze	Custom-Bilt Metals
[1]Clay Sill Cap w/Bullnose *(standard raked joints)*	Red Flashed	Pacific Clay
[3]Grout @ Clay Sill Cap	Khaki	Orco
Stucco Color *(16/20 sand finish)*	[1]SW 7036 Accessible Beige	Sherwin Williams
Trim Color #1 *(applied to):* Barge Boards, Eaves, Fascia, Posts, Rafter Tails, Trim, Unit Doors	[4]SW 7054 Oak Leaf Brown	Sherwin Williams
Trim Color #2 *(applied to):* Secondary Doors, Stucco Trim	[1]SW 7038 Tony Taupe	Sherwin Williams
Accent Color *(applied to):* Metal Awnings, Shutters, Unit Doors	[1]SW 0048 Bunglehouse Blue	Sherwin Williams
Decorative Metal & [4]Metal Awnings	SW 7020 Black Fox	Sherwin Williams
[5]Prefab Pipes	SW 7705 Wheat Penny	Sherwin Williams
4.25" X 4.25" Decorative Ceramic Tile	[5]20014 Junipero Santa Barbara Ceramic Tile	Tierra y Fuego
4.25" X 4.25" Solid Ceramic Tile	20111 Toasted Chestnut Matte Santa Barbara Ceramic Tile	Tierra y Fuego
Grout @ Ceramic Tile	[2]#186 Khaki	[2]Custom Building Products
[5]Garage Doors & Weatherstrip *(factory finish)*	Sandtone	Amarr

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact 'Jennifer Sandate (949) 250-0607.

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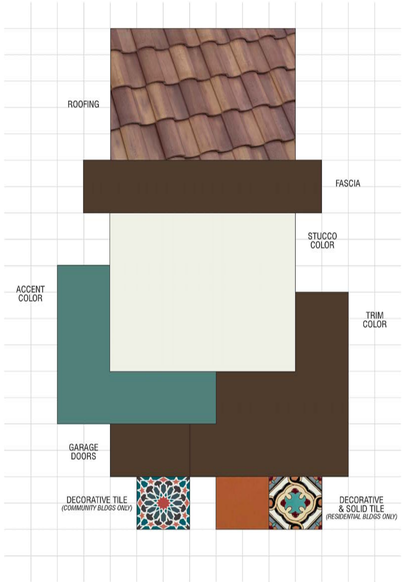
REVISIONS:

Number	Date	Description
1	7/28/23	Various revisions per client comments.
2	8/18/23	Grout colors added. Scheme 4 omitted, factory finish garage doors and CMU block added per client.
3	8/31/23	Prefab Pipes added, all schemes. CMU wall removed, schemes 1-4. Metal fence and gate added, scheme 5.
4	2/22/24	Various revisions per client.
5	3/11/24	Decorative tile revised on schemes 3 and 4.
6	3/13/24	Decorative tile added to scheme 3 per client.
7	4/5/24	Clay sill cap and grout added per client. Color designer updated.



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SCHEME 3
Residential Buildings & Community Buildings

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PAGE 3 OF 5

Exterior Color & Materials

SCHEME 3 OF [5] — RESIDENTIAL '& COMMUNITY BUILDINGS

Material	Color	Manufacturer
Roofing: Concrete 'S' Tile	[1,5]SMC 8816 San Gabriel Blend Ref.: 15 Emi: .93 A.SRI: 17 CRRC: 0918-0034	Eagle
Metal Bird Stop @ 'S' Tile *(factory finish)*	Terra Cotta	Eagle
Vinyl Windows *(factory finish)*	Tan	Milgard
Gutters & Downspouts *(factory finish)*	Weathered Bronze	Custom-Bilt Metals
[1]Clay Sill Cap w/Bullnose *(standard raked joints)*	Red Flashed	Pacific Clay
[3]Grout @ Clay Sill Cap	Khaki	Orco
[2,4]CMU Wall & Cap '@ Trash Enclosures *(standard raked joints)*	Sourdough Precision - Medium	Orco
[2,4]Grout @ CMU Wall & Cap	Khaki	Orco
Stucco Color *(16/20 sand finish)*	SW 7005 Pure White	Sherwin Williams
Trim Color *(applied to):* Barge Boards, Eaves, Fascia, Posts, Rafter Tails, Secondary Doors, Stucco Trim, Trim, Unit Doors	[4]SW 9183 Dark Clove	Sherwin Williams
Accent Color *(applied to):* Metal Awnings, Shutters, Unit Doors	SW 0018 Teal Stencil	Sherwin Williams
[3,4]Decorative Metal, Metal Awnings, Fence & Gates	SW 7020 Black Fox	Sherwin Williams
[5]Prefab Pipes	SW 7705 Wheat Penny	Sherwin Williams
'8.0" X 8.0" Decorative Ceramic Tile @ Community Buildings only	Alhambra 50 A ECHO Collection	Granada Tile
4.25" X 4.25" Decorative Ceramic Tile '@ Residential Buildings only	[5]20014 Junipero Santa Barbara Ceramic Tile	Tierra y Fuego
4.25" X 4.25" Solid Ceramic Tile '@ Residential Buildings only	20111 Toasted Chestnut Matte Santa Barbara Ceramic Tile	Tierra y Fuego
Grout @ Ceramic Tile	[2]#186 Khaki	[2]Custom Building Products
[5]Garage Doors & Weatherstrip *(factory finish)*	[5]Dark Brown	Amarr

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Contact 'Jennifer Sandate (949) 250-0607.

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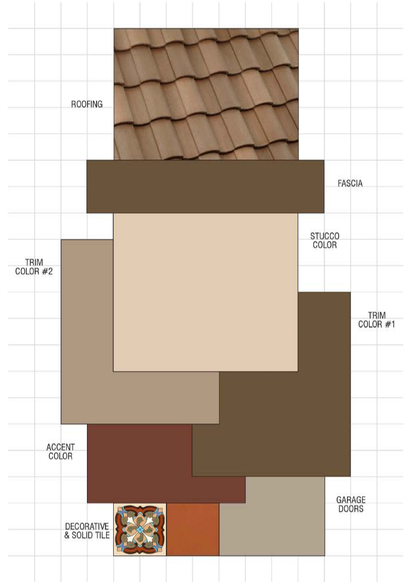

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SCHEME 2
Residential Buildings Only

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Exterior Color & Materials

SCHEME 2 OF [5] — RESIDENTIAL BUILDINGS ONLY

Material	Color	Manufacturer
Roofing: Concrete 'S' Tile	[1]3646 Sunset Blend Ref.: 16 Emi: .94 A.SRI: 17 CRRC: 0918-0042	Eagle
Metal Bird Stop @ 'S' Tile *(factory finish)*	Terra Cotta	Eagle
Vinyl Windows *(factory finish)*	White	Milgard
Gutters & Downspouts *(factory finish)*	Weathered Bronze	Custom-Bilt Metals
[1]Clay Sill Cap w/Bullnose *(standard raked joints)*	Red Flashed	Pacific Clay
[3]Grout @ Clay Sill Cap	Khaki	Orco
Stucco Color *(16/20 sand finish)*	[1]SW 6141 Softer Tan	Sherwin Williams
Trim Color #1 *(applied to):* Barge Boards, Eaves, Fascia, Posts, Rafter Tails, Trim, Unit Doors	[4]SW 6153 Protege Bronze	Sherwin Williams
Trim Color #2 *(applied to):* Secondary Doors, Stucco Trim	[1]SW 7513 Sanderling	Sherwin Williams
Accent Color *(applied to):* Metal Awnings, Shutters, Unit Doors	SW 2837 Aurora Brown	Sherwin Williams
Decorative Metal & [4]Metal Awnings	SW 7020 Black Fox	Sherwin Williams
[5]Prefab Pipes	SW 7705 Wheat Penny	Sherwin Williams
4.25" X 4.25" Decorative Ceramic Tile	30827 Daly Gloss Santa Barbara Ceramic Tile	Tierra y Fuego
4.25" X 4.25" Solid Ceramic Tile	20111 Toasted Chestnut Matte Santa Barbara Ceramic Tile	Tierra y Fuego
Grout @ Ceramic Tile	[2]#186 Khaki	[2]Custom Building Products
[5]Garage Doors & Weatherstrip *(factory finish)*	Sandtone	Amarr

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact 'Jennifer Sandate (949) 250-0607.

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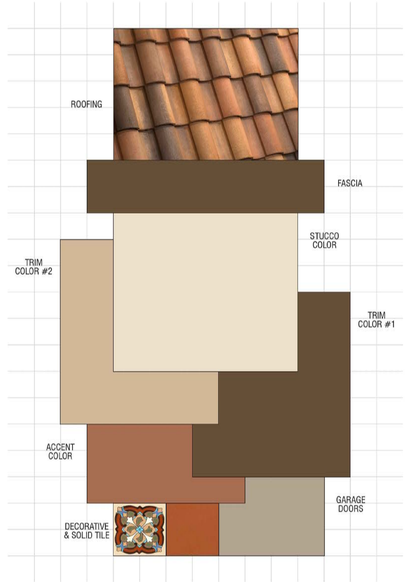

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SCHEME 1
Residential Buildings Only

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LEWIS MANAGEMENT CORPORATION
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PAGE 1 OF 5

Exterior Color & Materials

SCHEME 1 OF [5] — RESIDENTIAL BUILDINGS ONLY

Material	Color	Manufacturer
Roofing: Concrete 'S' Tile	3814 San Pablo Blend Ref.: 23 Emi: .93 A.SRI: 26 CRRC: 0918-0092	Eagle
Metal Bird Stop @ 'S' Tile *(factory finish)*	Terra Cotta	Eagle
Vinyl Windows *(factory finish)*	White	Milgard
Gutters & Downspouts *(factory finish)*	Weathered Bronze	Custom-Bilt Metals
[1]Clay Sill Cap w/Bullnose *(standard raked joints)*	Red Flashed	Pacific Clay
[3]Grout @ Clay Sill Cap	Khaki	Orco
Stucco Color *(16/20 sand finish)*	SW 7564 Polar Bear	Sherwin Williams
Trim Color #1 *(applied to):* Barge Boards, Eaves, Fascia, Posts, Rafter Tails, Trim, Unit Doors	SW 7545 Pier	Sherwin Williams
Trim Color #2 *(applied to):* Secondary Doors, Stucco Trim	[1]SW 6142 Macadamia	Sherwin Williams
Accent Color *(applied to):* Metal Awnings, [5]Prefab Pipes, Shutters, Unit Doors	[1]SW 7705 Wheat Penny	Sherwin Williams
Decorative Metal & [4]Metal Awnings	SW 7020 Black Fox	Sherwin Williams
4.25" X 4.25" Decorative Ceramic Tile	30827 Daly Gloss Santa Barbara Ceramic Tile	Tierra y Fuego
4.25" X 4.25" Solid Ceramic Tile	20111 Toasted Chestnut Matte Santa Barbara Ceramic Tile	Tierra y Fuego
Grout @ Ceramic Tile	[2]#186 Khaki	[2]Custom Building Products
[5]Garage Doors & Weatherstrip *(factory finish)*	[4]Sandtone	Amarr

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
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COLOR SCHEMES

THESE COLOR SCHEMES COMPLY WITH THE PRESERVE DESIGN GUIDELINES SECTION 4.5.3.C WHICH STATES:
"AT LEAST THREE (3) DISTINCT COLOR OR MATERIALS SHOULD BE USED ON A BUILDING TO CREATE VARIETY AND DETAIL."

COLORS & MATERIALS A-2.30

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

ANGELENO ASSOCIATES, INC.
147 E. CITY PLACE DR. SANTA ANA CA 92705
PHONE: (714) 285-1888

07.08.25
JOB: 2205

REPRESENTATIVE ENTRY - RIGHT ELEVATION
BUILDING 5A

REPRESENTATIVE ENTRY - RIGHT ELEVATION
BUILDING 1XA

REPRESENTATIVE FRONT ELEVATION
BUILDING 5A

REPRESENTATIVE FRONT ELEVATION
BUILDING 1XA

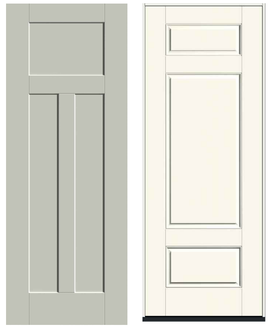
THIS PROJECT COMPLIES WITH THE PRESERVE DESIGN GUIDELINES SECTION 4.7, WHICH STATES THIS MULTI-FAMILY COMMUNITY IS REQUIRED TO "SELECT ONE OR MORE OF THESE (URBAN NEIGHBORHOOD) STYLES" BY UTILIZING TWO ARCHITECTURAL STYLES, AS FOLLOWS:

AMERICAN HERITAGE STYLE SERIES, SANTA BARBARA
- DUPLEXES
- ANCILLARY STRUCTURES

MILLENNIUM STYLE SERIES, ADAPTIVE SPANISH
- CLUBHOUSE
- STACKED FLATS

OMEGA STUCCO 16/20
MEDIUM SAND FINISH
COLORS VARY PER ELEVATION STYLE

VINYL WINDOWS
COLOR: WHITE



UNIT ENTRY DOORS
THERMATRU (OR SIMILAR)

GARAGE DOORS WITH
LONG CLEAR WINDOWS
AMARR (OR SIMILAR)

TYPICAL EXTERIOR BLDG
WALL SCONCE IN FULL DEPTH
OR SHALLOW. PER LOCATION
(KICHLER OR SIMILAR)

SANTA BARBARA STYLE ELEMENTS- PER DESIGN GUIDELINES

MINIMUM REQUIREMENTS:
1 - SIMPLE ROOFS - HIP OR GABLE
2 - TIGHT BARGES AT GABLE END
3 - EXPOSED RAFTER TAILS
4 - STUCCO PREDOMINANT WALLS
5 - VERTICALLY PROPORTIONED WINDOWS
6 - SIMPLE WINDOW TRIM
7 - SIMPLE ENTRY DOOR
8 - SIMPLE GARAGE DOOR
9 - SIMPLE MASSING
10 - DETAILED PROFILE AT ENTRY
11 - NEUTRAL COLOR
12 - COLOR BLOCKING
13 - CONTRASTING TRIM COLOR
14 - CONTRASTING ACCENT COLOR

ENHANCEMENTS:
15 - RECESSED FOCAL WINDOW
16 - RECESSED TRIM
17 - GARAGE DOORS WITH WINDOWS
18 - GABLE END DETAILS
19 - DECORATIVE IRON
20 - METAL AWNING
21 - POTSHELVES
22 - WING WALL
23 - CORBELS

0 2' 8'
1' 4'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

DESIGN GUIDELINES
SANTA BARBARA STYLE ELEMENTS

A-2.31

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JOB: 2205

SECOND FLOOR PLAN

THIRD FLOOR PLAN

FIRST FLOOR PLAN

23 - PLEX BUILDING

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT–TO–UNIT AIR GAP AT DEMISING WALLS

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

APARTMENT PLANS
23 - PLEX

A3-1

CHINO PRESERVE DEVELOPMENT CORP.
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07.08.25
JOB: 23086B

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FRONT ELEVATION

LEFT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT-TO-UNIT AIR GAP AT DEMISING WALLS

ADAPTIVE SPANISH ELEVATION

23-PLEX BUILDING

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

APARTMENT PLANS
23 - PLEX ELEVATIONS

A3-2

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FRONT PERSPECTIVE

REAR PERSPECTIVE

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT-TO-UNIT AIR GAP AT DEMISING WALLS

ADAPTIVE SPANISH ELEVATION
23-PLEX BUILDING

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

APARTMENT PLANS
23 - PLEX PRESPECTIVES

A3-3

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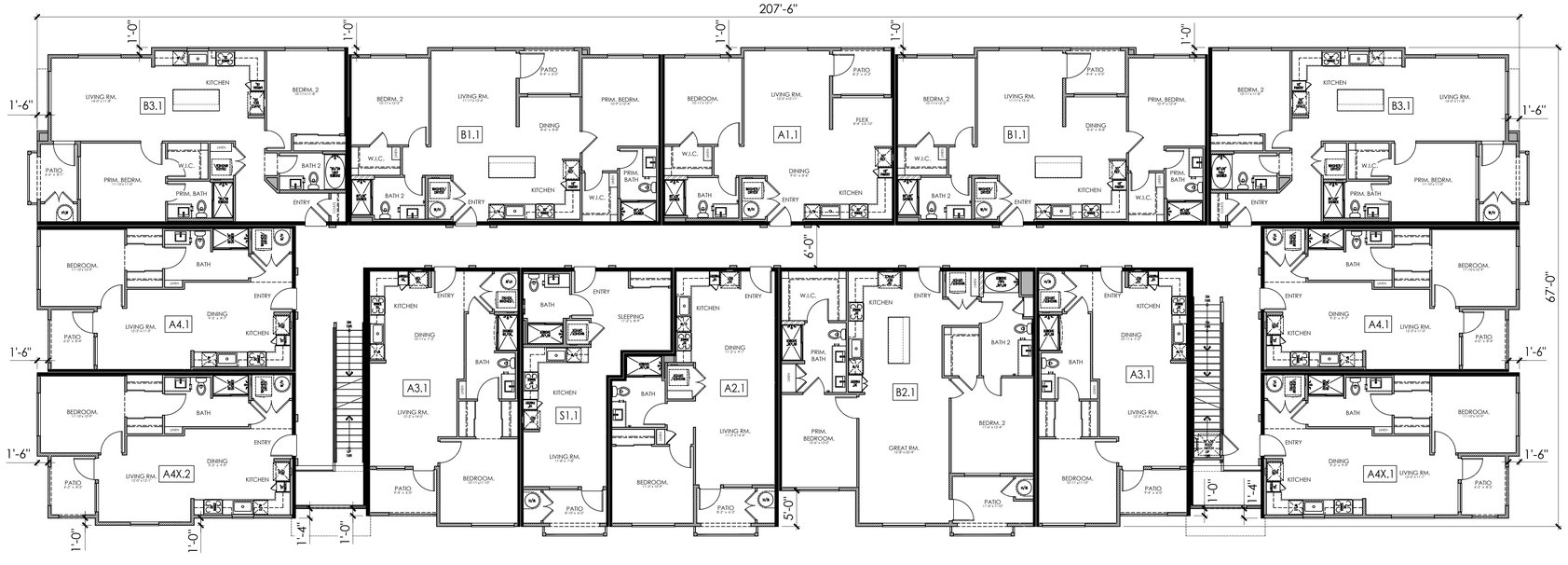

SECOND FLOOR PLAN

FIRST FLOOR PLAN

37-PLEX BUILDING

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT-TO-UNIT AIR GAP AT DEMISING WALLS

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

APARTMENT PLANS
37 - PLEX

A4-1

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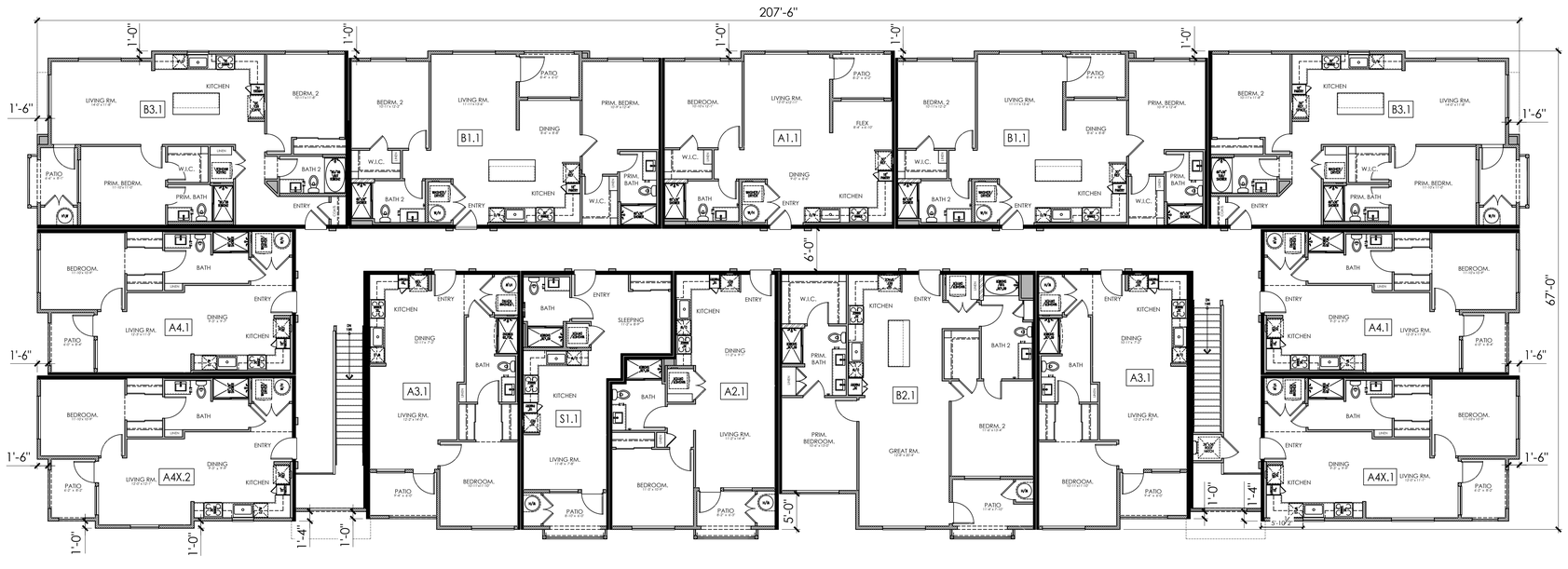

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT–TO–UNIT AIR GAP AT DEMISING WALLS

THIRD FLOOR PLAN

37-PLEX BUILDING

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.

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APARTMENT PLANS
37 - PLEX

A4-2

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FRONT ELEVATION

LEFT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT-TO-UNIT AIR GAP AT DEMISING WALLS

ADAPTIVE SPANISH ELEVATION

37-PLEX BUILDING

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

APARTMENT PLANS
37 - PLEX ELEVATIONS

A4-3

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FRONT PERSPECTIVE

REAR PERSPECTIVE

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF PERIMETER WALL OR CENTERLINE OF UNIT–TO–UNIT AIR GAP AT DEMISING WALLS

ADAPTIVE SPANISH ELEVATION

37-PLEX BUILDING

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

APARTMENT PLANS
37 - PLEX PERSPECTIVE

A4-4

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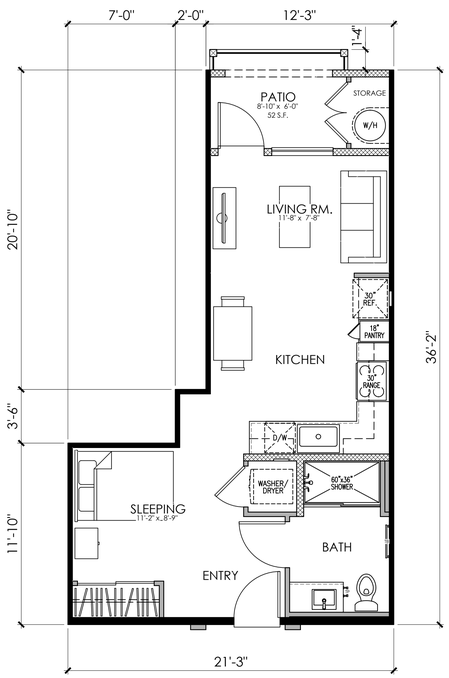


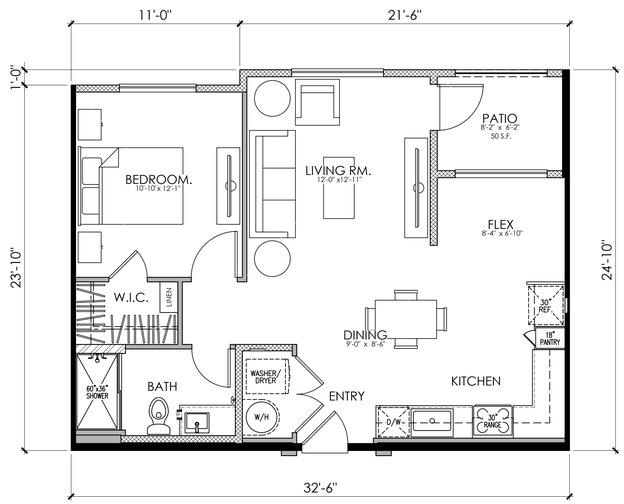
UNIT S1.1
AREA TABULATION

FLOOR AREA	510 S.F.
DECK AREA	59 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	482 S.F.
DECK AREA	52 S.F.

UNIT S1.1
1 BATH, PATIO



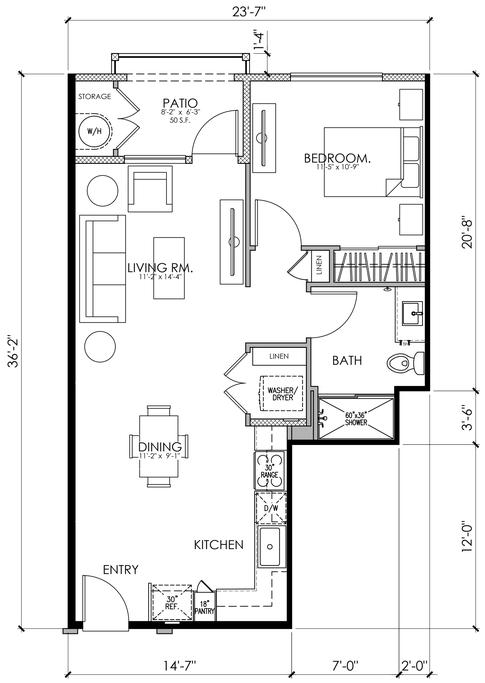
UNIT A1.1
AREA TABULATION

FLOOR AREA	739 S.F.
DECK AREA	57 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	697 S.F.
DECK AREA	50 S.F.

UNIT A1.1
1 BEDROOM, 1 BATH



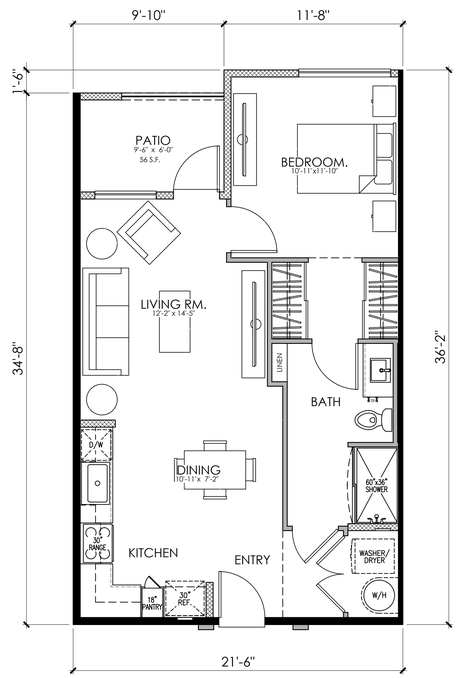
UNIT A2.1
AREA TABULATION

FLOOR AREA	694 S.F.
DECK AREA	56 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	658 S.F.
DECK AREA	50 S.F.

UNIT A2.1
1 BEDROOM, 1 BATH, PATIO



UNIT A3.1
AREA TABULATION

FLOOR AREA	699 S.F.
DECK AREA	64 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	681 S.F.
DECK AREA	56 S.F.

UNIT A3.1
1 BEDROOM, 1 BATH, PATIO

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
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0 2 4 8 12

TOWN CENTER APARTMENTS
AT THE PRESERVE IN CHINO, CA

APARTMENT
UNIT PLANS

A5-1

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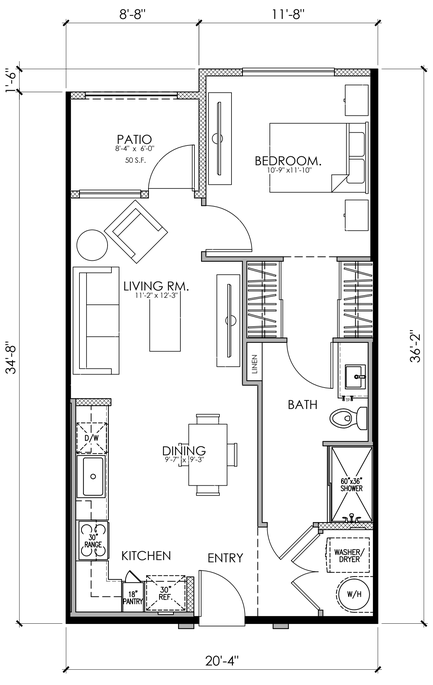
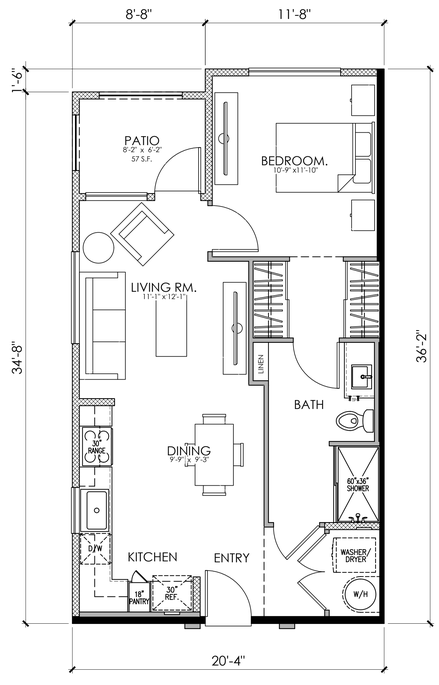


UNIT A4.1
AREA TABULATION

FLOOR AREA	665 S.F.
DECK AREA	56 S.F.
RENTABLE AREA TABULATION	
FLOOR AREA	647 S.F.
DECK AREA	50 S.F.

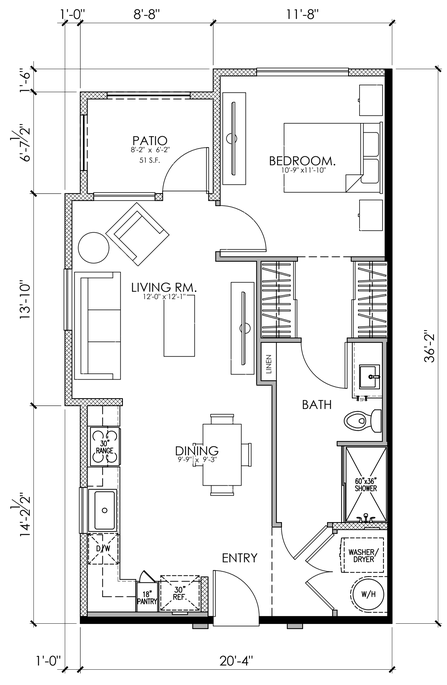
UNIT A4.1
1 BEDROOM, 1 BATH, PATIO



UNIT AX4.1
AREA TABULATION

FLOOR AREA	665 S.F.
DECK AREA	57 S.F.
RENTABLE AREA TABULATION	
FLOOR AREA	631 S.F.
DECK AREA	51 S.F.

UNIT A4X.1
1 BEDROOM, 1 BATH, PATIO



UNIT A4X.2
AREA TABULATION

FLOOR AREA	679 S.F.
DECK AREA	57 S.F.
RENTABLE AREA TABULATION	
FLOOR AREA	644 S.F.
DECK AREA	51 S.F.

UNIT A4X.2
1 BEDROOM, 1 BATH, PATIO

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
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0 2 4 8 12

APARTMENT
UNIT PLANS

A5-2

TOWN CENTER APARTMENTS
AT THE PRESERVE IN CHINO, CA

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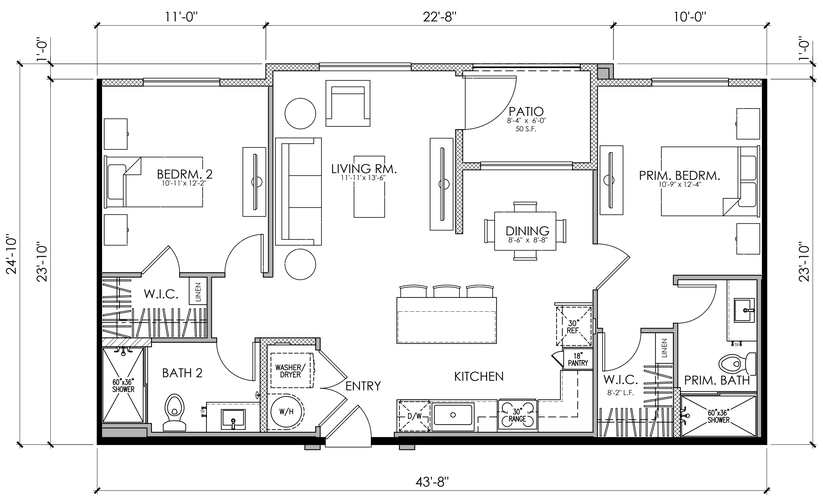


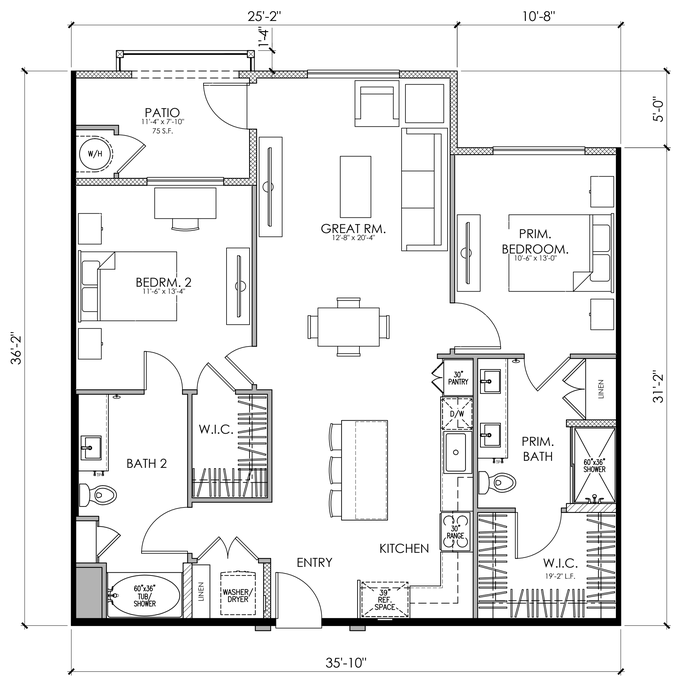
UNIT B1.1
AREA TABULATION

FLOOR AREA	1008 S.F.
DECK AREA	54 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	954 S.F.
DECK AREA	50 S.F.

UNIT B1.1
2 BEDROOM, 2 BATH, PATIO



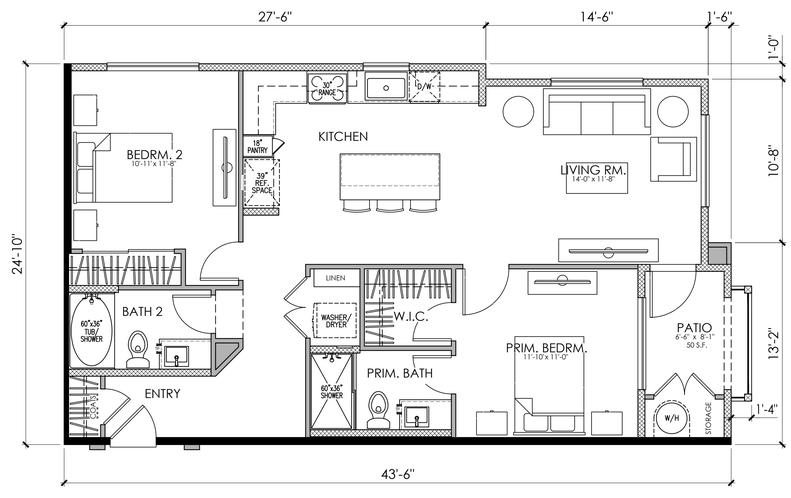
UNIT B2.1
AREA TABULATION

FLOOR AREA	1172 S.F.
DECK AREA	83 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	1119 S.F.
DECK AREA	75 S.F.

UNIT B2.1
2 BEDROOM, 2 BATH, PATIO



UNIT B3.1
AREA TABULATION

FLOOR AREA	1000 S.F.
DECK AREA	55 S.F.

RENTABLE AREA TABULATION

FLOOR AREA	955 S.F.
DECK AREA	50 S.F.

UNIT B3.1
2 BEDROOM, 2 BATH, PATIO

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT–TO–UNIT AIR GAP AT DEMISING WALLS

0 2 4 8 12

TOWN CENTER APARTMENTS
AT THE PRESERVE IN CHINO, CA

APARTMENT
UNIT PLANS

A5-3

CHINO PRESERVE DEVELOPMENT CORP.
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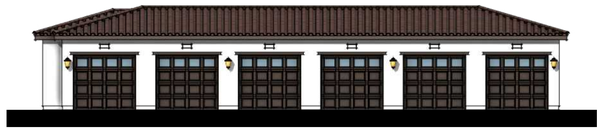
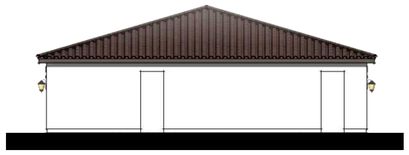


FRONT ELEVATION

RIGHT ELEVATION

FRONT ELEVATION



RIGHT ELEVATION

MATERIALS LEGEND
(WHERE OCCURS)

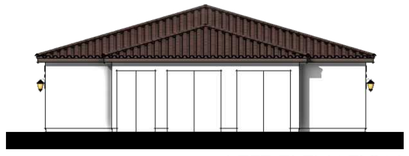
GARAGE DOOR:	METAL SECTIONAL 8'-0"x7-0"
ROOF:	CONCRETE "S" TILE
ROOF PITCH:	3.5:12
FASCIA:	2x6 WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER RIGID FOAM

REAR ELEVATION

LEFT ELEVATION

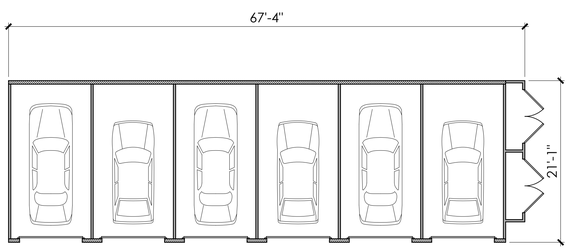
ELEVATIONS
GARAGE BUILDING G6 (6-BAY)

REAR ELEVATION

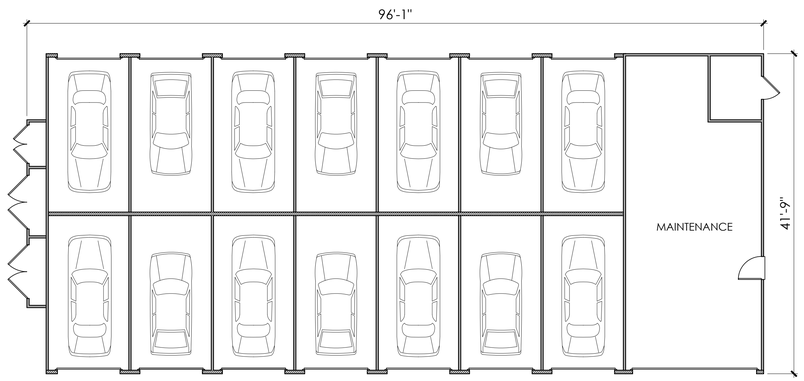


LEFT ELEVATION

ELEVATIONS
GARAGE BUILDING G1402 (MAINTENANCE)



FLOOR PLAN
GARAGE BUILDING G6 (6-BAY)



FLOOR PLAN
GARAGE BUILDING G1402 (MAINTENANCE)

0 2 4 8 12

OCCUPANCY: U
SPRINKLER SYSTEM: N/A
CONSTRUCTION: VB

TOWN CENTER APARTMENTS
AT THE PRESERVE IN CHINO, CA

GARAGE PLANS & ELEVATIONS

A6-1

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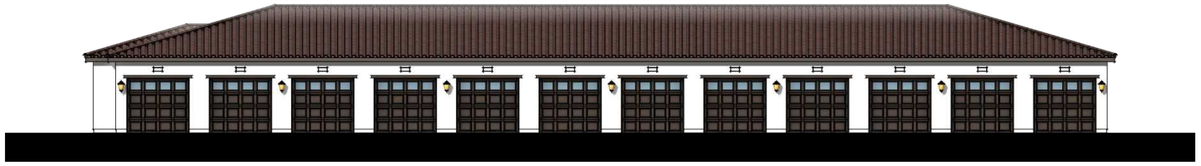
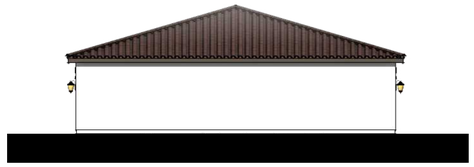


FRONT ELEVATION

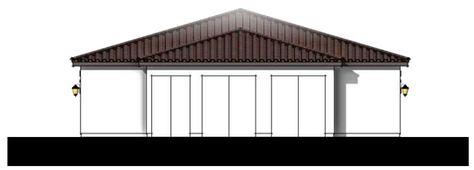


RIGHT ELEVATION

MATERIALS LEGEND
(WHERE OCCURS)

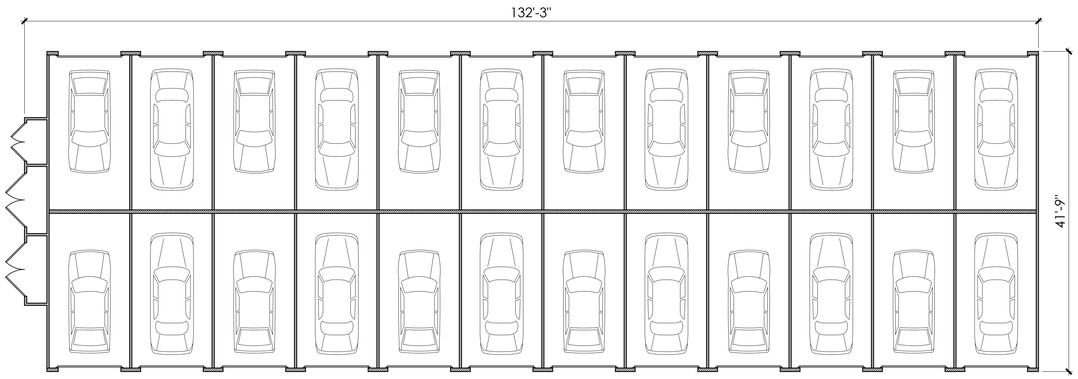
GARAGE DOOR:	METAL SECTIONAL 8'-0'x7-0"
ROOF:	CONCRETE "S" TILE
ROOF PITCH:	3.5:12
FASCIA:	2x6 WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER RIGID FOAM

REAR ELEVATION



LEFT ELEVATION

ELEVATIONS
GARAGE BUILDING - G2401A (24-PLEX)



FLOOR PLAN
GARAGE BUILDING G24 (24-BAY)

0 2 4 8 12

OCCUPANCY: U
SPRINKLER SYSTEM: N/A
CONSTRUCTION: VB

TOWN CENTER APARTMENTS
AT THE PRESERVE IN CHINO, CA

GARAGE PLANS & ELEVATIONS

A6-2

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

Kevin L. Crook Architect, Inc.
1360 Reynolds Ave. Suite 110, Irvine, CA 92614
Phone: (949) 660-1591

07.08.25
JOB: 23086B

Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE
kcarch.com

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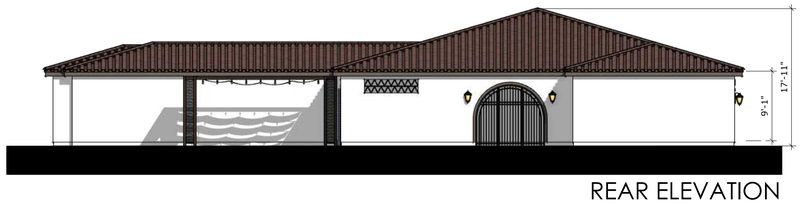
FRONT ELEVATION

RIGHT ELEVATION

MATERIALS LEGEND
(WHERE OCCURS)

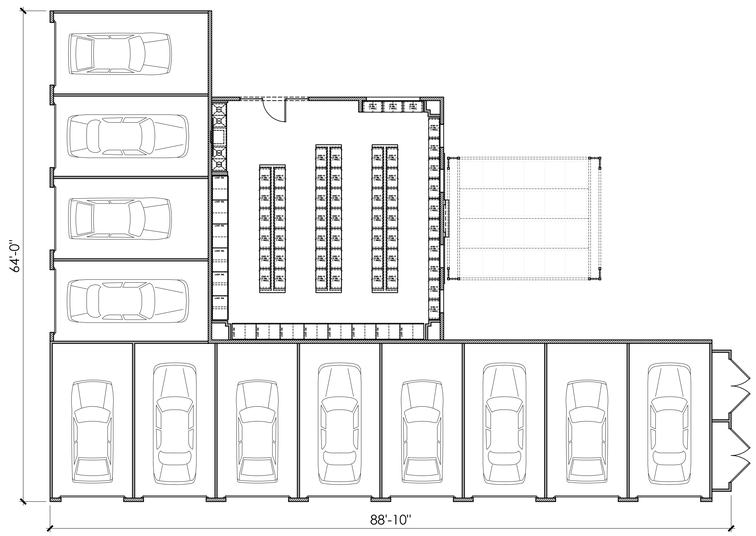
GARAGE DOOR:	METAL SECTIONAL 8'-0'x7-0"
ROOF:	CONCRETE "S" TILE
ROOF PITCH:	3.5:12
FASCIA:	2x6 WOOD
WALL:	STUCCO
TRIM:	STUCCO OVER RIGID FOAM



REAR ELEVATION

LEFT ELEVATION

ELEVATIONS



FLOOR PLAN

GARAGE BUILDING G1202 (MAILROOM)

0 2 4 8 12

OCCUPANCY: U
SPRINKLER SYSTEM: N/A
CONSTRUCTION: VB

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

GARAGE PLANS & ELEVATIONS

A6-2.1

CHINO PRESERVE DEVELOPMENT CORP.
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07.08.25
JOB: 23086B

Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE

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OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

FIRST FLOOR PLAN
CLUBHOUSE

0 2 4 8 12

CLUBHOUSE PLAN

A7-1

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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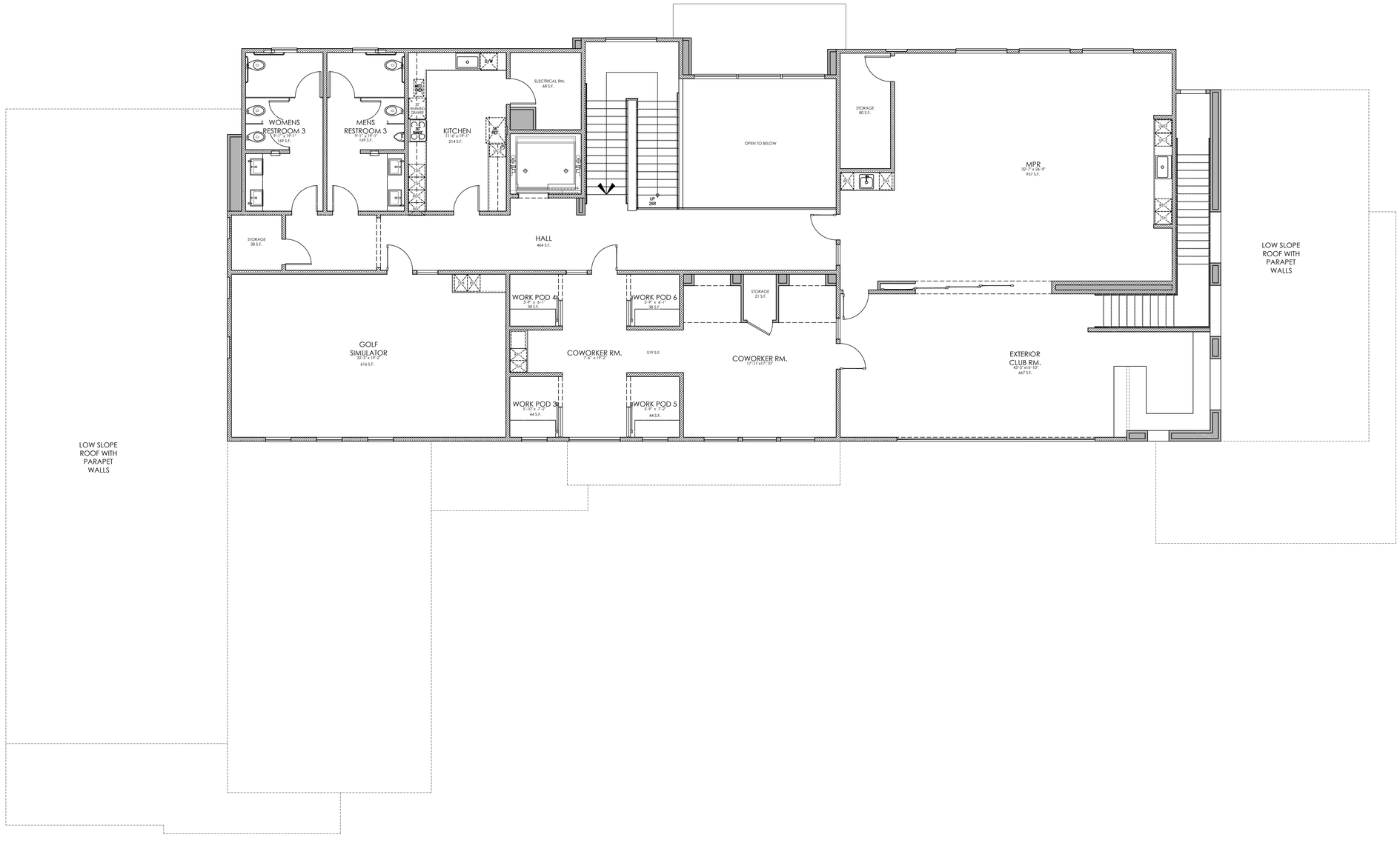

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

SECOND FLOOR PLAN
CLUBHOUSE

0 2 4 8 12

CLUBHOUSE PLAN

A7-2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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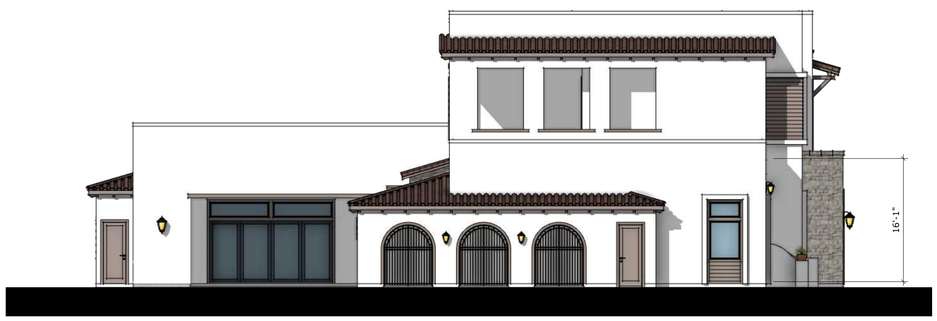
FRONT ELEVATION



LEFT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

ADAPTIVE SPANISH ELEVATION

CLUBHOUSE

0 2 4 8 12

CLUBHOUSE ELEVATIONS

A7-3

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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FRONT ELEVATION

REAR ELEVATION

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

ADAPTIVE SPANISH ELEVATION
CLUBHOUSE

0 2 4 8 12

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CLUBHOUSE PERSPECTIVES

A7-4

CHINO PRESERVE DEVELOPMENT CORP.
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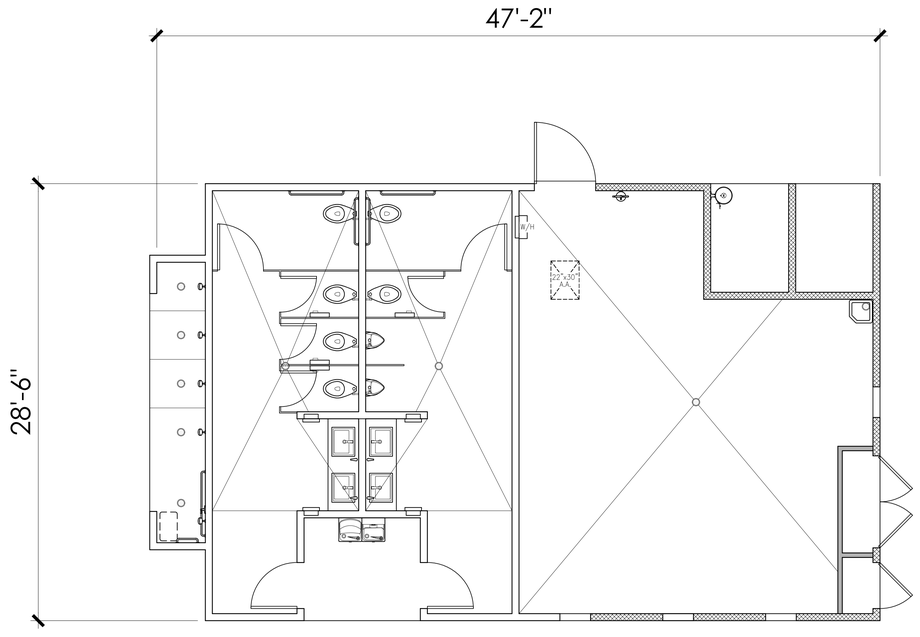

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

FLOOR PLAN
POOL BUILDING

0 2 4 8 12

POOL BUILDING PLAN

A7-4.1

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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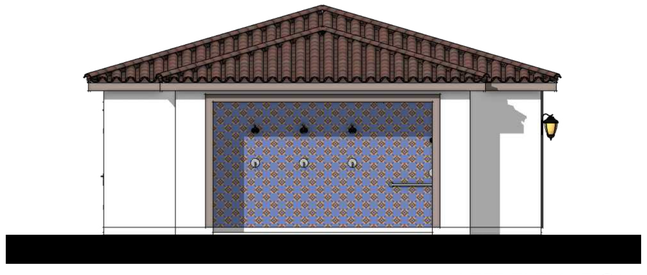
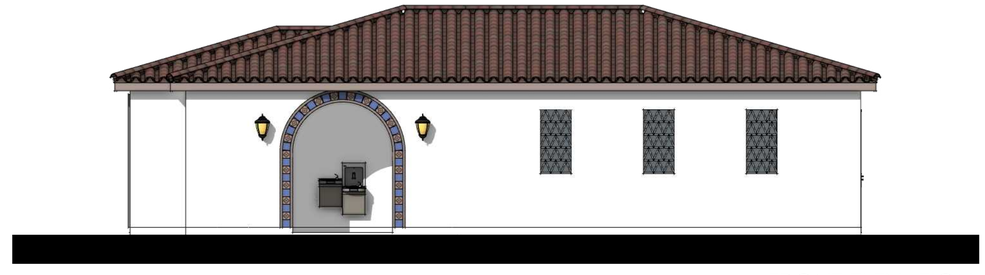
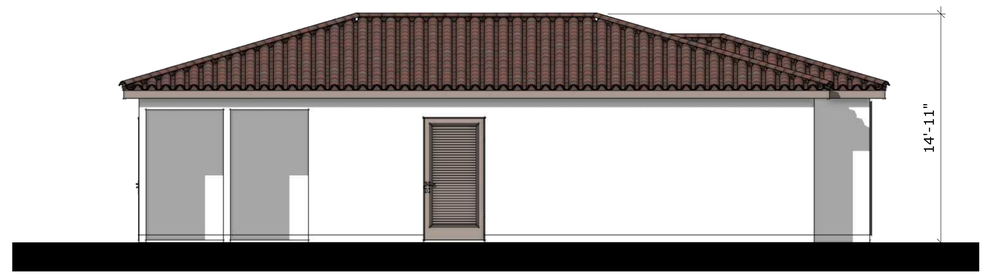


LEFT ELEVATION



FRONT ELEVATION

RIGHT ELEVATION



REAR ELEVATION

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

ELEVATIONS
POOL BUILDING

0 2 4 8 12

POOL BUILDING
ELEVATIONS

A7-4.2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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TOWN CENTER APARTMENTS
STACKED FLATS
CHINO, CA

SANTA BARBARA STYLE EXTERIOR COLOR SCHEMES	SCHEME 1	SCHEME 2
STUCCO 1	1572	1/2 12
STUCCO PAINT MATCH *	SW7757 HIGH REFLECTIVE WHITE	SW7012 CREAMY
STUCCO 2	SW7535 SANDY RIDGE	SW7036 ACCESSIBLE BEIGE
FASCIA / TRIM / GARAGE DOORS	SW9183 DARK CLOVE	SW6074 SPALDING GRAY
FRONT DOORS	SW6250 GRANITE PEAK	SW6006 BLACK BEAN
WROUGHT IRON / DECORATIVE AWNING	SW6990 CAVIAR	SW7068 GRIZZLE GRAY
DECORATIVE TILE: 6" X 6"	20006 MALAGA SANTA BARBARA	30654 CAPITOLA 3 SANTA BARBARA
CERAMIC TILE: 6" X 6"	20102 LAPIS LAZULI MATTE SANTA BARBARA	20101 AMBAR MATTE SANTA BARBARA
ROOF: "S" CAPISTRANO	3606 VALLEJO RANGE	SCC 8825 CORONA DEL MAR
WINDOWS:	WHITE	WHITE
GUTTERS	MUSKET BROWN	ALABASTER

ALL FLASHING, GUTTERS, DOWNSPOUTS ETC. TO BE PAINTED TO **MATCH** ADJACENT SURFACE. ALL PAINT BREAKS TO BE CUT AT INSIDE CORNERS.
** FOR PHOTOSHOP & RENDERING PURPOSES ONLY, DO NOT USE IN THE FIELD

TODAS LAS TAPAJUNTAS, CANALERAS, CANALONES, ETC.SERAN PINTADOS PARA **IGUALAR** A LA SUPERFICIE DE JUNTO
TODAS LAS RESTAURAS DE PINTURA SE CORTARAN EN LAS ESQUINAS INTERIORES
**SOLO PARA FINES DE PHOTOSHOP Y REPRESENTACIONES, NO USAR EN EL CAMPO

PROJECT	23086
CREATED	9/18/24
REVISIONS	1/16/25
PLANNING REV	4/22/2025

STUCCO:	OMEGA
PAINT:	SHERWIN WILLIAMS
ROOF:	EAGLE
DECORATIVE TILE:	TIERRA Y FUEGO
GUTTERS:	RGS

LEWIS APARTMENTS
Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE

TOWN CENTER APARTMENTS
GARAGES
CHINO, CA

SANTA BARBARA STYLE EXTERIOR COLOR SCHEMES	SCHEME 1	SCHEME 2
STUCCO	1572	1/2 12
STUCCO PAINT MATCH *	SW7757 HIGH REFLECTIVE WHITE	SW7012 CREAMY
FASCIA / TRIM / GARAGE DOORS	SW9183 DARK CLOVE	SW6074 SPALDING GRAY
UTILITY DOORS	SW7757 HIGH REFLECTIVE WHITE	SW7012 CREAMY
ROOF: "S" CAPISTRANO	3606 VALLEJO RANGE	SCC 8825 CORONA DEL MAR
GUTTERS	MUSKET BROWN	ALABASTER

ALL FLASHING, GUTTERS, DOWNSPOUTS ETC. TO BE PAINTED TO **MATCH** ADJACENT SURFACE. ALL PAINT BREAKS TO BE CUT AT INSIDE CORNERS.
** FOR PHOTOSHOP & RENDERING PURPOSES ONLY, DO NOT USE IN THE FIELD

TODAS LAS TAPAJUNTAS, CANALERAS, CANALONES, ETC.SERAN PINTADOS PARA **IGUALAR** A LA SUPERFICIE DE JUNTO
TODAS LAS RESTAURAS DE PINTURA SE CORTARAN EN LAS ESQUINAS INTERIORES

PROJECT	23086
CREATED	9/18/24
REVISIONS	1/16/25
PLANNING REV	4/22/25

STUCCO:	OMEGA
PAINT:	SHERWIN WILLIAMS
ROOF:	EAGLE
GUTTERS:	RGS

LEWIS APARTMENTS
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TOWN CENTER APARTMENTS
CLUBHOUSE
CHINO, CA

ADAPTIVE SPANISH STYLE EXTERIOR COLOR SCHEME	
STUCCO	1572
STUCCO PAINT MATCH *	SW7006 EXTRA WHITE
FASCIA / TRIM / SIDING	SW7515 HOMESTEAD BROWN
DOORS	SW6250 GRANITE PEAK
TERRACOTTA DETAILING	SW6061 TANBARK
RAILINGS	SW6990 CAVIAR
CERAMIC TILE SEMI-GLOSS: 6"X 6"	GALAXY 1469
CERAMIC TILE: 6"X 6"	ARTISAN BROWN 0144
ROOF: LOW PROF "S" MALIBU	2636 PIEDMONT BLEND
STONE:	CUT COARSE SEA SHELL
WINDOWS:	BLACK
GUTTERS	MUSKET BROWN

PROJECT	23086
CREATED	9/18/24

STUCCO:	OMEGA
PAINT:	SHERWIN WILLIAMS
ROOF:	EAGLE
STONE:	ELDORADO
DECORATIVE TILE:	DALTILE
GUTTERS:	RGS

LEWIS APARTMENTS
Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE

ALL FLASHING, GUTTERS, DOWNSPOUTS ETC. TO BE PAINTED TO **MATCH** ADJACENT SURFACE. ALL PAINT BREAKS TO BE CUT AT INSIDE CORNERS.
** FOR PHOTOSHOP & RENDERING PURPOSES ONLY, DO NOT USE IN THE FIELD

TODAS LAS TAPAJUNTAS, CANALERAS, CANALONES, ETC.SERAN PINTADOS PARA **IGUALAR** A LA SUPERFICIE DE JUNTO
TODAS LAS RESTAURAS DE PINTURA SE CORTARAN EN LAS ESQUINAS INTERIORES
**SOLO PARA FINES DE PHOTOSHOP Y REPRESENTACIONES, NO USAR EN EL CAMPO

TOWN CENTER APARTMENTS
POOL BUILDING
CHINO, CA

EXTERIOR COLOR SCHEME	
STUCCO	1572
STUCCO PAINT MATCH *	SW7757 HIGH REFLECTIVE WHITE
FASCIA / TRIM / UTILITY DOORS	SW9084 COCOA WHIP
DOORS	SW6250 GRANITE PEAK
TUBULAR STEEL	SW6990 CAVIAR
TILE AT SHOWER WALLS - 6"x6" SEMI-GLOSS	20006 MALAGA SANTA BARBARA
TILE AT SHOWER WALLS - 6"x6" SEMI-GLOSS	20102 LAPIS LAZULI MATTE SANTA BARBARA
TILE AT SHOWER FLOORS - 2"x2" KEYSTONE	0144 ARTISAN BROWN
DECORATIVE TILE @ ARCHES - 6"x6"	20006 MALAGA SANTA BARBARA
DECORATIVE TILE @ ARCHES - 6"x6"	20102 LAPIS LAZULI MATTE SANTA BARBARA
ROOF: "S" CAPISTRANO	3606 VALLEJO RANGE

PROJECT	23086
CREATED	1/16/25

STUCCO:	OMEGA
PAINT:	SHERWIN WILLIAMS
ROOF:	EAGLE
TILE:	TIERRA Y FUEGO
GUTTERS:	RGS

LEWIS APARTMENTS
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SANTA BARBARA STYLE
STACKED FLATS - SCHEME 1

LEWIS APARTMENTS TOWN CENTER APARTMENTS CHINO, CA A23086 SEPT. 18, 2024 Kevin L. Crook Architect Inc

SANTA BARBARA STYLE
STACKED FLATS - SCHEME 2

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SANTA BARBARA STYLE
GARAGES - SCHEME 1

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SANTA BARBARA STYLE
GARAGES - SCHEME 2

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CLUBHOUSE
ADAPTIVE SPANISH STYLE

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POOL BUILDING

LEWIS APARTMENTS TOWN CENTER APARTMENTS CHINO, CA A23086 SEPT. 18, 2024 Kevin L. Crook Architect Inc

1 Omega 16/20
Medium Sand Float Finish
Colors vary per elevation style

7 Vinyl Windows
Color: White

8 Typical Exterior Building Wall Sconce in full depth or shallow, per location
Kitchler (or similar)

9 Unit Entry Door
Thermatru (or similar)
Colors vary per elvation style

10 Garage Door with
4 Panel clear windows
Amarr (or similar)
Colors vary per elvation style

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

COLOR BOARDS AND SCHEMES

A8-1

CHINO PRESERVE DEVELOPMENT CORP.
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JOB: 23086B

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FRONT ELEVATION

LEFT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

ADAPTIVE SPANISH STYLE ELEMENTS -
PER DESIGN GUIDELINES

MINIMUM REQUIREMENTS

1. SIMPLE ROOFS OF HIPS OR GABLES OR FLAT ROOFS WITH PARAPETS
2. STUCCO PREDOMINATES
3. LARGE CLEAN WHITE EXPANSES ARE ALLOWED
4. VERITCALLY PROPORTIONED WINDOWS
5. SIMPLE / MINIMAL TRIM
6. WINDOW TRIM AT TOP & BOTTOM OR RECESSED DEPENDING ON CHOSEN VERNACULAR
7. FULL-ARCHED OR EYEBROW-ARCH ELEMENTS
8. SIMPLE ASYMMETRICAL MASSING
9. DETAILED PROFILE TRIM AT ENTRY
10. FIELD COLORS: TONED WHITES AND LIGHT TO MEDIUM VALUE WARM COLORS
11. TRIM COLORS: MEDIUM TO DARK BROWNS REMINISCENT OF STAINED WOOD
12. COLOR BLOCKING RECOMMENDED
13. ACCENT COLORS: CLEAR TO MUTED BROWNS, RUST AND BURGUNDY IN MEDIUM TO DARK VALUE RANGE OR DARK BROWNS

ENHANCED

14. BARREL TILE CAPS AT PARAPETS
15. DECORATIVE SPANISH TILE DETAILS
16. CORBELS
17. SHED AWNING WITH BRACE DETAIL

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF PERIMETER WALL OR CENTERLINE OF UNIT-TO-UNIT AIR GAP AT DEMISING WALLS

DESIGN GUIDELINES
ADAPTIVE SPANISH ELEVATION
STACKED FLATS

A8-2

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
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JOB: 23086B

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FRONT ELEVATION

ADAPTIVE SPANISH STYLE ELEMENTS - PER DESIGN GUIDELINES

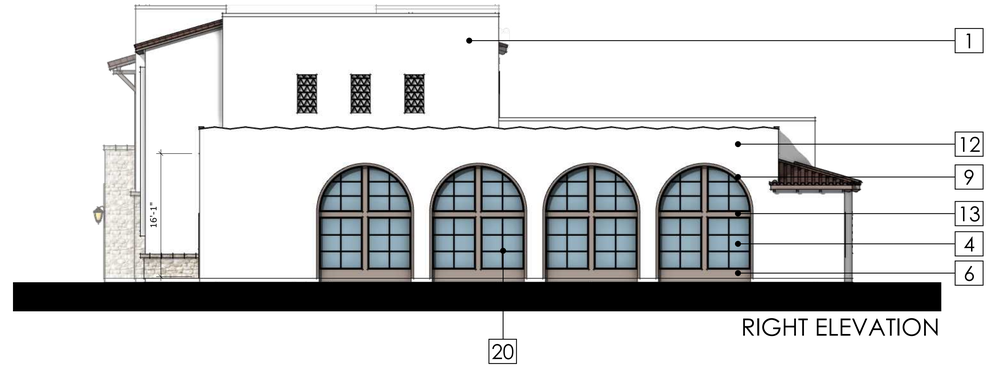
MINIMUM REQUIREMENTS

1. SIMPLE ROOFS OF HIPS OR GABLES OR FLAT ROOFS WITH PARAPETS
2. STUCCO PREDOMINATES
3. LARGE CLEAN WHITE EXPANSES ARE ALLOWED
4. VERITCALLY PROPORTIONED WINDOWS
5. SIMPLE / MINIMAL TRIM
6. WINDOW TRIM AT TOP & BOTTOM OR RECESSED DEPENDING ON CHOSEN VERNACULAR
7. ASYMMETRICALLY ORDERED GROUPINGS
8. PANEL PATTERN ENTRY DOORS
9. FULL-ARCHED OR EYEBROW-ARCH ELEMENTS
10. SIMPLE ASYMMETRICAL MASSING
11. DETAILED PROFILE TRIM AT ENTRY
12. FIELD COLORS: TONED WHITES AND LIGHT TO MEDIUM VALUE WARM COLORS
13. TRIM COLORS: MEDIUM TO DARK BROWNS REMINISCENT OF STAINED WOOD
14. COLOR BLOCKING RECOMMENDED
15. ACCENT COLORS: CLEAR TO MUTED BROWNS, RUST AND BURGUNDY IN MEDIUM TO DARK VALUE RANGE OR DARK BROWNS

ENHANCED

16. BARREL TILE CAPS AT PARAPETS
17. EXPOSED RAFTER TAILS AT SELECT LOCATIONS
18. DECORATIVE SPANISH TILE DETAILS
19. WING WALLS
20. RECESSED FOCAL WINDOW
21. ENTRY DOORS WITH WINDOWS
22. SHED ROOF WITH BRACES OVER WINDOWS
23. POTSHELVES
24. CORBELS

LEFT ELEVATION



RIGHT ELEVATION

REAR ELEVATION

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

DESIGN GUIDELINES
ADAPTIVE SPANISH ELEVATION
CLUBHOUSE

0' 2' 4' 8' 16'

A8-3

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

Kevin L. Crook Architect, Inc.
1360 Reynolds Ave. Suite 110, Irvine, CA 92614
Phone: (949) 660-1591

07.08.25
JOB: 23086B

Kevin L. Crook Architect Inc
PLANNING + ARCHITECTURE
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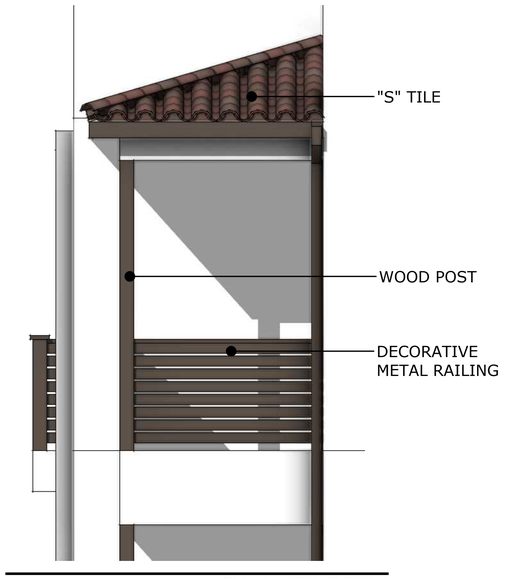
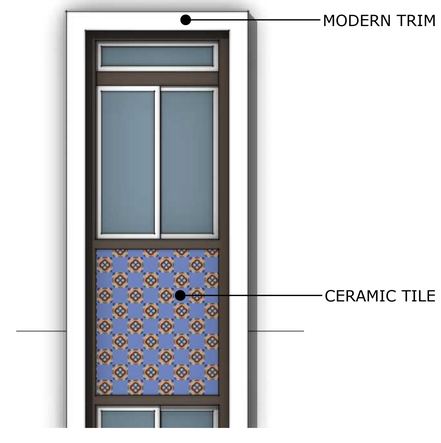
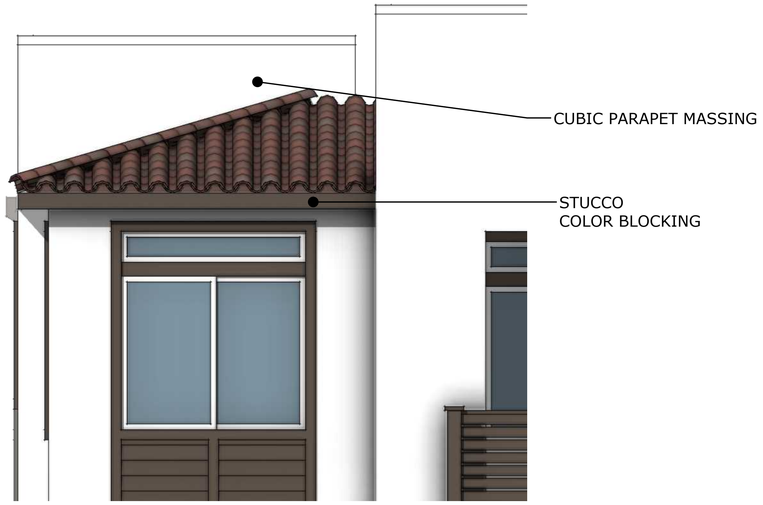


CORNER DECK



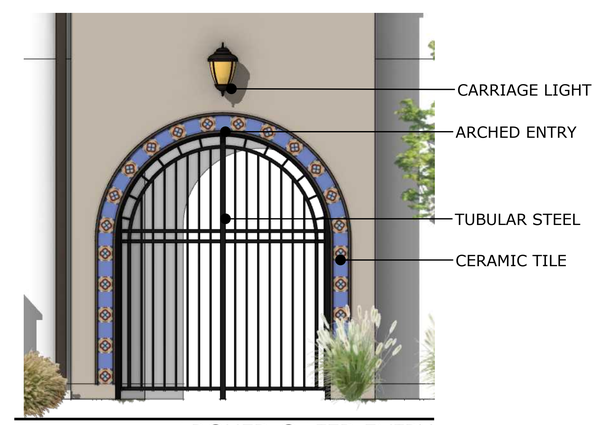
GROUPED
WINDOW ACCENT

FOAM SIDING
AT WINDOWS



CUBIC PARAPET MASSING

REAR CANTILEVER



ARCHED GATED ENTRY

OCCUPANCY: R2/S2
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN FROM EXTERIOR FACE OF
PERIMETER WALL OR CENTERLINE OF UNIT-TO-UNIT AIR GAP AT DEMISING WALLS

DETAILS
ADAPTIVE SPANISH ELEVATION
STACKED FLATS

A8-3.1

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

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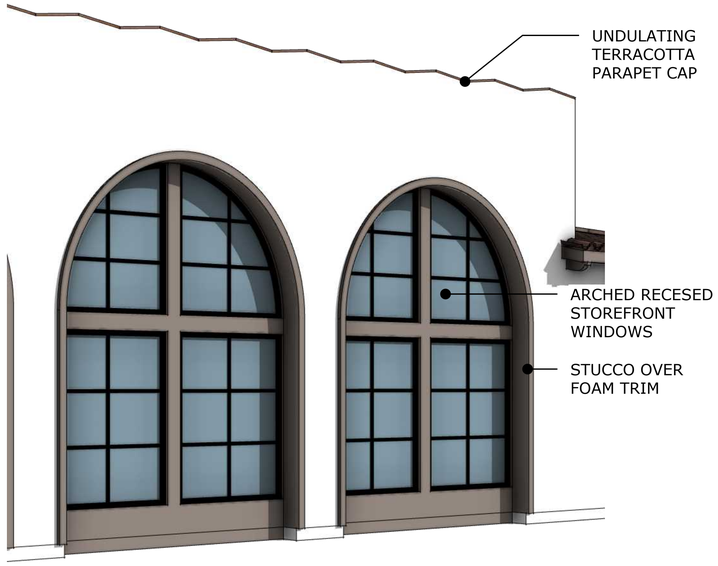
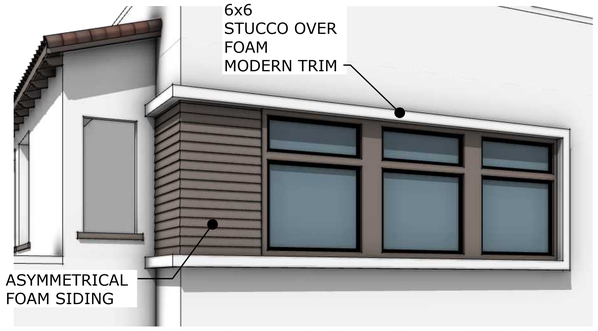
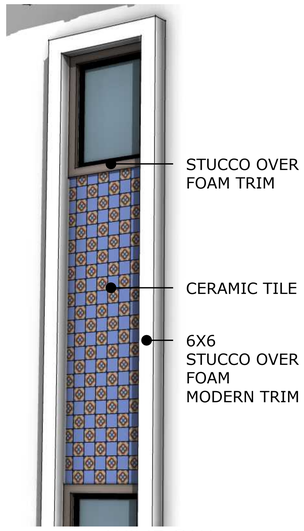


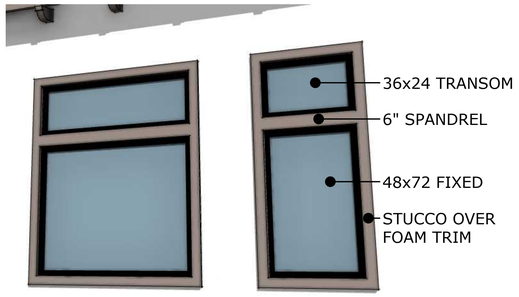
8. ARCHED WINDOWS



5. ACCENT WINDOW TREATMENT

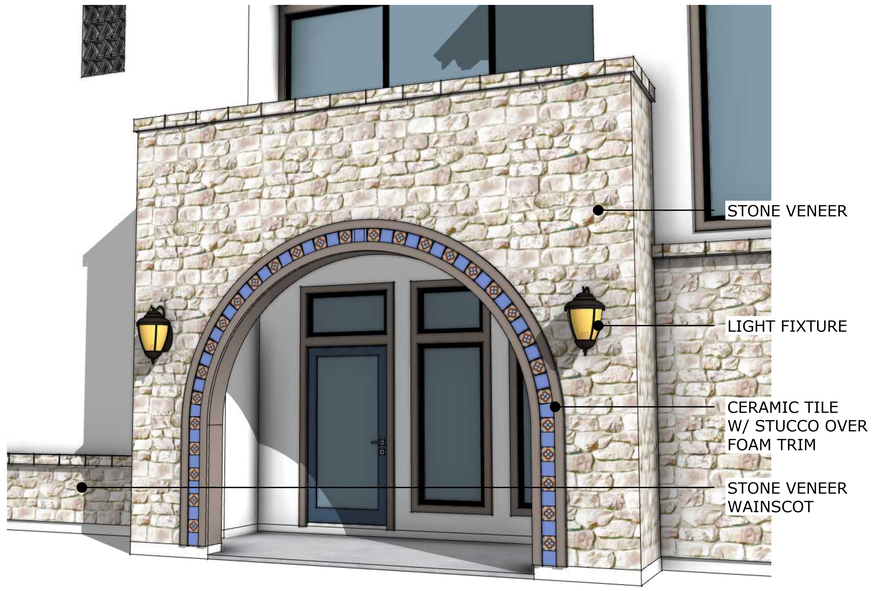


4. WINDOW
GROUPING W/ TILE

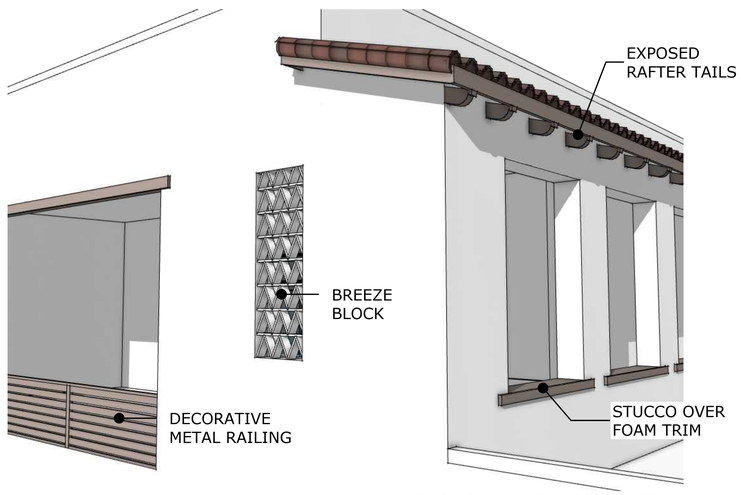


1. TYPICAL WINDOW

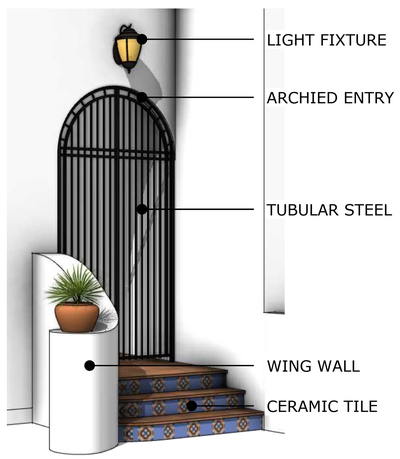
2. SHED WITH KNEE BRACES



7. ENTRY PORCH



6. 2ND STORY DECK SCREEN



3. GATED ENTRY

OCCUPANCY: A/B
SPRINKLER SYSTEM: FULL NFPA 13
CONSTRUCTION: VB
A/C CONDENSERS WILL BE ROOF MOUNTED
SQUARE FOOTAGE MEASUREMENT TAKEN
FROM EXTERIOR FACE OF PERIMETER WALL

DETAILS
ADAPTIVE SPANISH ELEVATION
CLUBHOUSE

A8-3.2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

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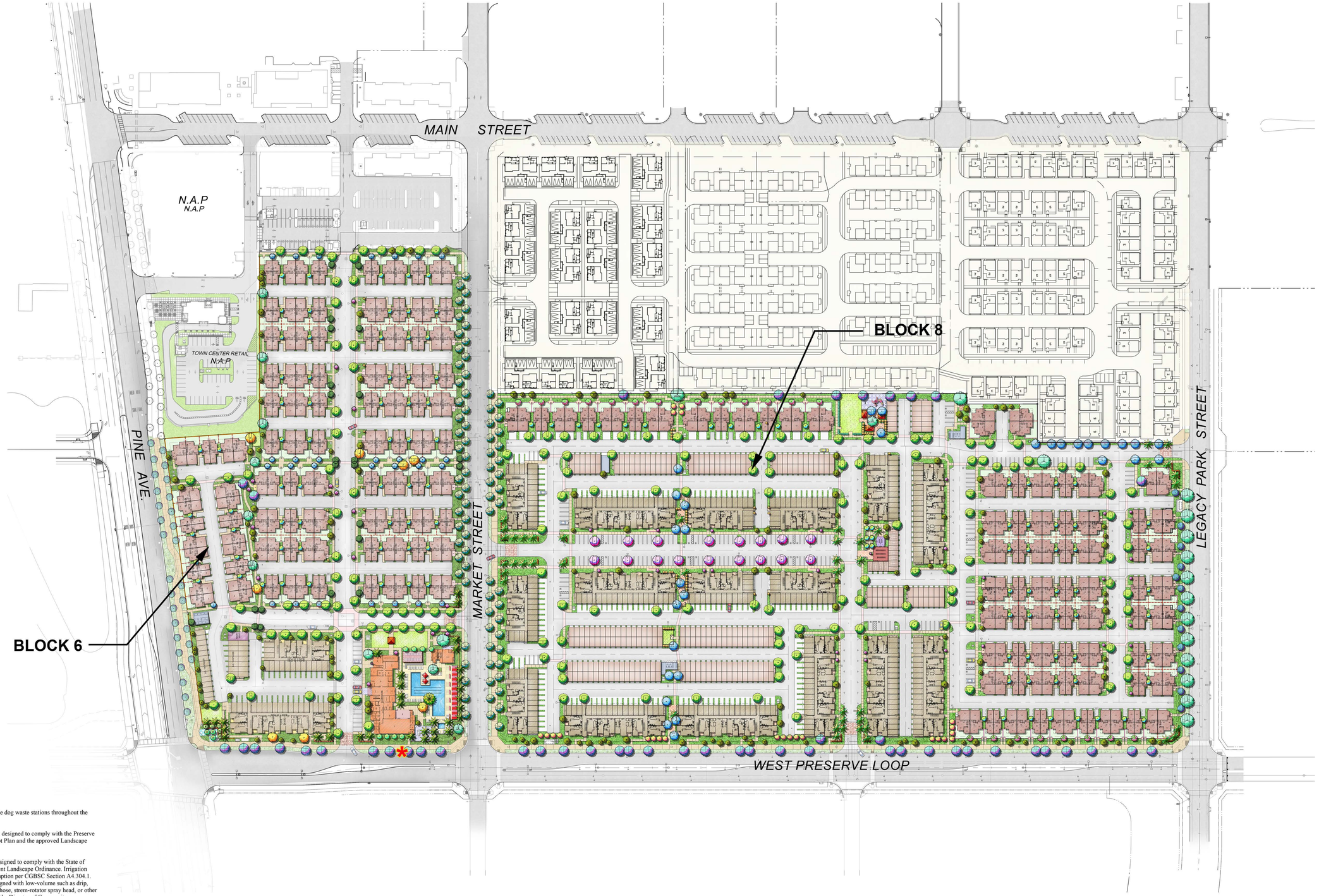

LANDSCAPE NOTES

1. Common areas shall incorporate dog waste stations throughout the project area.
2. All Landscape Plans have been designed to comply with the Preserve Community Landscape Concept Plan and the approved Landscape Plant Palettes.
3. All landscape Plans shall be designed to comply with the State of California Model Water Efficient Landscape Ordinance. Irrigation system to be low-water consumption per CGBSC Section A4.304.1. Irrigation systems shall be designed with low-volume such as drip, bubblers, drip emitters, soaker hose, strem-rotator spray head, or other systems deemed acceptable by the Director of Community Development Servics. Spray heads only be used at turf areas.

0 80' 160'
SCALE: 1" = 80'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

PRELIMINARY LANDSCAPE PLAN
BLOCK 6 & 8

L1

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-08-25
JOB NO.: 23-014

LEWIS APARTMENTS

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Fulhorsen, License # 2782
(949) 644-9370 FAX (714) 210-3140

THE IMAGE IS FOR REFERENCE ONLY

AMENITY LEGEND

1. Recreation Area:
   - Large pool with swim lanes
   - Secluded spa
   - Elevated wood tile layout space
   - Cabana row
2. Entertainment Courtyard:
   - Enclosed space with tile paving
   - Palm tree shade grotto
   - Outdoor kitchen
   - Various sitting opportunities & fire table
3. Low entry sign wall
4. Corner Urban Plaza:
   - Decorative paving
   - Seat walls
   - Shade trees within iron tree grates
5. Enclosed dog park
6. Central Paseo
7. Satellite dog relief station
8. Private rear yards (See Enlargement)
9. Enhanced vehicular entry paving
10. Pedestrian connection
    (1) East/ West
    (2) North/ South
11. Open turf flex 34' x 110'
12. West Preserve Loop proposed transit stop
13. B.B.Q node w/ seating

TREE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
	Brahea armata var. Clara	Droopy Mexican Blue Fan Palm	24" Box
	Chamaerops humilis	Mediteranean Fan Palm	24" Box
	Yucca gloriosa	Spanish Dagger	24" Box
	Strelitzia nicholai	Giant Bird-of-Paradise	15 Gal.
	Geijera parviflora	Australian Willow	24" Box
	Lagerstroemia indica	Crape Myrtle	24" Box
	Magnolia grandiflora 'Little Gem'	Southern Magnolia	24" Box
	Tristania conferta	Brisbane Box	15 Gal.
	Acacia stenophylla	Shoestring Acacia	15 Gal.
	Jacaranda mimosifolia	Jacaranda	48" Box
	Quercus agrifolia	Coast Live Oak	24" Box
	Magnolia grandiflora 'D.D. Blanchard'	Southern Magnolia	24" Box
	Podocarpus gracilior	Fern Pine	24" Box
	Ulmus parvifolia 'True Green'	Evergreen Elm	24" Box
	Bauhinia purpurea	Orchid Tree	36" Box
	Cercidium hybrid 'Desert Museum'	Hybrid Palo Verde	36" Box
	Koelreuteria paniculata	Golden Rain Tree	36" Box
	Cassia leptophylla	Gold Medallion Tree	36" Box
	Chitalpa tashkentensis 'Pink Dawn'	Chitalpa	24" Box
	Olea europaea 'Swan Hill'	Swan Hill Olive (Fruitless/No Pollen)	24" Box
	Melaleuca linariifolia	Flaxleaf Paperbark	24" Box
	Pinus eldarica	Afghan Pine	24" Box
	Platanus acerifolia 'Bloodgood'	London Plane Tree (anthracnose res.)	24" Box
	Cercis occidentalis	Western Redbud	24" Box
	Lagerstroemia indica	Crape Myrtle	
PALMS			
	Bismarckia nodilis	Bismarck Palm	10'
	Phoenix Dactylifera	Date Palm	20' B.T.H

SHRUB LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
SHRUBS			
	Acacia cognata 'Cousin Itt'	Little River Wattle	5G
	Agave 'Blue Flame'	Blue Flame Agave	5G
	Agave 'Blue Glow'	Blue Glow Agave	5G
	Agave desmettiana	Dwarf Century Plant	5G
	Agave weberi	Weber's Century Plant	15G
	Aloe 'Blue Elf'	California Aloe	1G
	Aloe x spinosissima	Dwarf Aloe	5G
	Bougainvillea 'Torch Glow'	Bougainvillea	5G
	Buxus microphylla japonica	Japanese Boxwood	1G
	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster's Feather Reed Grass	5G
	Callistemon viminalis 'LittleJohn'	Dwarf Bottlebrush	5G
	Carissa grandiflora 'Green Carpet'	Natal Plum	1G
	Chondropetalum tectorum	Cape Rush	5G
	Cordyline australis 'Red Star'	Red Grass Palm	5G
	Crassula ovata	Jade Plant	5G
	Dianella revoluta 'DR5000'	Little Rev Flax Lily	1G
	Dianella tasmanica 'Silver Streak'	Silver Streak Flax Lily	5G
	Euonymus japonica 'Green Spire'	Evergreen Euonymus	1G
	Grevillea 'Superb'	Superb Grevillea	5G
	Ligustrum japonicum 'Texanum'	Wax Leaf Privet	5G
	Lomandra x London 'Lime Tuff'	Mat Rush	1G
	Moraea bicolor	Fortnight Lily	5G
	Nandina domestica 'Gulf Stream'	Heavenly Bamboo 'Compacta'	5G
	Olea europaea 'Montra' P.P.#6266	Little Ollie Dwarf Olive	5G
	Pennisetum 'Fairy Tails'	Fairy Tails Fountain Grass	1G
	Philodendron selloum	Big Leaf Philodendron	5G
	Philodendron x 'Xanadu'	Dwarf Philodendron	5G
	Pittosporum tobira 'Creme de Mint'	Variegated Dwarf Tobira	5G
	Pittosporum tobira 'Wheelerii'	Wheeler's Dwarf Tobira	5G
	Podocarpus elongatus 'Monmal'	Icee Blue Yellow-Wood	15G
	Portulacaria afra	Elephant's Food	1G
	Rhaphiolepis Umbellata 'Minor'	Dwarf Yeddo Hawthorne	5G
	Rosa f. "Trumpeter'	Trumpeter Rose	5G
	Senecio ficoides 'Mount Everest'	Skyscraper Senecio	1G
	Strelizia reginae	Bird-of-Paradise	5G
	Tecoma stans 'Sierra Apricot'	Sierra Apricot	5G
	Yucca recurvifolia	Pendulous Yucca	5G
	Dymondia margaretae	Silver Carpet	Flats @ 9" o.c
	Lippia nodiflora 'Kurapia'	Kurapia	Flats @ 9" o.c
	Myoporum parvifolium 'Putah Creek'	Prostratum Myoprum	Flats @ 36" o.c
	Synthetic Turf		
VINES			
	Ficus pumila (repens)	Creeping Fig	

0 40' 80'

SCALE: 1" = 40'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

PRELIMINARY LANDSCAPE PLAN
BLOCK 6

L2

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-08-25
JOB NO.: 23-014

LEWIS APARTMENTS

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
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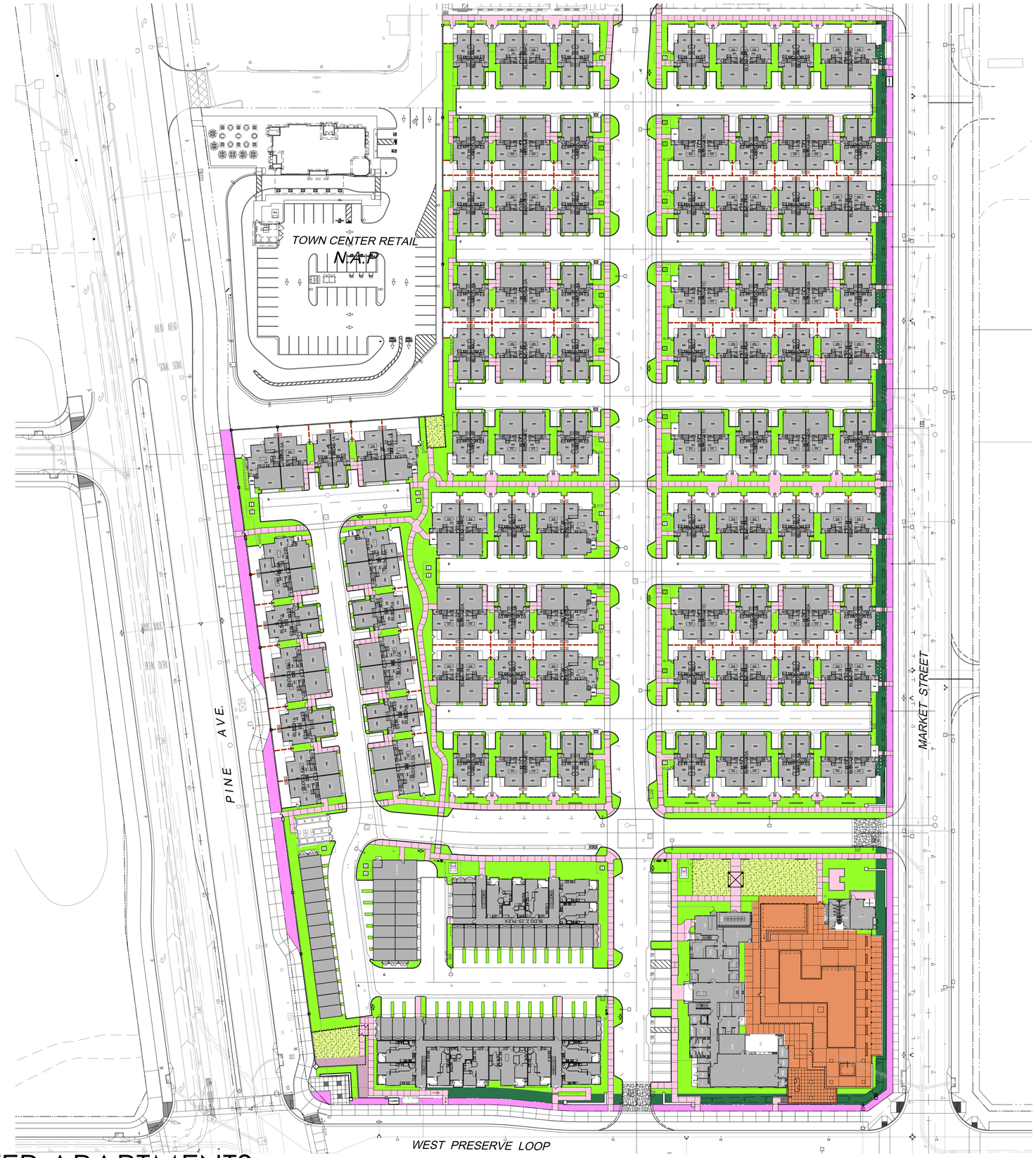

TOTAL SITE AREA:	529,254 S.F
TOTAL LANDSCAPE/ OPEN SPACE:	139,715 S.F
TOTAL COVERAGE:	26.4%

OPEN TURF	5,215 S.F
LANDSCAPE OPEN SPACE	60,090 S.F
BUILDING SETBACK	9,650 S.F
HARDSCAPE	33,760 S.F
HARDSCAPE AMENITY	18,880 S.F
PERIMETER LETTERED LOTS	12,120 S.F
TOTAL:	139,715 S.F

0 40' 80'

SCALE: 1" = 40'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

OPEN SPACE EXHIBIT
BLOCK 6

L2.1

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PHONE: (909) 985-0971

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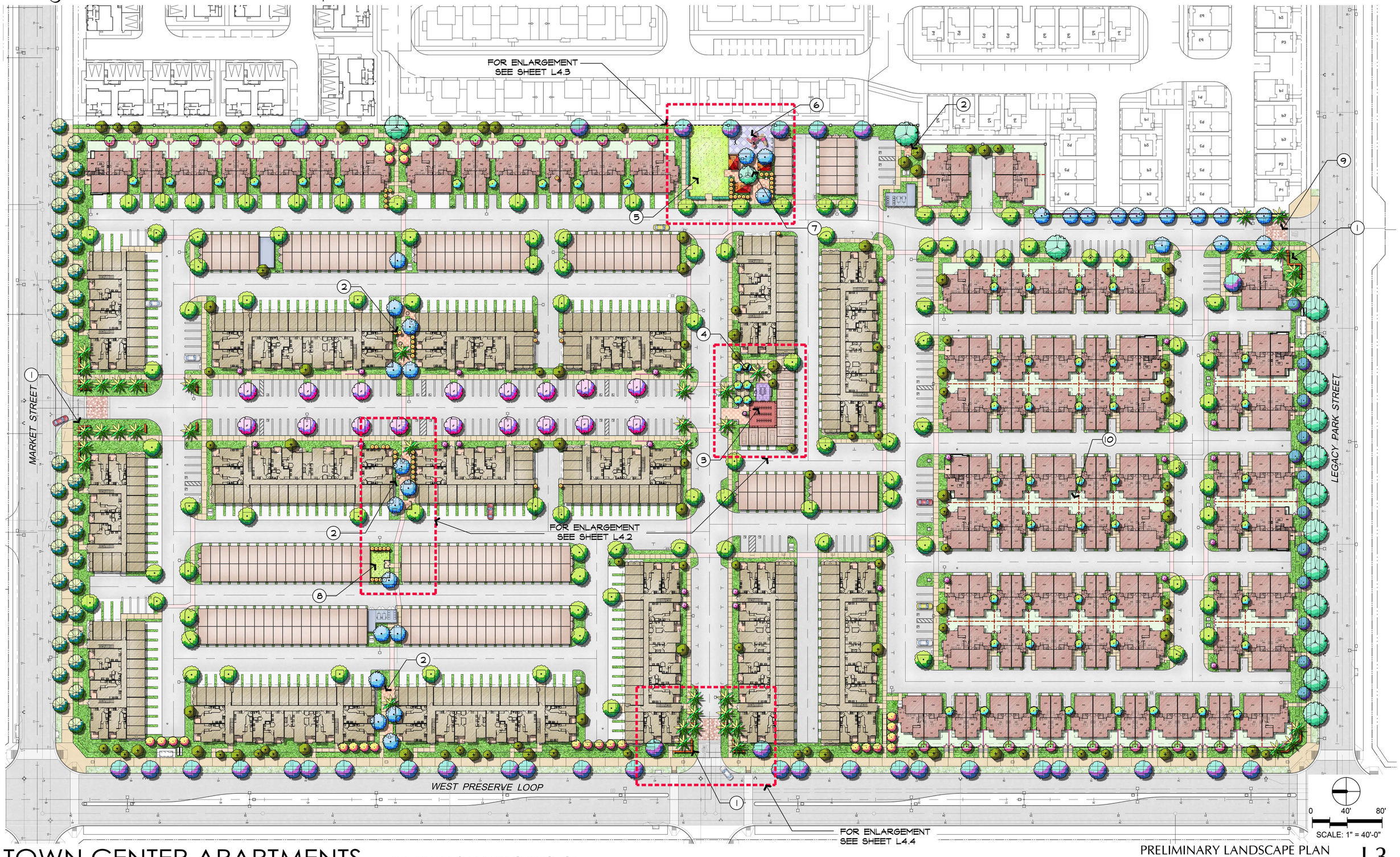
(949) 644-9370 FAX (714) 210-3140

AMENITY LEGEND

1. Low theme entry walls
2. BBQ nodes
   - Enhanced paving
   - Pedestal BBQ
   - Variety of sitting opportunities
3. Focal mailbox structure
4. Garden Retreat
   - Semi-enclosed garden with D.G. paving
   - BBQs with counters
   - Fire table conversation nooks
   - Dining tables
   - Festoon lighting
   - Shade trees to define the space
5. The Green (50' x 80')
   - Open synthetic turf area enclosed by low fence and hedges
   - Event lawn for community gatherings, movies in the park, etc.
6. Tot Lot
   - Rubber surface with accessible play structure
7. Community Plaza
   - Enhanced paving
   - (3) Separate family-sized shade structures w/ variety of seating underneath
   - (3) BBQ's, one w/ counter
8. Enclosed Dog Relieve Station
9. Enhanced Vehicular Entry Paving (Typ.)
10. Private Rearyards (See Enlargement)

FOR PLANTING LEGEND - SEE SHEET L-2



TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

PRELIMINARY LANDSCAPE PLAN
BLOCK 8

L3

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-08-25
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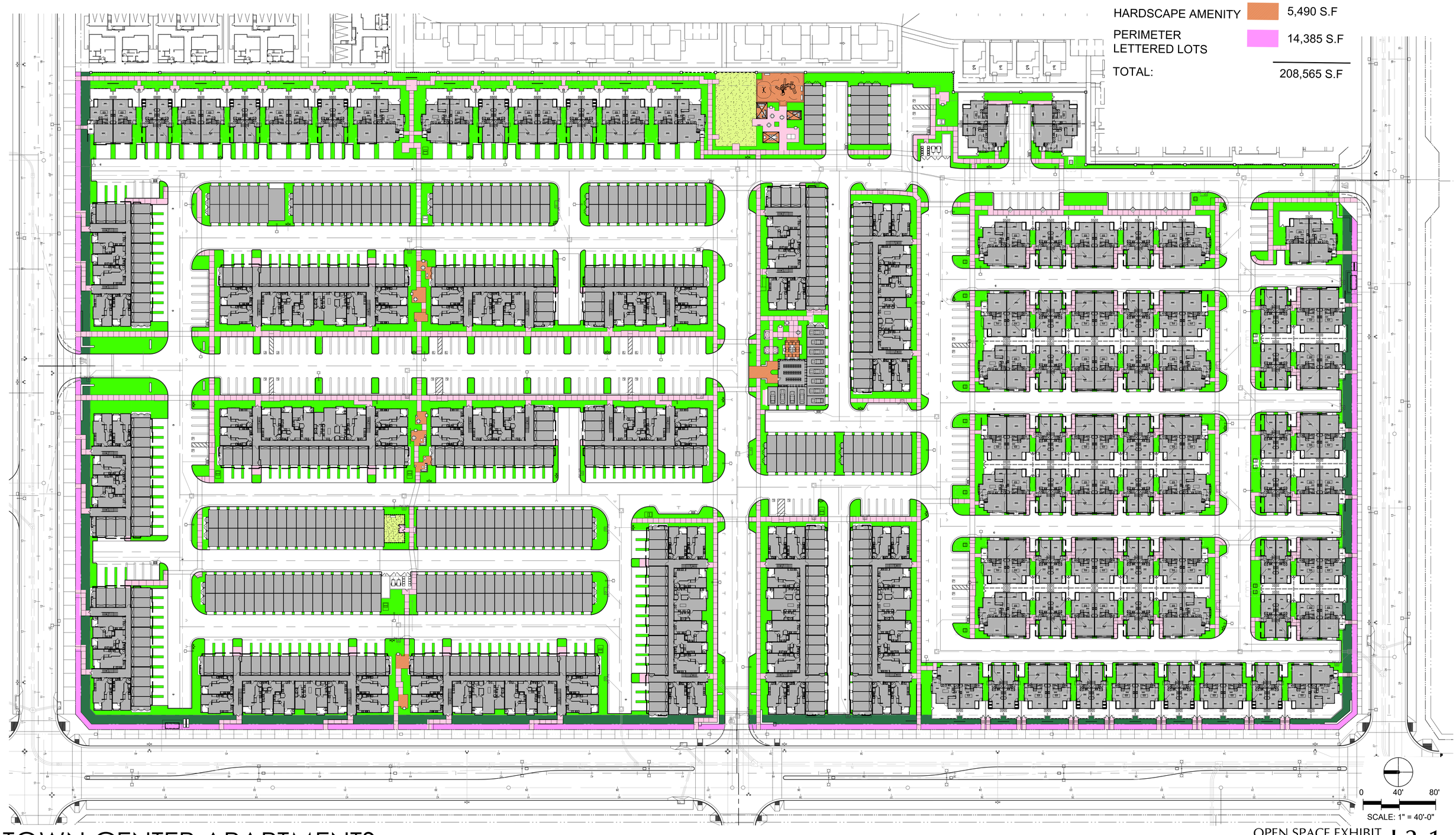
Costa Mesa, CA 92626
Richard Fulhorma, License # 2782
(949) 644-9370 FAX (714) 210-3140

TOTAL SITE AREA:	989,247 S.F
TOTAL LANDSCAPE/ OPEN SPACE:	208,565 S.F
TOTAL COVERAGE:	21%

TURF	5,470 S.F
LANDSCAPE OPEN SPACE	111,320 S.F
BUILDING SETBACK	20,410 S.F
HARDSCAPE	51,490 S.F
HARDSCAPE AMENITY	5,490 S.F
PERIMETER LETTERED LOTS	14,385 S.F
TOTAL:	208,565 S.F



TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

OPEN SPACE EXHIBIT
BLOCK 8 L3.1

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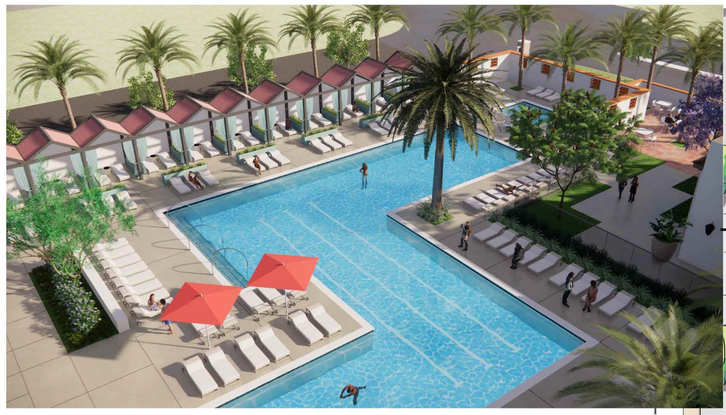

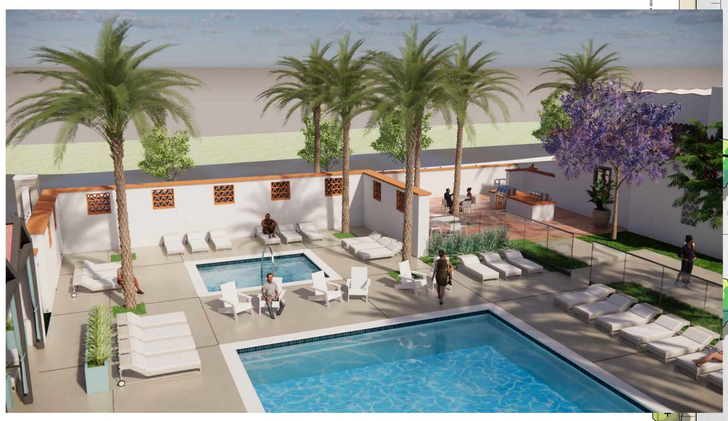

WOOD TILE "STADIUM STYLE" SEATING

ELEVATED LAYOUT SPACE W/ SHADE PAVILION

AMENITY LEGEND

1. Entertainment Courtyard
   - Tile paving
   - Outdoor kitchen with BBQs & counter
   - Casual soft seating with fire tables
   - Dense palm shade grotto above
2. Secluded spa within "outdoor room"
3. Cabana Row
   - (11) Cabanas separated by narrow linear planters
   - "Canvas style" peaked roofs with solid block walls at the back
4. Decorative linear pots as backdrops to lounge chairs (typ.)
5. Elevated wood tile layout space
   - "Stadium style" seating
   - Large 20' x 40' decorative shade pavilion above
6. Decorative theme tile paving (Typ.)
7. Open flex turf area w/ central themed shade structure
8. Seating & BBQ area
9. Low signage wall
10. Large pool w/ swiming lanes

CABANAS

ENTERTAINMENT COURTYARD

MINOR MARKER

0 20' 40'

SCALE: 1" = 20'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

REC. AREA ENLARGEMENT PLAN
BLOCK 6

L4

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (909) 985-0971

DATE: 07-08-25
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Richard Polhamus, License # 2782
(949) 644-9370 FAX (714) 210-3140

AMENITY LEGEND

1. Dog park synthetic turf open play area (25x45)
2. Skyline palms and D.G paving
3. Corner urban plaza w/ decorative paving
4. Low decorative seatwall
5. Dog drinking fountain
6. (3) Benches
7. Dog park dual gate vestibule
8. 6' Tubular Steel Fence

0 10' 20'
SCALE: 1" = 10'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

SITE AMENITIES ENLARGEMENT PLAN
BLOCK 6 L4.1

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (909) 985-0971

DATE: 07-08-25
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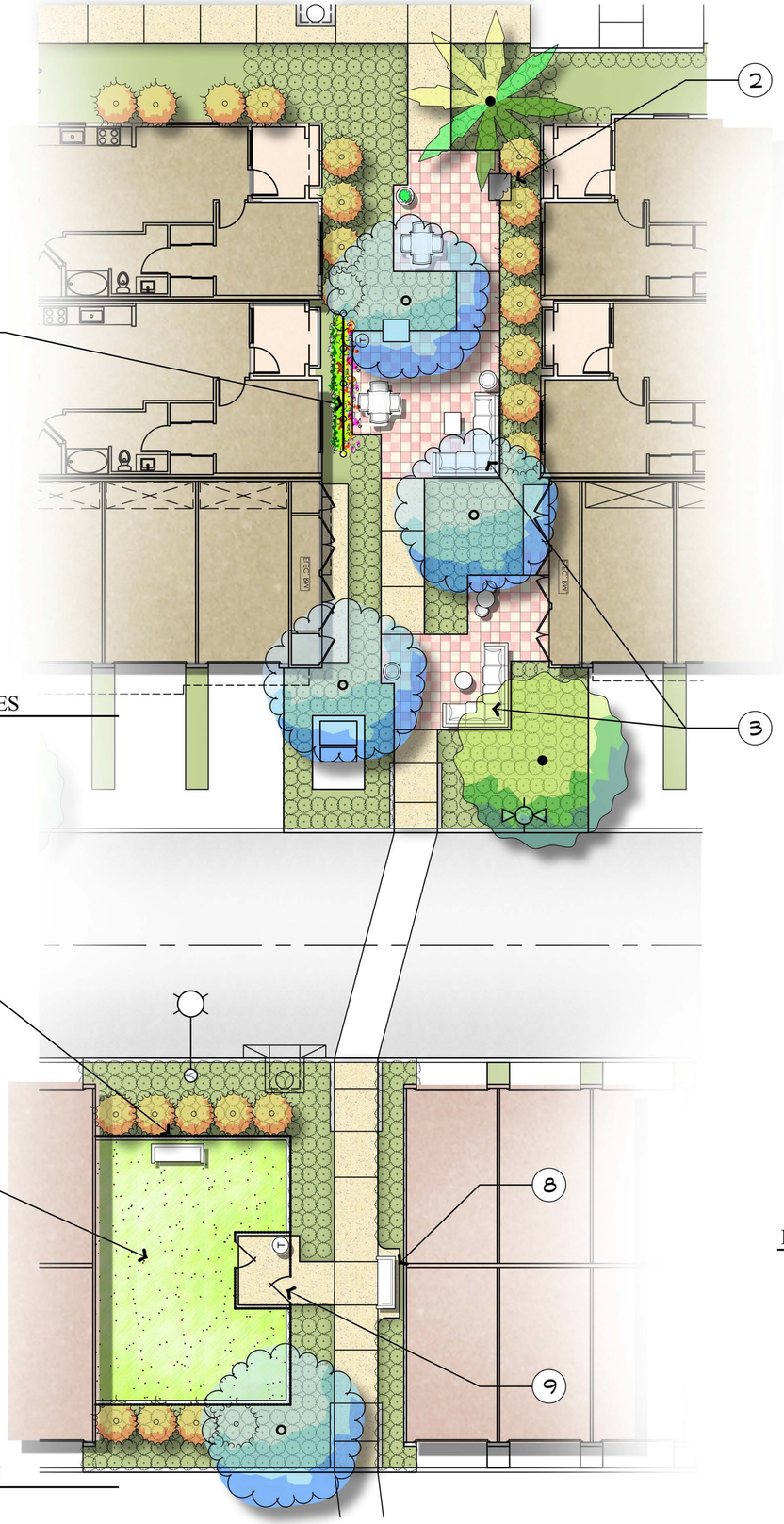

BBQ & SEATING NODES

(3 SEPARATE LOCATIONS)

DOG RELIEF STATION

MAIL BOX GARDEN RETREAT

AMENITY LEGEND

1. Decorative T.S. Screen Trellis
2. Pedestal BBQ
3. Seating Nodes with a variety of seating opportunities
4. Low Spanish Tile Screen Wall
5. Pedestal BBQ
6. Decorative T.S. & canvas awning shading dining table
7. BBQ w/ Counter
8. Bench seating at dog station
9. Dog access vestibule
10. Synthetic turf dog relief area (23x30)
11. 5' ht. Dog park fence
12. Community Mail Room
13. Decorative tile paving
14. Fire table conversation nooks

N.T.S

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

SITE AMENITIES ENLARGEMENT PLAN
BLOCK 8

L4.2

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (909) 985-0971

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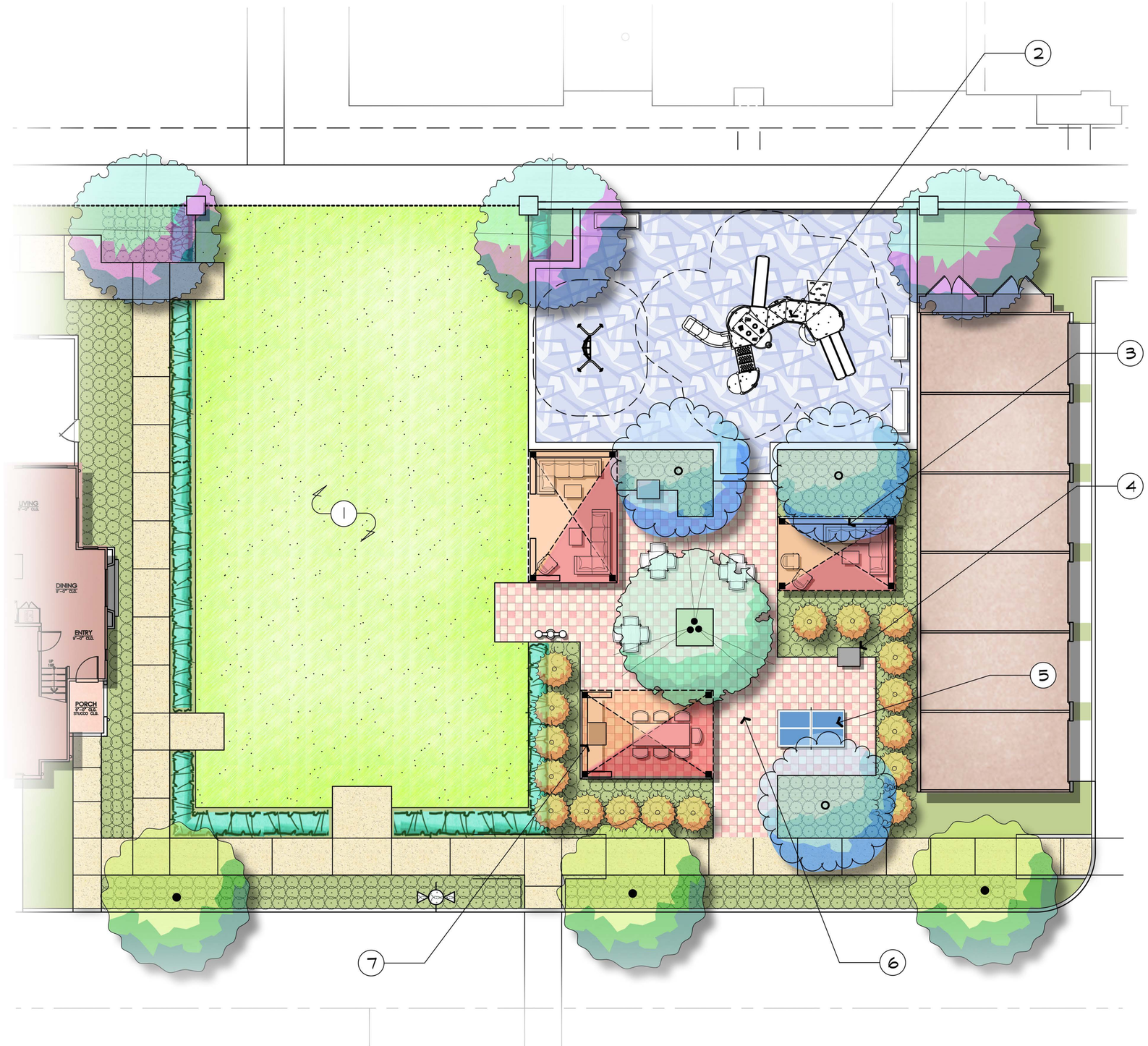


AMENITY LEGEND

1. The Green (50' x 80')
   - Open synthetic turf area enclosed by low hedges
   - Event lawn for community gatherings, movies in the park, etc.
2. Tot Lot Play Equipment
   - Climber, slides & spinners over rubber surface
   - Bench seating provided
3. 12' wide shade pods w/ lattice screen walls to create outdoor rooms & variety of seating opportunities
4. Pedestal BBQ (2)
5. Ping Pong Table
6. Community plaza tile paving
7. BBQ w/ counter

0 40' 80'
N.T.S

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

SITE AMENITIES ENLARGEMENT PLAN
BLOCK 8 L4.3

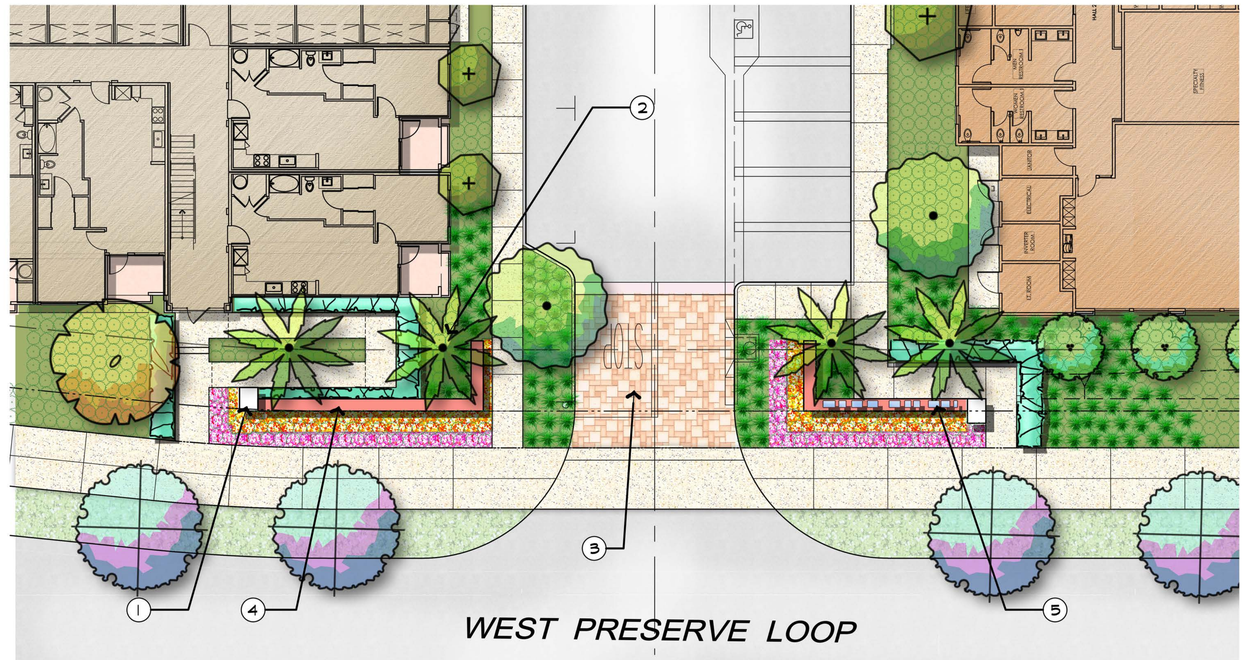
CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

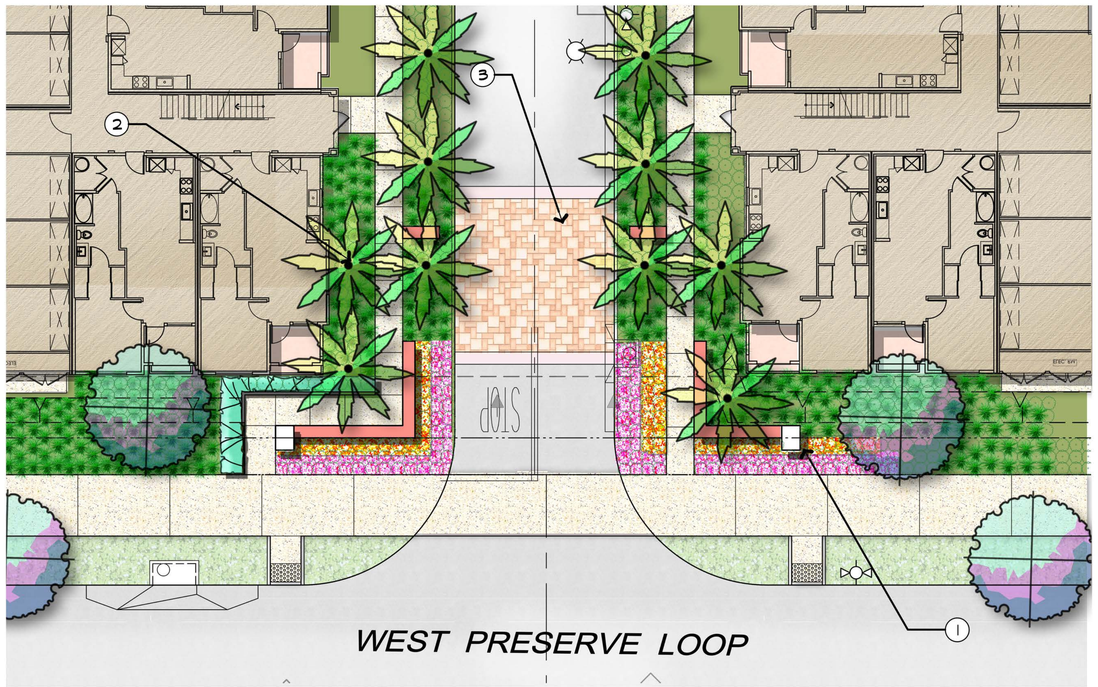
DATE: 07-08-25
JOB NO.: 23-014

LEWIS APARTMENTS

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Richard Fathomas, License # 2782
(949) 644-9370 FAX (714) 210-3140

BLOCK 6 ENTRY





BLOCK 8 ENTRY

AMENITY LEGEND

1. 24"x 48" Pilasters
2. Skyline Palms
3. Enhanced Entry Pavement
4. Low stone veneer wall, hides pedestrian ramp behind
5. Metal free standing signage (per separate permit)

0 10' 20'
SCALE: 1" = 10'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

ENTRY ENLARGEMENT PLAN
BLOCK 6 & 8

L4.4

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (909) 985-0971

DATE: 07-08-25
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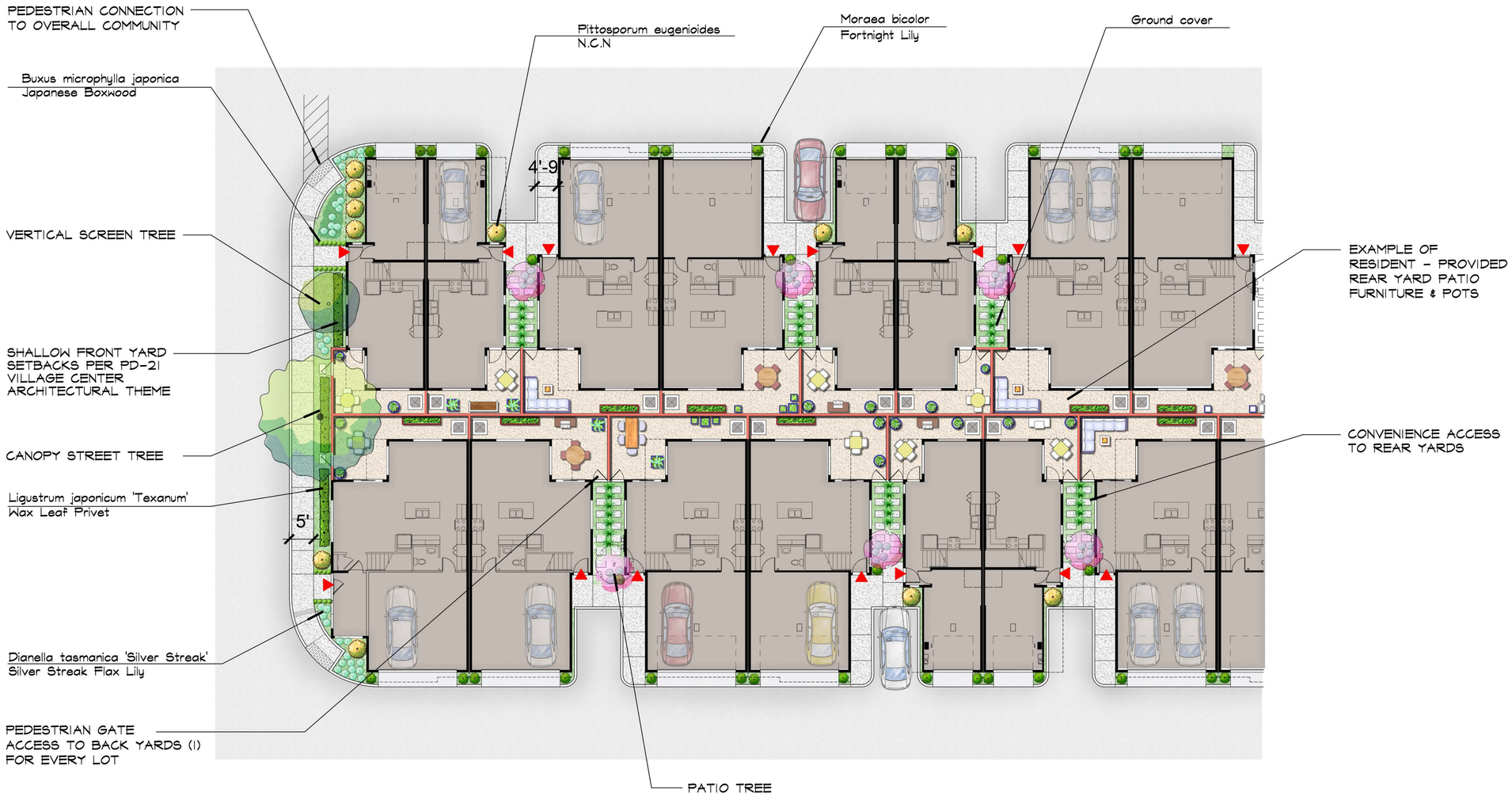
Richard Fulhorsen, License # 2782
(949) 644-9370 FAX (714) 210-3140



0 10' 20'

SCALE: 1" = 10'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

BACKYARD LAYOUT
BLOCK 6 & 8 L4.5

CHINO PRESERVE DEVELOPMENT CORP.
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PHONE: (909) 985-0971

DATE: 07-08-25
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Richard Fuhrman, License # 2782
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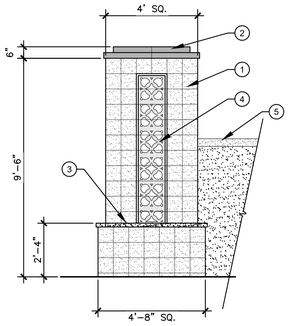
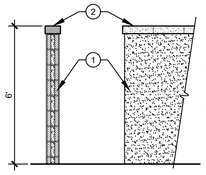


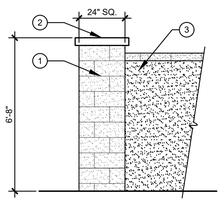
1. PILASTER TO BE 8x8x8 BURNISHED BLOCK CONSTRUCTION COLOR: "SOURDOUGH" BY ORCO BLOCK OR SIMILAR
2. PRE-CAST CONCRETE CAP COLOR/FINISH: 'GRIS' SANDBLAST OR SIMILAR
3. PILASTER BASE CAP TO BE 2" THICK PRECISION BLOCK. COLOR: "SOURDOUGH" BY ORCO BLOCK OR SIMILAR
4. 14" X 6'-6" LASER CUT METAL PANEL ON 3-SIDES. COLOR: "BRONZE" PER PARASOLEIL
5. PERIMETER WALL

MAJOR MARKER - CORNER ICON



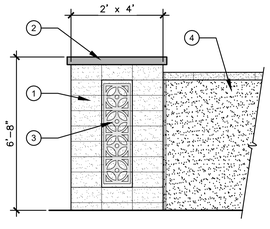
1. 6" WIDE CMU WALL W/ STUCCO FINISH COLOR: WHITE
2. 8X4X16 SPLITFACE WALL CAP 2-SIDES BY ORCO BLOCK OR SIMILAR COLOR: "SOURDOUGH"

DISTRICT 4 PERIMETER WALL



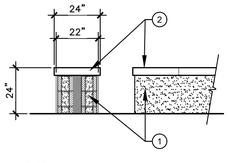
1. 24" SQ. PILASTER - BURNISHED BLOCK BY ORCO BLOCK OR SIMILAR COLOR: "SOURDOUGH"
2. 4" THICK PRECAST CAP COLOR/FINISH: NATURAL GRAY W/ LIGHT OR SIMILAR SANDBLAST FINISH
3. PERIMETER WALL

24" SQ. PERIMETER PILASTER



1. 2' X 4' PILASTER - STACKED BURNISHED BLOCK BY ORCO BLOCK OR SIMILAR COLOR: "SOURDOUGH"
2. 4" THICK PRECAST CAP COLOR/FINISH: NATURAL GRAY W/ LIGHT SANDBLAST FINISH OR SIMILAR
3. INSET 2" W/ LASER CUT PANEL COLOR: "BRONZE" TO MATCH SIGN PROGRAM
4. PERIMETER WALL

PERIMETER ICON PILASTER



1. 8" CMU BLOCK CONSTRUCTION W/ STUCCO FINISH, COLOR: 'WHITE'
2. 4" THICK PRECAST CONCRETE CAP OR SIMILAR

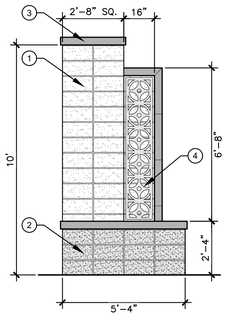
CORNER SEAT WALL

FENCE & WALL LEGEND

- DISTRICT 4 PERIMETER WALL (STUCCO WALL W/ SPLIT-FACE CAP)
- ENTRY MONUMENT WALL SEE FENCE & WALL DETAILS ON SHEET L7
- 6' HT. TUBULAR STEEL FENCE SEE FENCE & WALL DETAILS ON SHEET L7
- COURTYARD COMBO WALL ELEVATION SEE FENCE & WALL DETAILS ON SHEET L7
- PRIVACY VINYL FENCE SEE FENCE & WALL DETAILS ON SHEET L7
- GLASS WALL SEE FENCE & WALL DETAILS ON SHEET L7
- 5' TO 6' HT. STUCCO WALL (W/ TERRA COTTA CAP) SEE FENCE & WALL DETAILS ON SHEET L7
- 7'-6" HT. STUCCO WALL (W/ TERRA COTTA CAP) SEE FENCE & WALL DETAILS ON SHEET L7
- MAJOR MARKER - CORNER ICON
- 24" SQ. PERIMETER PILASTER (SPACE @ 75' O.C. APPROXIMATE)
- PERIMETER ICON PILASTER (TO BE LOCATED ONLY @ PEDESTRIAN PORTALS INTO RESIDENTIAL AREAS)
- 16" SQ. PILASTER
- PEDESTRIAN ACCESS POINT OF ENTRY

NOTE:
SEE ADDITIONAL FENCE & WALL DETAILS ON SHEET L7

NORTH/SOUTH & EAST/WEST PEDESTRIAN CONNECTION (AS PER DISTRICT 4 WORKBOOK)



1. COLUMN & WING WALL TO BE 8x6x16 CMU BURNISH BLOCK CONSTRUCTION W/ STACKED PATTERN COLOR: 'SOURDOUGH' BY ORCO BLOCK
2. BASE TO BE 8x6x16 CMU SPLIT-FACE BLOCK CONSTRUCTION W/ STACK PATTERN COLOR: 'SOURDOUGH' BY ORCO BLOCK
3. 4" THICK PRE-CAST CONCRETE CAP COLOR/FINISH: 'GRIS' SANDBLAST
4. $\frac{1}{4}$" THICK X 14" WIDE X 6'-7" LASER CUT METAL PANEL ON BOTH SIDES. COLOR: "BRONZE"

MINOR MARKER

0 40' 80'
SCALE: 1" = 40'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

FENCE & WALL PLAN
BLOCK 6

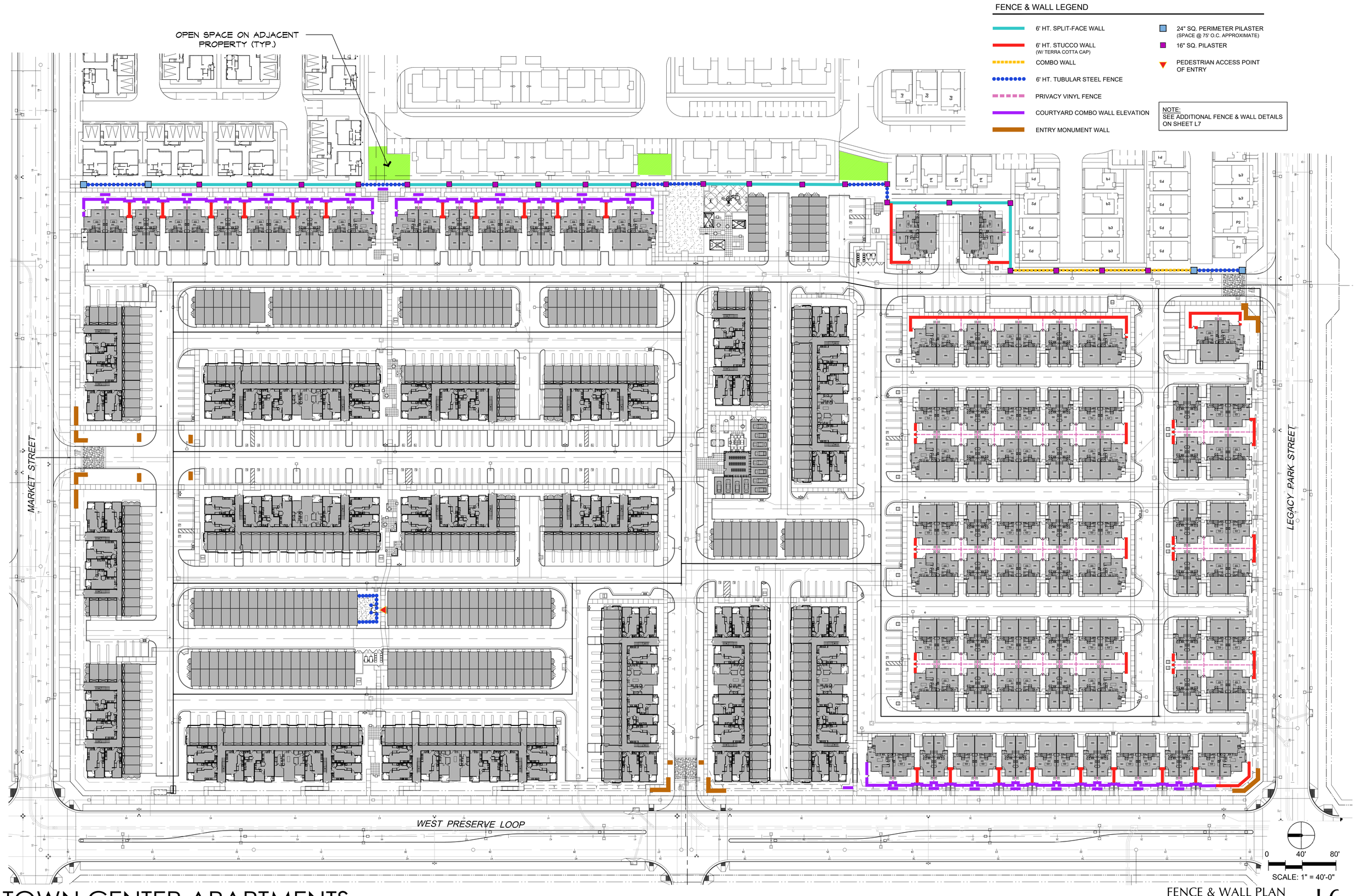
L5

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-08-25
JOB NO.: 23-014

LEWIS APARTMENTS

SITESCAPES
Landscape Architecture & Planning
3190-B2 Airport Loop Drive
Costa Mesa, CA 92626
Robert Fuhrman, License # 2782
(949) 644-9370 FAX (714) 210-3140



TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

FENCE & WALL PLAN
BLOCK 8

L6

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-08-25
JOB NO.: 23-014

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Landscape Architecture & Planning
3190-B2 Airport Loop Drive
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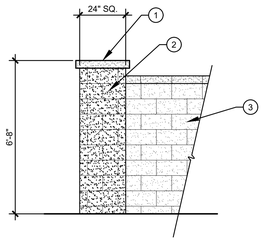
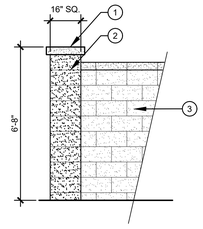
(949) 644-3370 FAX (714) 210-3140



1. 4" THICK PRECISION CAP
2. 24" SQ. SPLIT-FACE BLOCK PILASTER
3. 6' HT. SPLIT-FACE WALL

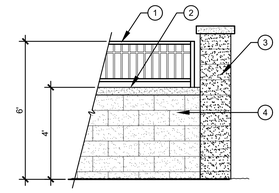
NOTE:
PILASTERS TO OCCUR @ 200' O.C. OR TERMINUS CORNERS

24" SQ. PERIMETER PILASTER



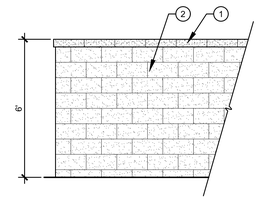
1. 4" THICK PRECISION CAP
2. 16" SQ. SPLIT-FACE BLOCK PILASTER
3. 6' HT. SPLITFACE WALL

16" SQ. PILASTER



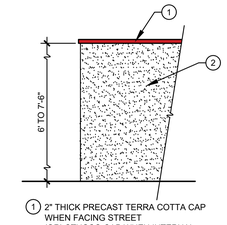
1. 24" HT. T.S. FENCE
2. 4" PRECISION CAP
3. PILASTER (16" SQ. OR 24" SQ. PER PLAN)
4. 4' HT. SPLIT FACE BLOCK WALL

COMBO WALL



1. 4" THICK PRECISION CAP
2. 6' HT. SPLIT FACE BLOCK WALL (BOTH SIDE)

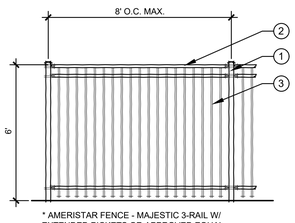
6' HT. SPLIT-FACE WALL



1. 2" THICK PRECAST TERRA COTTA CAP WHEN FACING STREET (OR) STUCCO CAP WHEN INTERNAL
2. 8" CMU BLOCK WALL W/ STUCCO FINISH COLOR: 'WHITE'

7'-6"
6'

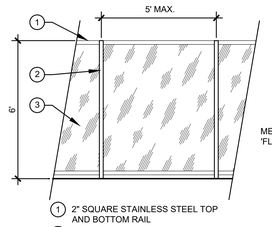
STUCCO WALL



* AMERISTAR FENCE - MAJESTIC 3-RAIL W/ EXTENDED PICKETS OR APPROVED EQUAL. COLOR: 'BLACK'

1. 2½" SQ. FENCE POST
2. 1½" SQ. TOP & BOTTOM RAILS
3. ⅝" SQ. PICKETS @ 4" O.C. MAX.

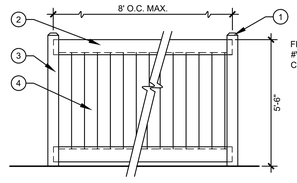
6' HT. TUBULAR STEEL FENCE



METAL COLOR: 'FLAT BLACK'

1. 2" SQUARE STAINLESS STEEL TOP AND BOTTOM RAIL
2. 2" SQUARE STAINLESS STEEL POST
3. "FRAMED" GLASS PANELS; 1/2" TEMPERED GLASS

GLASS WALL



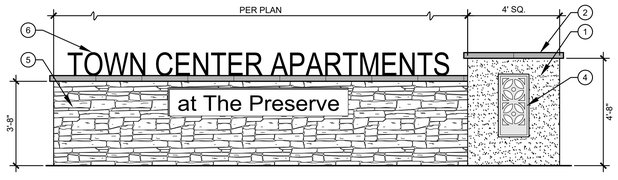
FENCEWORKS, INC. #V-001 OR EQUAL COLOR: 'WHITE'

1. DOMED CAP
2. 2" X 7" TOP & BOTTOM RAIL
3. 5" X 5" VINYL POST
4. 6" TONGUE & GROOVE

PRIVACY VINYL FENCE

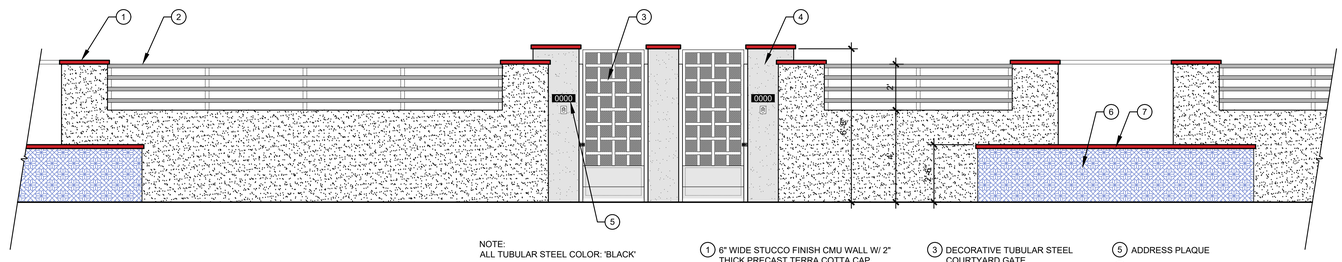
NOTE:
ALL CMU SPLIT-FACE BLOCK COLOR TO BE "SIENNA BROWN" BY ANGELUS BLOCK OR SIMILAR.

PRECISION WALL CAP COLOR TO BE "WARM GREY" BY ANGELUS BLOCK OR SIMILAR.



1. 4' SQ. THEME PILASTER TO BE CMU BLOCK CONSTRUCTION W/ STUCCO FINISH, COLOR: 'WHITE'
2. PRE-CAST CONCRETE CAP COLOR/FINISH: 'GRIS' SANDBLAST OR SIMILAR
3. 16" WIDE CMU BLOCK WALL W/ STUCCO FINISH, COLOR: 'WHITE'
4. LASER CUT METAL PANEL ON FRONT SIDE. COLOR: "SW#7055 ENDURING BRONZE"
5. STONE VENEER @ ALL EXPOSED SIDES. VENEER TO MATCH REC. BUILDING
6. PROJECT SIGN PER SEPARATE PERMIT

ENTRY MONUMENT WALL



NOTE:
ALL TUBULAR STEEL COLOR: 'BLACK'

1. 6" WIDE STUCCO FINISH CMU WALL W/ 2" THICK PRECAST TERRA COTTA CAP. STUCCO COLOR: TO MATCH ARCHITECT
2. TUBULAR STEEL RAIL FENCE
3. DECORATIVE TUBULAR STEEL COURTYARD GATE
4. 8" WIDE STUCCO FINISH CMU WALL W/ 2" THICK PRECAST TERRA COTTA CAP. STUCCO COLOR: 'WHITE'
5. ADDRESS PLAQUE
6. 30" HT. DECORATIVE TILE WALL
7. 2" THICK PRECAST TERRA COTTA CAP

COURTYARD COMBO WALL ELEVATION

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

FENCE & WALL DETAILS L7

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

DATE: 07-08-25
JOB NO.: 23-014

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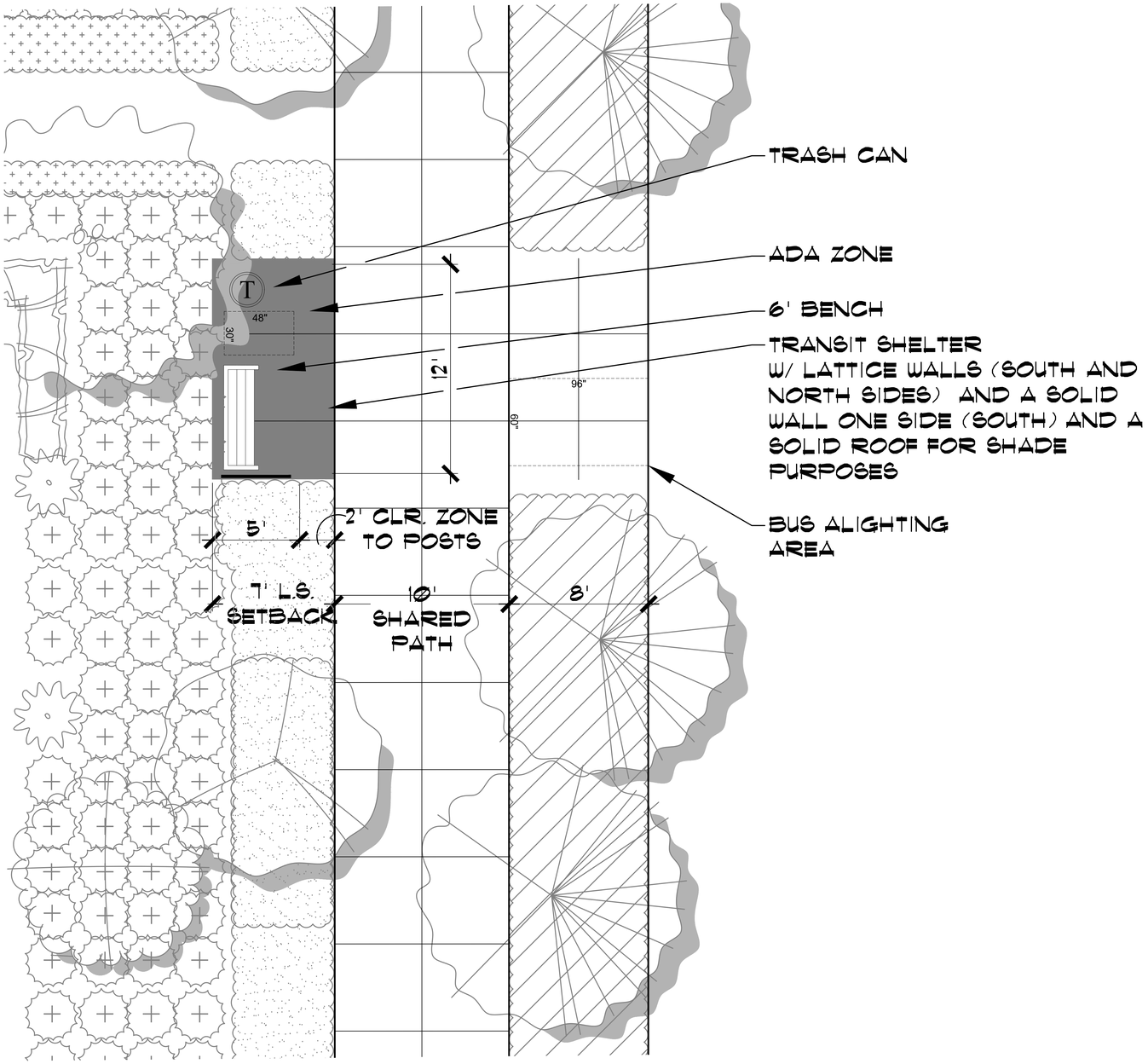

N.T.S

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

TRANSIT STOPS – BLOCKS 6 & 8

L8

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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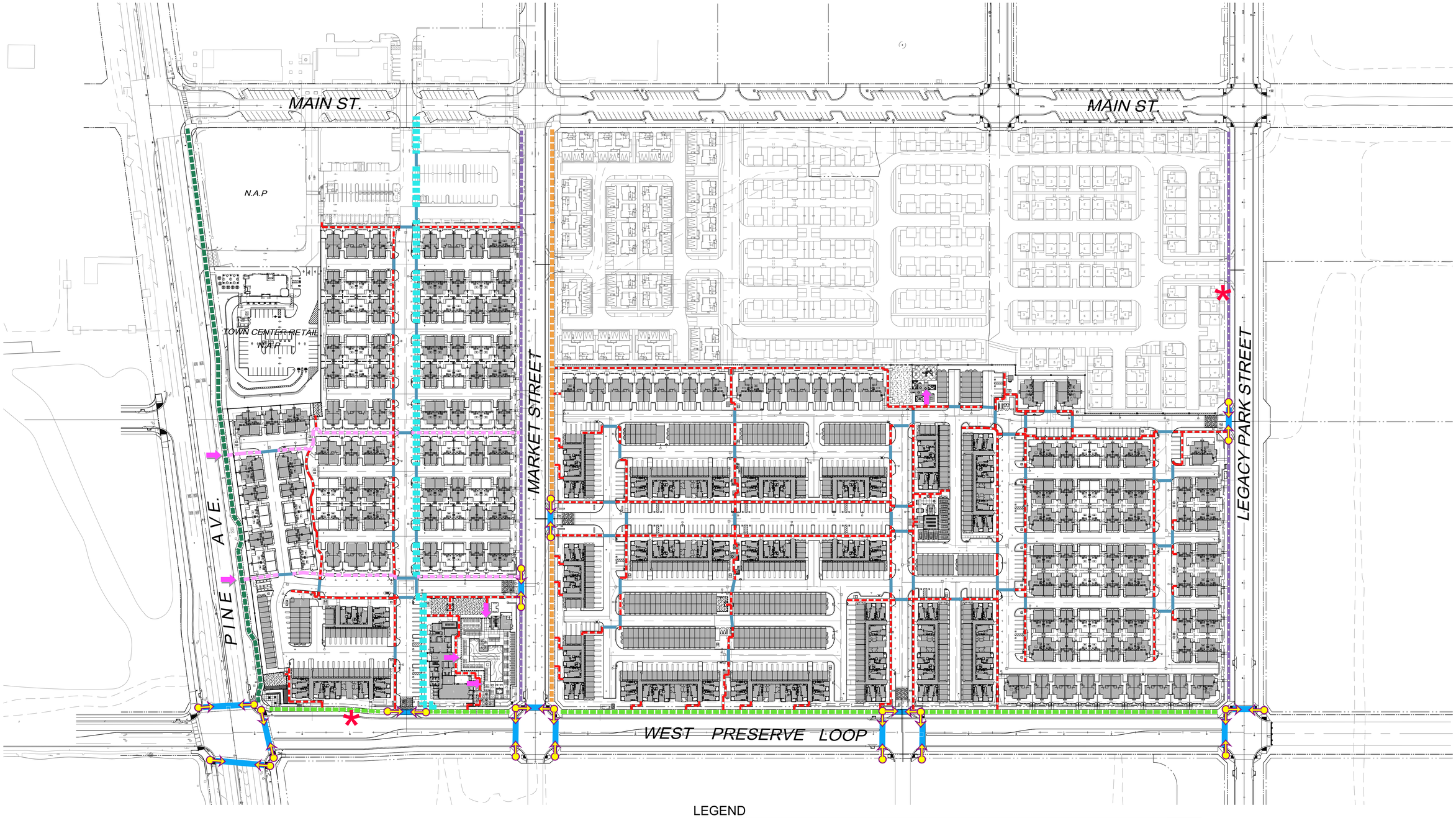

LEGEND

- 5' WIDE - MARKET ST. SIDEWALK NORTH SIDE
  5' WIDE - LEGACY PARK SIDEWALK NORTH SIDE
- 10' WIDE - WEST PRESERVE LOOP SIDEWALK EAST SIDE
- 13' WIDE - MARKET ST. SIDEWALK
- 13' WIDE - PINE AVE. SIDEWALK SOUTH SIDE
- PEDESTRIAN CONNECTION (EAST - WEST)
- PEDESTRIAN CONNECTION (NORTH - SOUTH)
- 5' WIDE - INTERNAL PEDESTRIAN PATH OF TRAVEL
- INTERNAL PEDESTRIAN STREET CROSSINGS
- PROPOSED DIRECTIONAL RAMP AT INTERSECTION
- CROSSWALK -MARKED/UNMARKED
- GATED POINT OF ENTRY
- * PROPOSED TRANSIT STOP FOR WEST PRESERVE LOOP AND LEGACY PARK STREET

0 80' 160'
SCALE: 1" = 80'-0"

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

PEDESTRIAN ACCESS PLAN
BLOCK 6 & 8 PA-1

CHINO PRESERVE DEVELOPMENT CORP.
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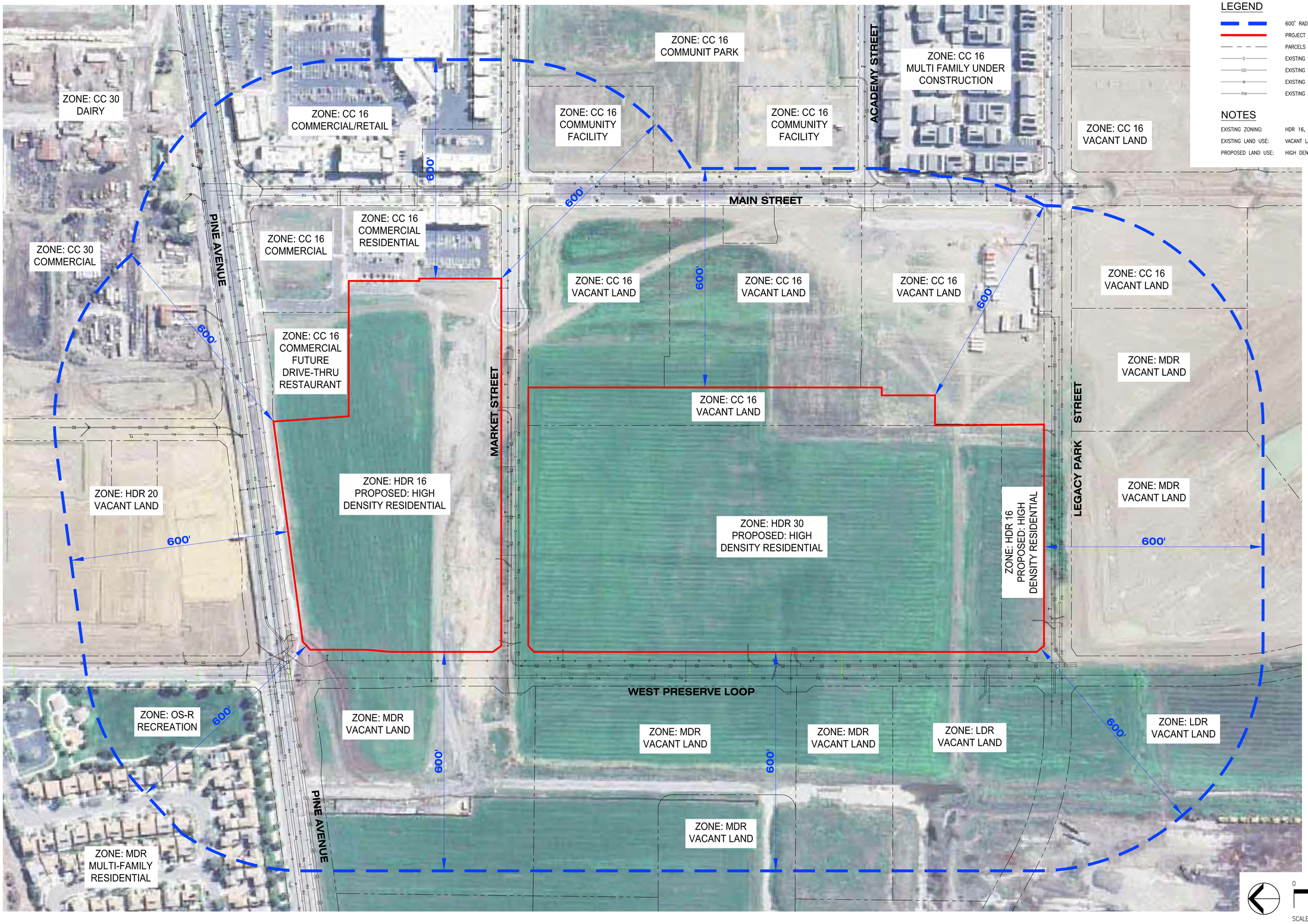


LEGEND

- 600' RADIUS LIMITS
- PROJECT BOUNDARY
- PARCELS
- EXISTING SEWER LINE
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING RECYCLED WATER LINE

NOTES

EXISTING ZONING:	HDR 16, HDR 30, AND CC16
EXISTING LAND USE:	VACANT LAND
PROPOSED LAND USE:	HIGH DENSITY RESIDENTIAL

0 50 100 200 300

SCALE: 1"=100'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

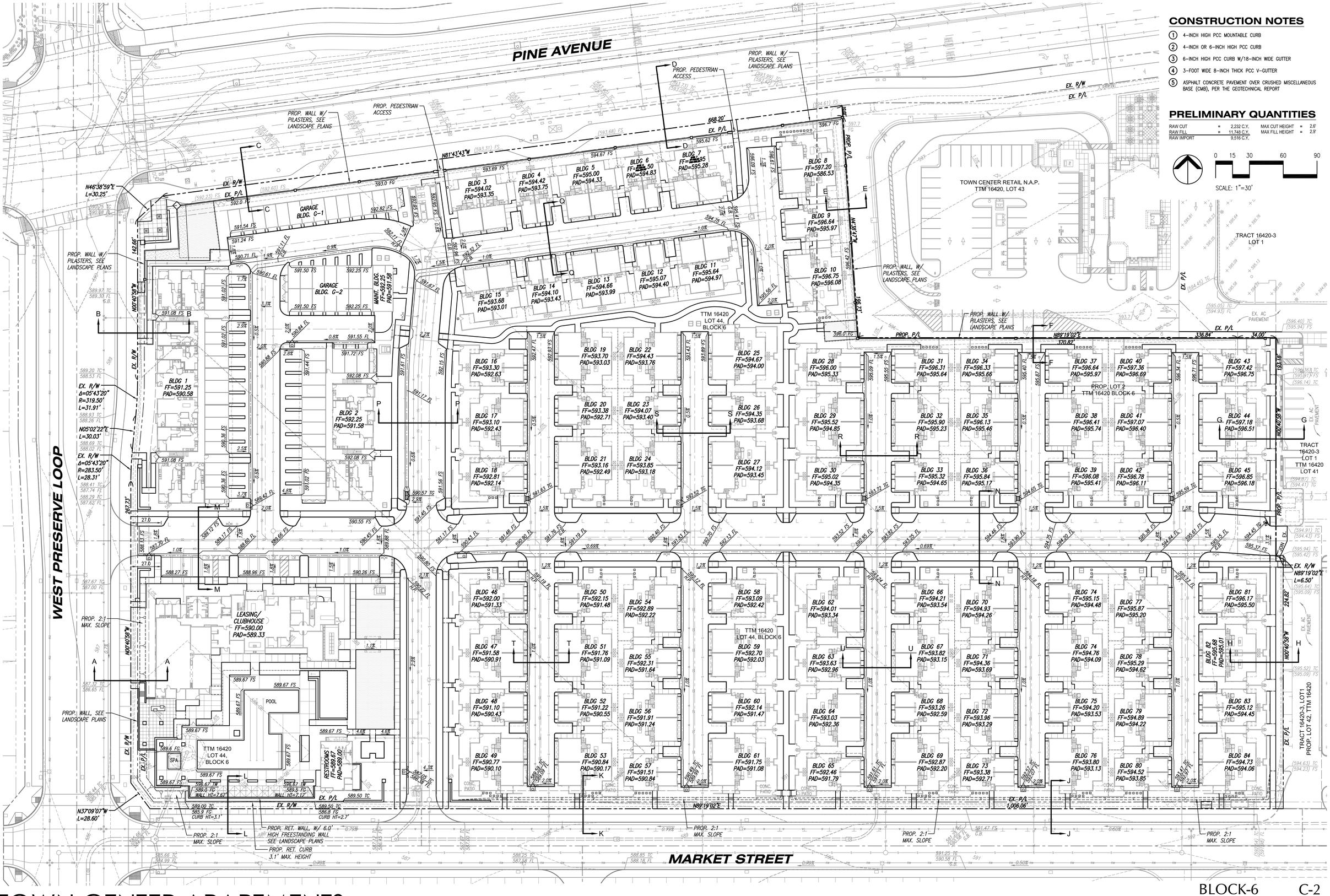
BLOCKS-6 AND 8
SITE UTILIZATION MAP

C-1

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



CONSTRUCTION NOTES

1. 4–INCH HIGH PCC MOUNTABLE CURB
2. 4–INCH OR 6–INCH HIGH PCC CURB
3. 6–INCH HIGH PCC CURB W/18–INCH WIDE GUTTER
4. 3–FOOT WIDE 8–INCH THICK PCC V–GUTTER
5. ASPHALT CONCRETE PAVEMENT OVER CRUSHED MISCELLANEOUS BASE (CMB), PER THE GEOTECHNICAL REPORT

PRELIMINARY QUANTITIES

RAW CUT	=	2,232 C.Y.	MAX CUT HEIGHT	=	2.6'
RAW FILL	=	11,748 C.Y.	MAX FILL HEIGHT	=	2.9'
RAW IMPORT		9,516 C.Y.			

0 15 30 60 90

SCALE: 1"=30'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

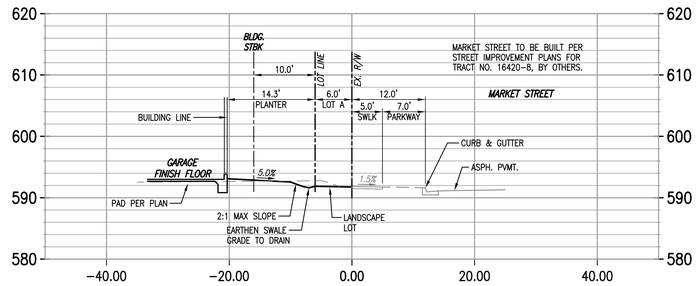
BLOCK-6 C-2

PRELIMINARY GRADING PLAN

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

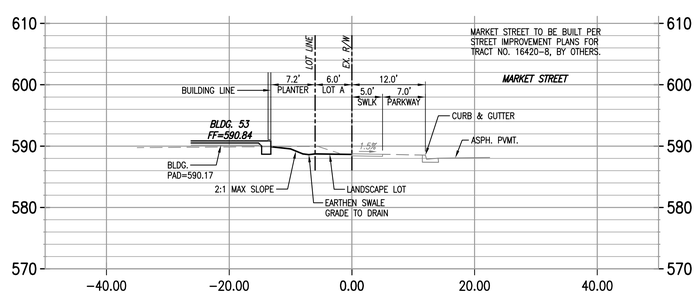
KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



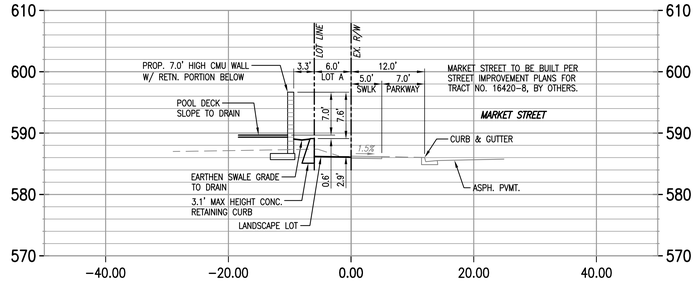
SECTION "J"-"J"

SCALE: 1"=10', SEE SHEET 2



SECTION "K"-"K"

SCALE: 1"=10', SEE SHEET 2



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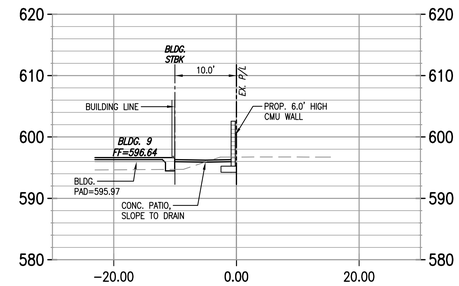

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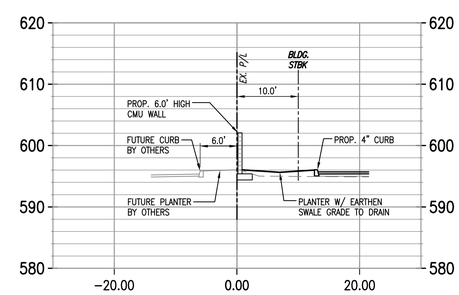
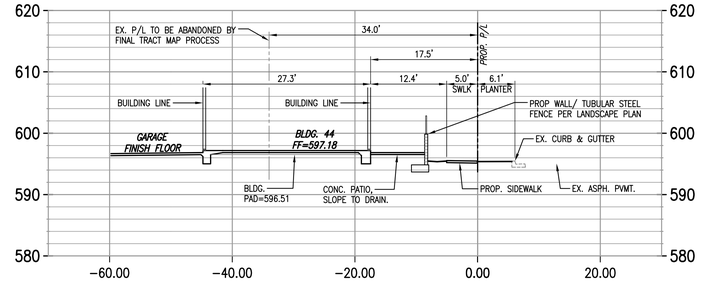
SCALE: 1"=10', SEE SHEET 2



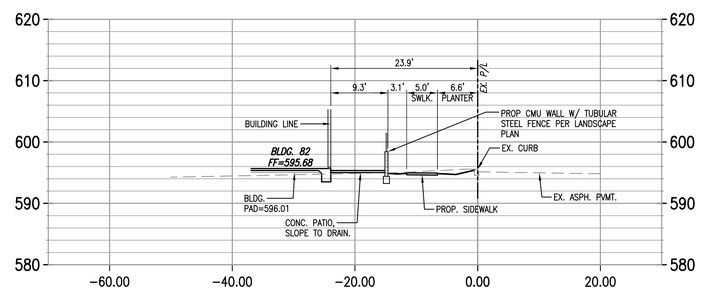
SECTION "F"-"F"

SCALE: 1"=10', SEE SHEET 2



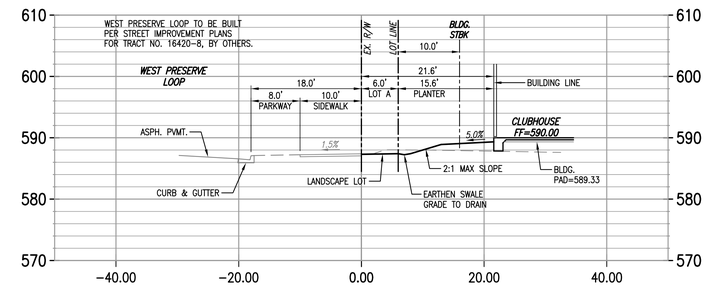
SECTION "G"-"G"

SCALE: 1"=10', SEE SHEET 2



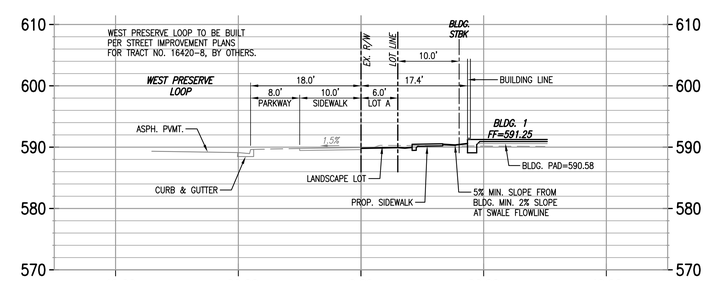
SECTION "H"-"H"

SCALE: 1"=10', SEE SHEET 2



SECTION "A"-"A"

SCALE: 1"=10', SEE SHEET 2



SECTION "B"-"B"

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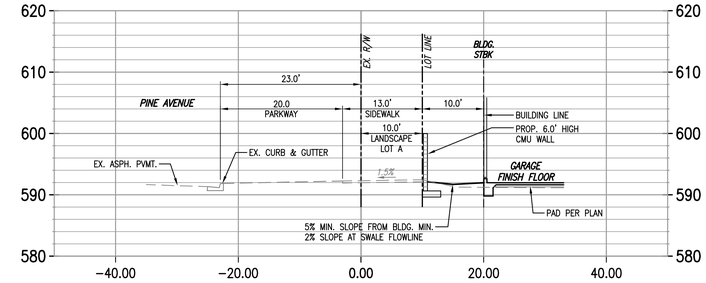
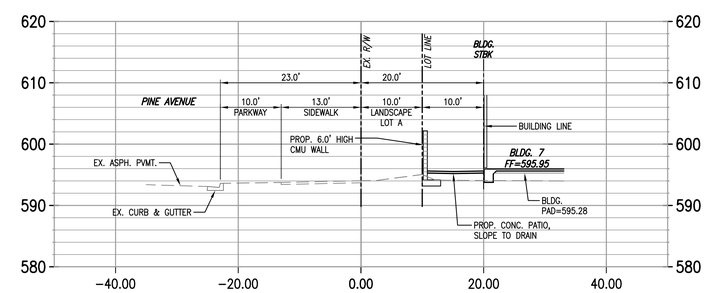


SECTION "C"-"C"

SCALE: 1"=10', SEE SHEET 2



SECTION "D"-"D"

SCALE: 1"=10', SEE SHEET 2

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

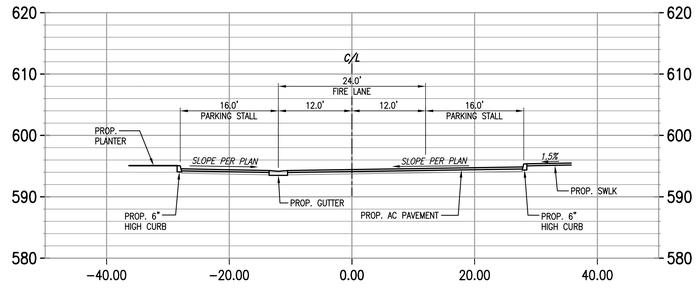
BLOCK-6 SITE SECTIONS

C-3

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

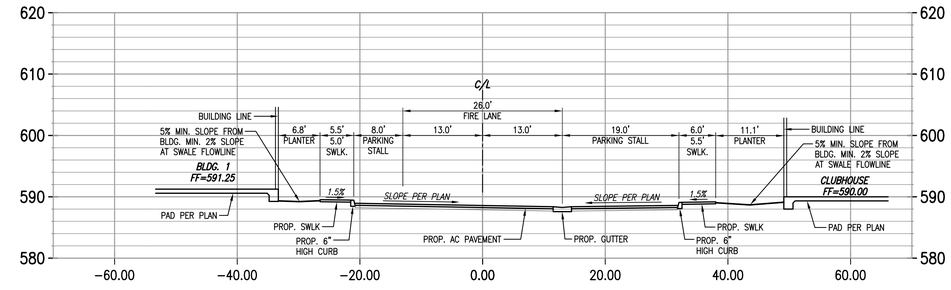
KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



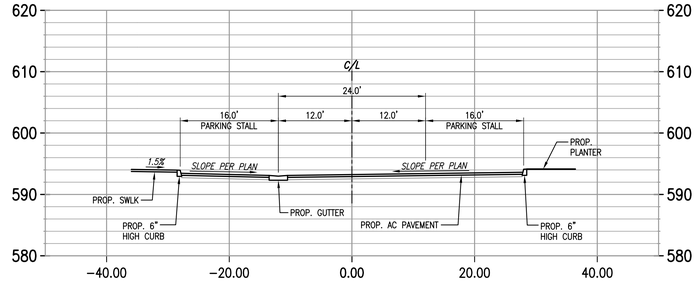
SECTION R-R; TYPICAL 24' WIDE DRIVE AISLE W/ 9'X16' 90° PARKING ON BOTH SIDES

SCALE: 1"=10', SEE SHEET 2



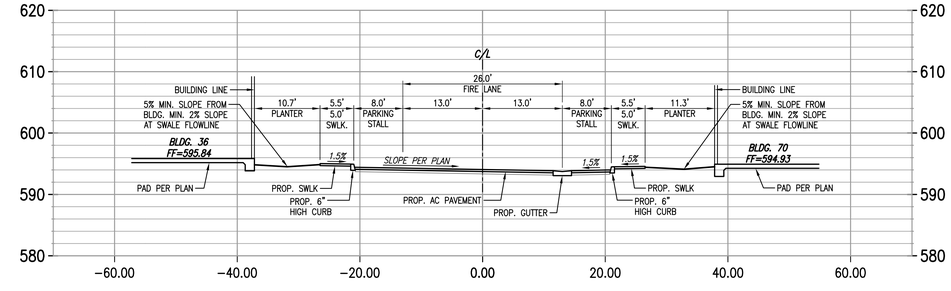
SECTION M-M; TYPICAL 26' WIDE DRIVE AISLE W/ 8'X22' PARALLEL PARKING & 9'X19' 90° PARKING

SCALE: 1"=10', SEE SHEET 2



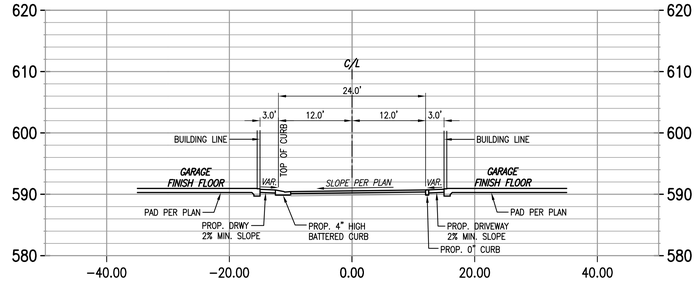
SECTION S-S; TYPICAL 24' WIDE DRIVE AISLE W/ 9'X16' 90° PARKING ON BOTH SIDES

SCALE: 1"=10', SEE SHEET 2



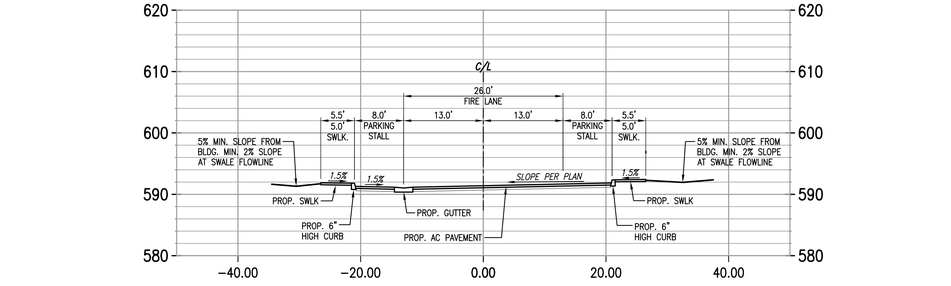
SECTION N-N; TYPICAL 26' WIDE DRIVE AISLE W/ 8'X22' PARALLEL PARKING BOTH SIDES

SCALE: 1"=10', SEE SHEET 2



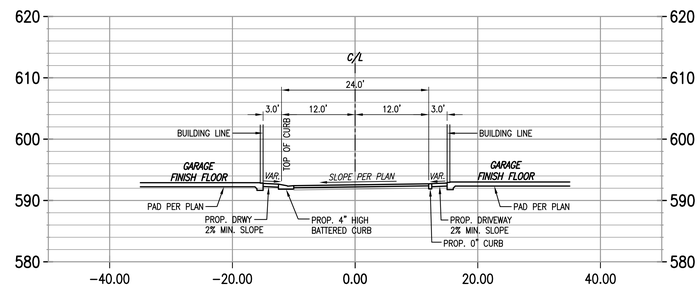
SECTION T-T; TYPICAL 24' WIDE DRIVE AISLE W/ 4" BATTERED CURB & GUTTER & 0" CURB C.F.

SCALE: 1"=10', SEE SHEET 2



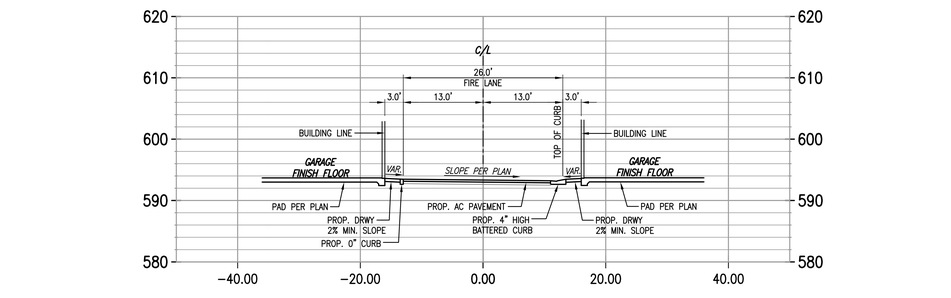
SECTION P-P; TYPICAL 26' WIDE DRIVE AISLE W/ 8'X22' PARALLEL PARKING BOTH SIDES

SCALE: 1"=10', SEE SHEET 2



SECTION U-U; TYPICAL 24' WIDE DRIVE AISLE W/ 4" BATTERED CURB & GUTTER & 0" CURB C.F.

SCALE: 1"=10', SEE SHEET 2



SECTION Q-Q; TYPICAL 26' WIDE DRIVE AISLE W/ 4" BATTERED CURB & GUTTER & 0" CURB C.F.

SCALE: 1"=10', SEE SHEET 2

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

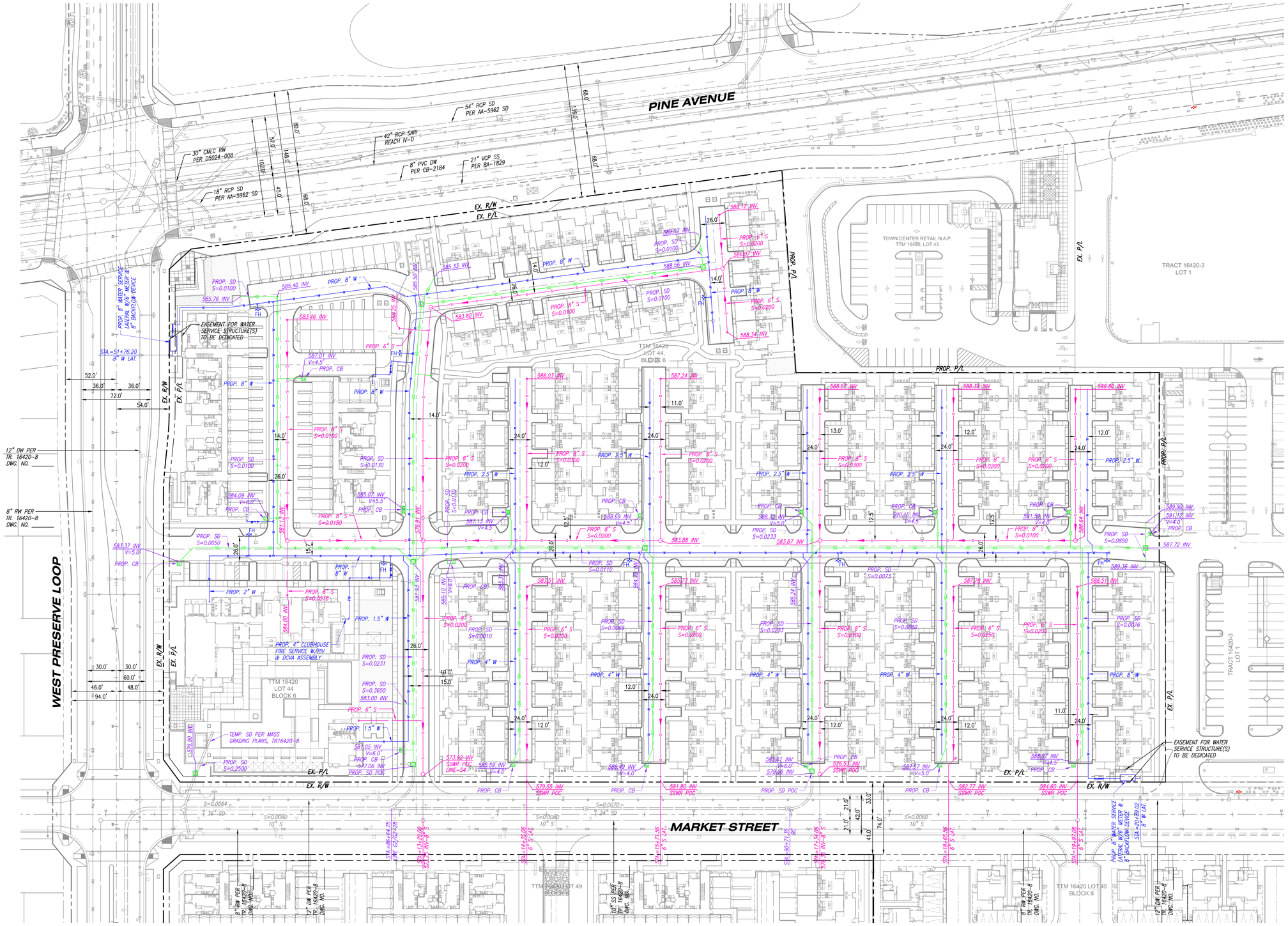
BLOCK-6 SITE SECTIONS

C-4

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



LEGEND

- CENTER LINE
- PROJECT BOUNDARY
- RIGHT OF WAY
- EASEMENT
- PROP. CURB & GUTTER
- SD — PROPOSED STORM DRAIN (PRIVATE)
- S — S — PROPOSED SEWER LINE & MANHOLE (PRIVATE)
- W — PROPOSED WATER LINE (PRIVATE)
- RW — RECLAIMED WATER (PUBLIC)
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- M — PROPOSED WATER METER
- PROPOSED CATCH BASIN
- PROPOSED GRATED INLET CATCH BASIN
- PROPOSED SEWER CLEANOUT
- WATER VALVE
- SEWER FLOW DIRECTION

NOTES

1. THIS PRELIMINARY UTILITY PLAN IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.
2. ALL ON-SITE UTILITIES ARE PRIVATE.
3. UTILITIES WITHIN THE PUBLIC RIGHT-OF-WAY/STREETS ARE PUBLIC.

ABBREVIATIONS

ADD	AVERAGE DAY DEMAND
BFD	BACKFLOW DEVICE
C/L	CENTERLINE (STREET)
CB	CATCH BASIN
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DCVA	DOUBLE CHECK VALVE ASSEMBLY
EX.	EXISTING
FH	FIRE HYDRANT
FF	FINISH FLOOR
FO	FIBER OPTIC
FW	FIRE WATER LINE
PIV	POST INDICATOR VALVE
P/L	PROPERTY LINE
POC	POINT OF CONNECTION
PROP.	PROPOSED
R/W	RIGHT OF WAY
RW	RECYCLED WATER LINE
S	SEWER
SD	STORM DRAIN
TYP.	TYPICAL
W	WATER
WM	WATER METER

0 20 40 80 120

SCALE: 1"=40'

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

BLOCK-6 C-5

PRELIMINARY UTILITY PLAN

CHINO PRESERVE DEVELOPMENT CORP.
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KHR ASSOCIATES
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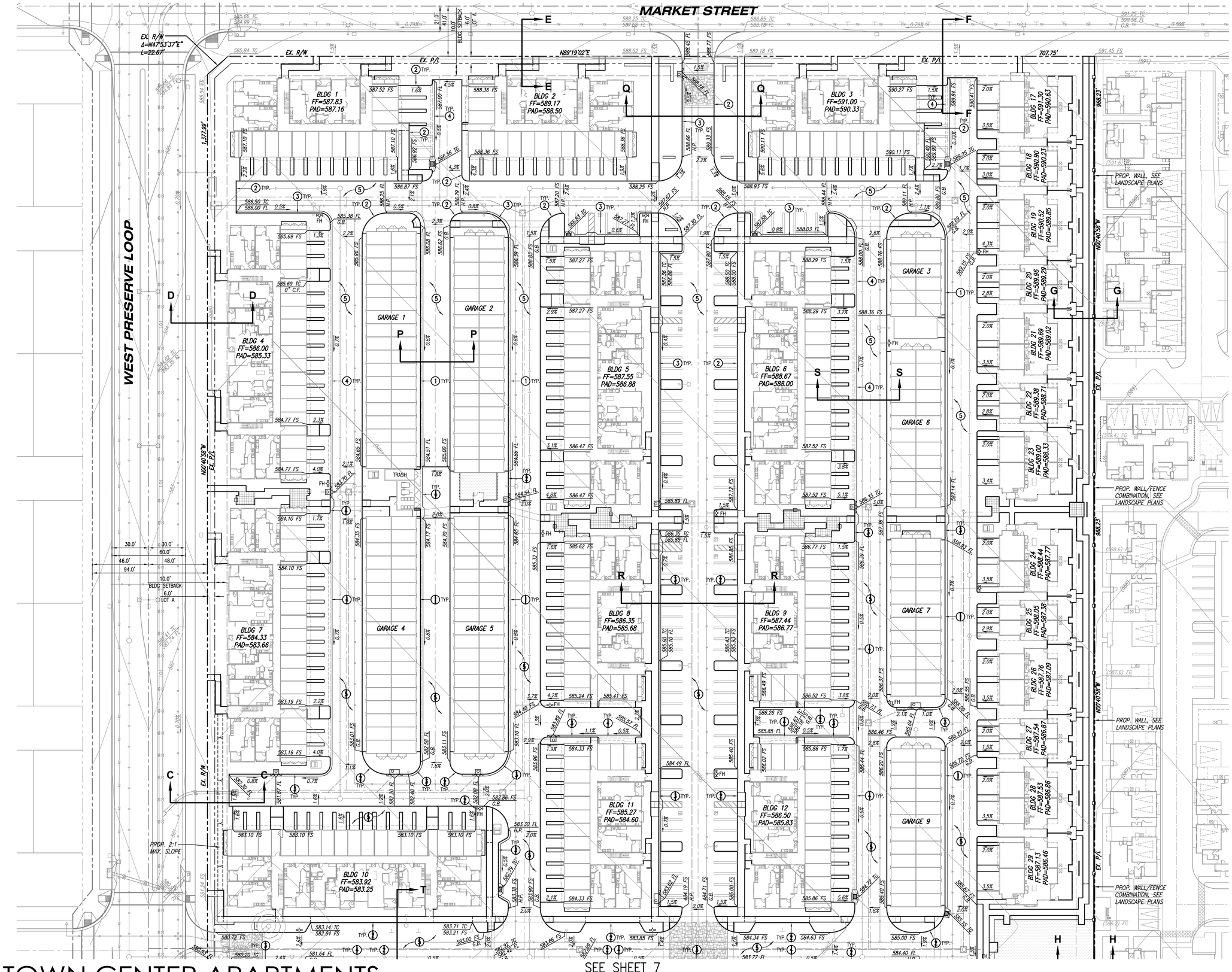
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



CONSTRUCTION NOTES.

1. 4-INCH HIGH PCC MOUNTABLE CURB
2. 6-INCH HIGH PCC CURB.
3. 6-INCH HIGH PCC CURB W/ 18-INCH WIDE GUTTER
4. 3-FOOT WIDE 8-INCH THICK PCC V-GUTTER.
5. ASPHALT CONCRETE PAVEMENT OVER CRUSHED MISCELLANEOUS BASE (CMB), PER THE GEOTECHNICAL REPORT.

PRELIMINARY QUANTITIES

RAW CUT	=	13,653 C.Y.	MAX CUT HEIGHT	=	2.5'
RAW FILL	=	13,761 C.Y.	MAX FILL HEIGHT	=	2.7'
RAW IMPORT		108 C.Y.			

0 15 30 60 90

SCALE: 1"=30'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

BLOCK-8 C-6

PRELMINARY GRADING PLAN

CHINO PRESERVE DEVELOPMENT CORP.
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KHR ASSOCIATES
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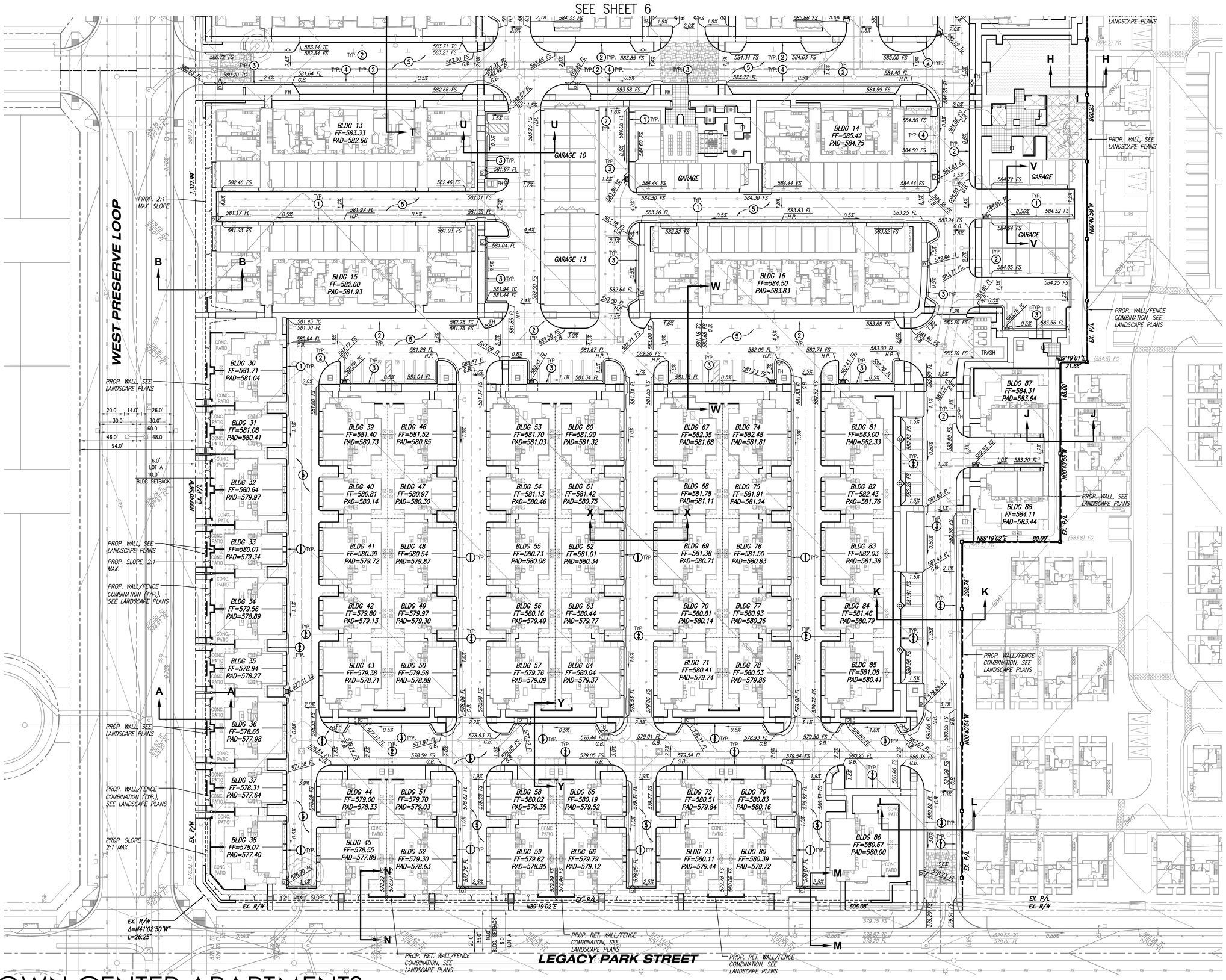
7/8/2025



CONSTRUCTION NOTES.

1. 4–INCH HIGH PCC MOUNTABLE CURB
2. 6–INCH HIGH PCC CURB.
3. 6–INCH HIGH PCC CURB W/ 18–INCH WIDE GUTTER
4. 3–FOOT WIDE 8–INCH THICK PCC V–GUTTER.
5. ASPHALT CONCRETE PAVEMENT OVER CRUSHED MISCELLANEOUS BASE (CMB), PER THE GEOTECHNICAL REPORT.

PRELIMINARY QUANTITIES

RAW CUT	=	13,653 C.Y.	MAX CUT HEIGHT	=	2.5'
RAW FILL	=	13,761 C.Y.	MAX FILL HEIGHT	=	2.7'
RAW IMPORT		108 C.Y.			

0 15 30 60 90

SCALE: 1"=30'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

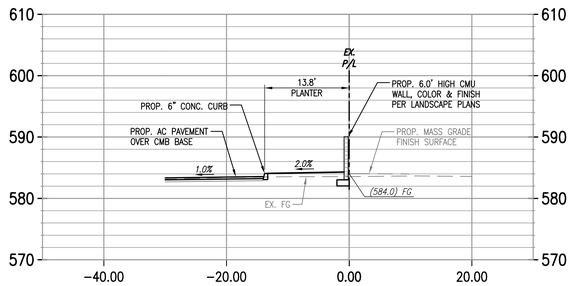
BLOCK-8 C-7

PRELIMINARY GRADING PLAN

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

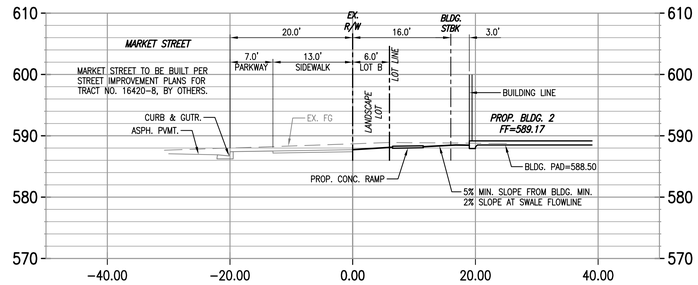
KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



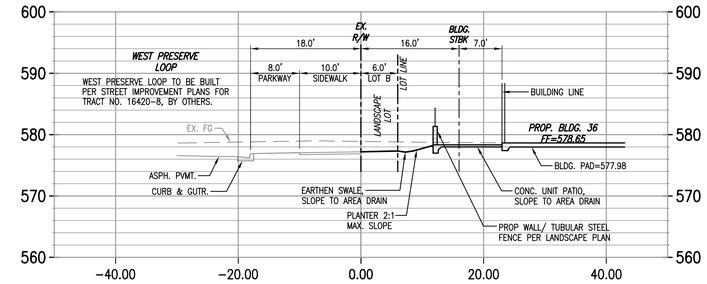
SECTION "J"-"J"

SCALE: 1"=10', SEE SHEET 7



SECTION "E"-"E"

SCALE: 1"=10', SEE SHEET 6



SECTION "A"-"A"

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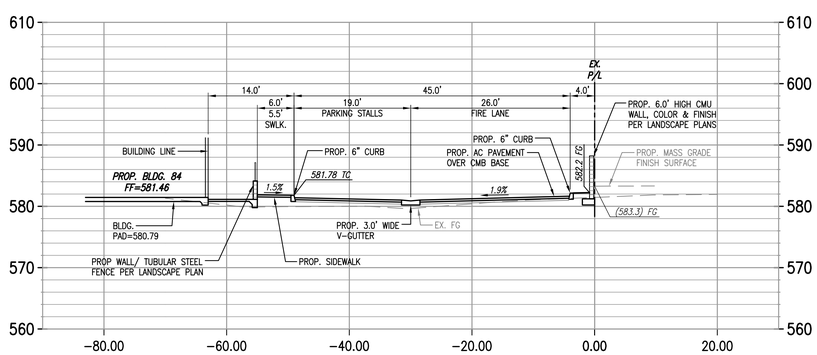
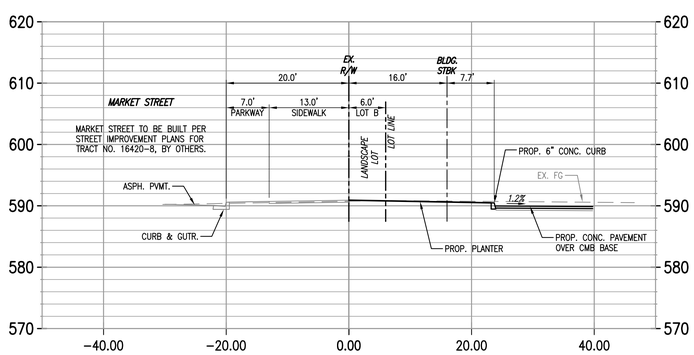


SECTION "K"-"K"

SCALE: 1"=10', SEE SHEET 7



SECTION "F"-"F"

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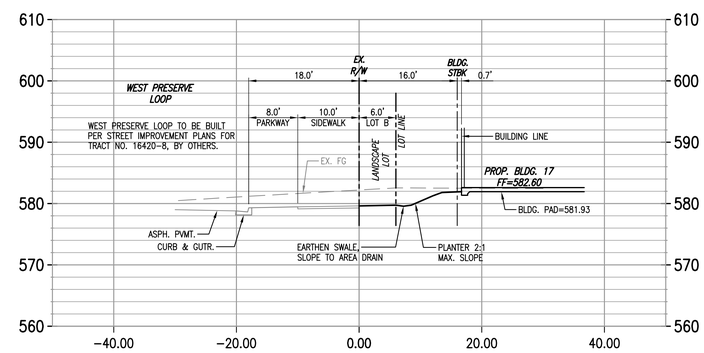
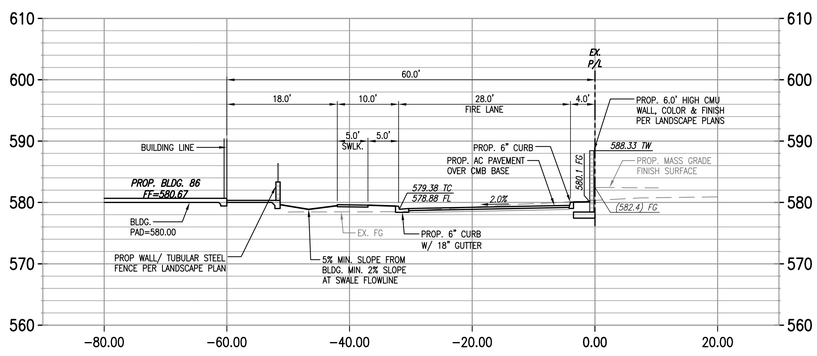


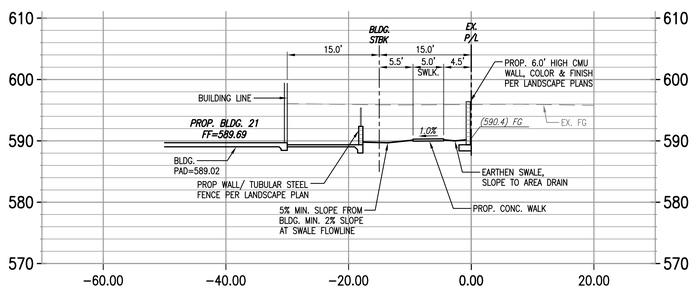
SECTION "B"-"B"

SCALE: 1"=10', SEE SHEET 7



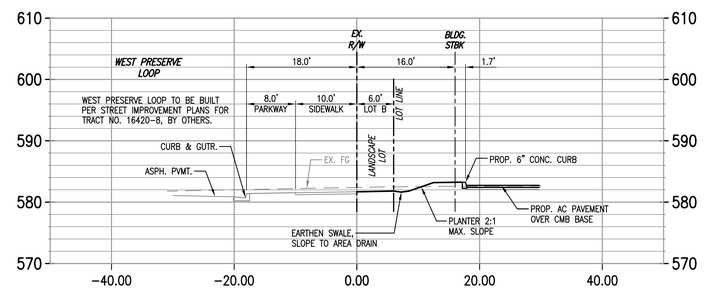
SECTION "L"-"L"

SCALE: 1"=10', SEE SHEET 7



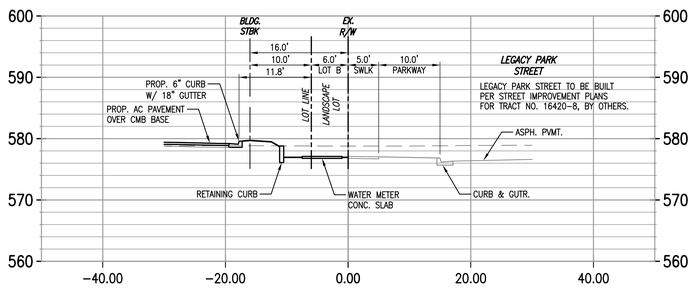
SECTION "G"-"G"

SCALE: 1"=10', SEE SHEET 6



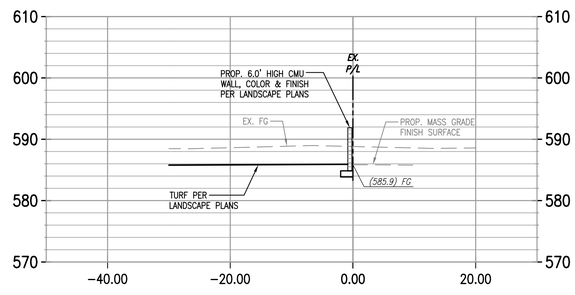
SECTION "C"-"C"

SCALE: 1"=10', SEE SHEET 6



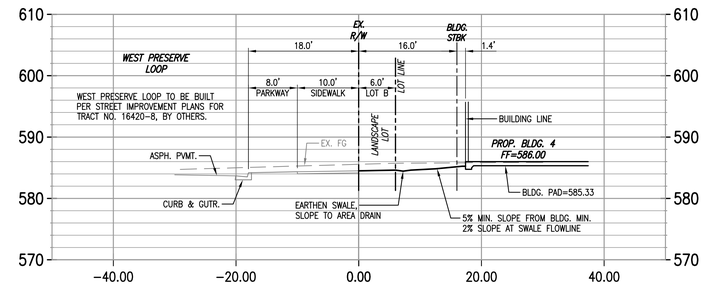
SECTION "M"-"M"

SCALE: 1"=10', SEE SHEET 7



SECTION "H"-"H"

SCALE: 1"=10', SEE SHEET 7



SECTION "D"-"D"

SCALE: 1"=10', SEE SHEET 6

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

BLOCK-8 C-8

SITE SECTIONS

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
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KHR ASSOCIATES
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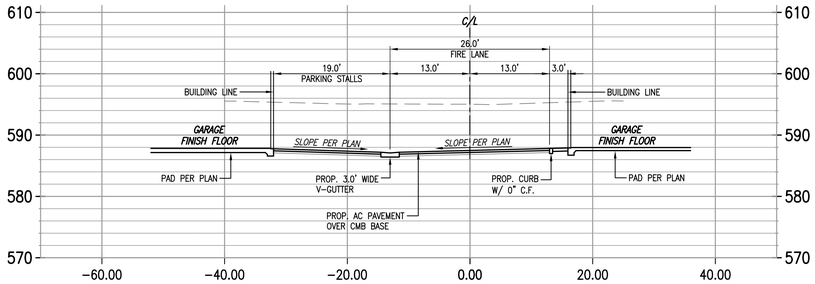
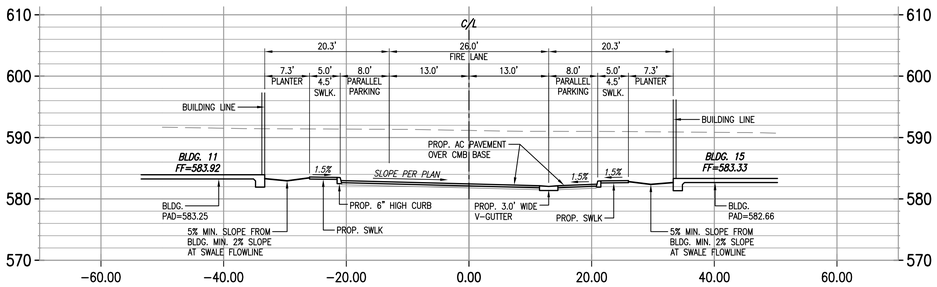
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



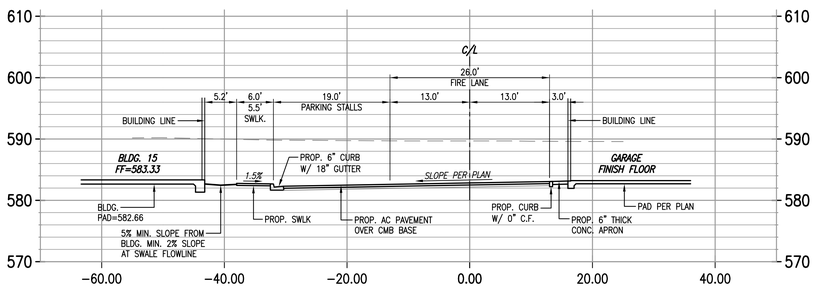
SECTION S-S; TYPICAL 26' WIDE DRIVE AISLE W/ 9'X19' STANDARD 90° PARKING ONE SIDE

SCALE: 1"=10', SEE SHEET 6



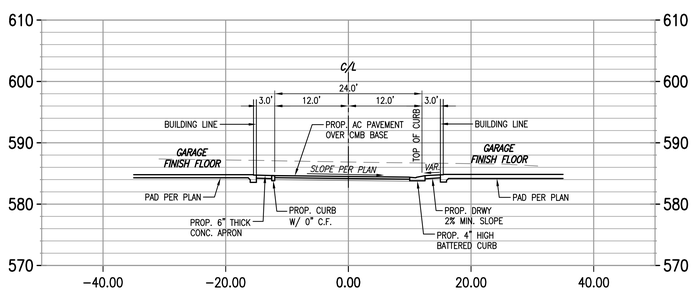
SECTION T-T; TYPICAL 26' WIDE DRIVE AISLE W/ 8'X22' PARALLEL PARKING BOTH SIDES

SCALE: 1"=10', SEE SHEETS 6 & 7



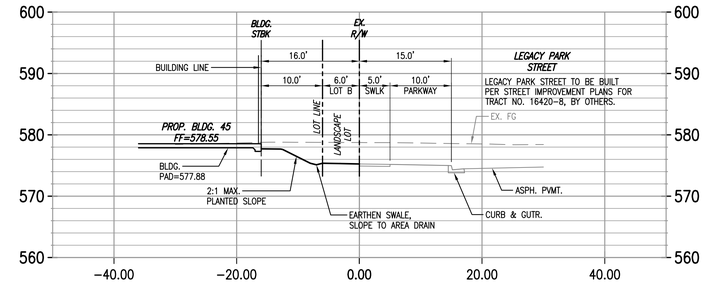
SECTION U-U; TYPICAL 26' WIDE DRIVE AISLE W/ 9'X19' STANDARD 90° PARKING ONE SIDE

SCALE: 1"=10', SEE SHEET 7



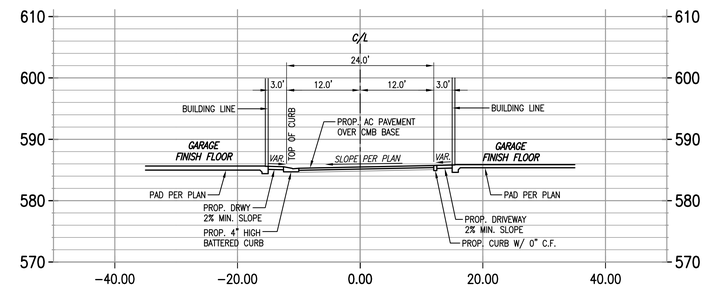
SECTION V-V; TYPICAL 24' WIDE DRIVE AISLE

SCALE: 1"=10', SEE SHEET 6



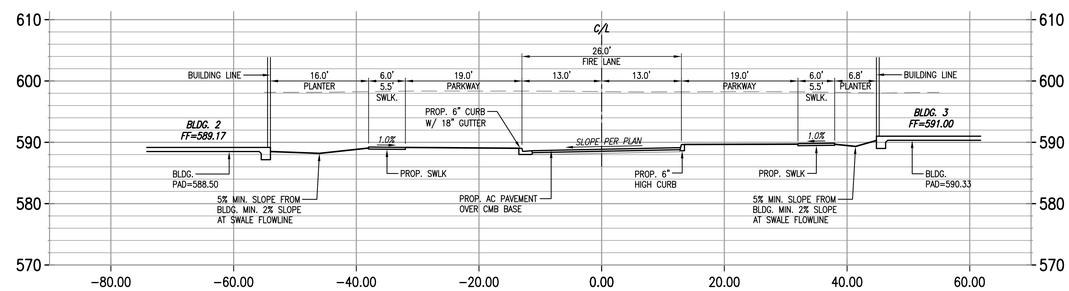
SECTION "N"-"N"

SCALE: 1"=10', SEE SHEET 7



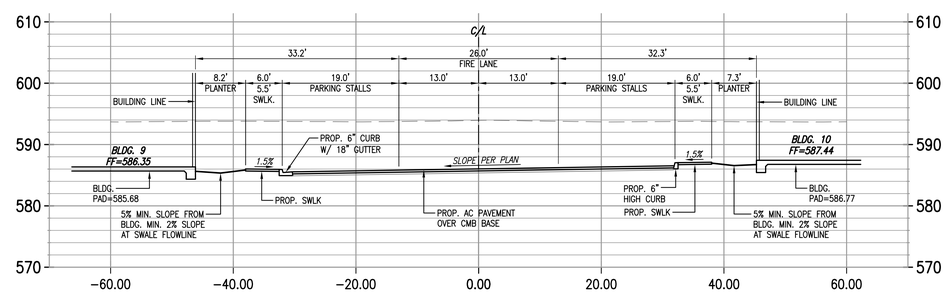
SECTION "P"-"P"; TYPICAL 24' DRIVE AISLE

SCALE: 1"=10', SEE SHEET 6



SECTION "Q"-"Q"; TYPICAL 26' DRIVE AISLE

SCALE: 1"=10', SEE SHEET 6



SECTION R-R; TYPICAL 26' WIDE DRIVE AISLE W/ 9'X19' STANDARD 90° PARKING BOTH SIDES

SCALE: 1"=10', SEE SHEET 6

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

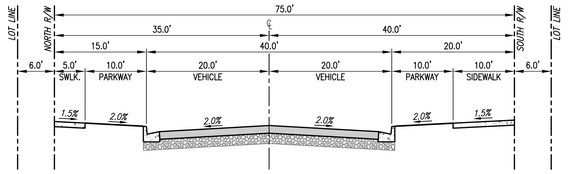
BLOCK-8
SITE SECTIONS

C-9

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025



TYPICAL SECTION - LEGACY PARK STREET

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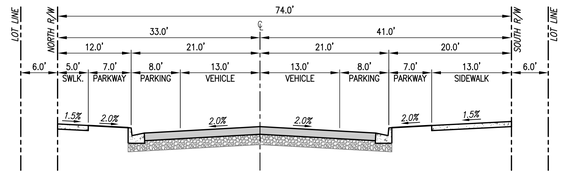
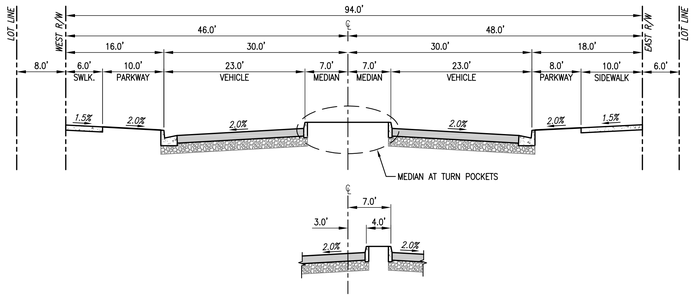


TYPICAL SECTION - MARKET STREET

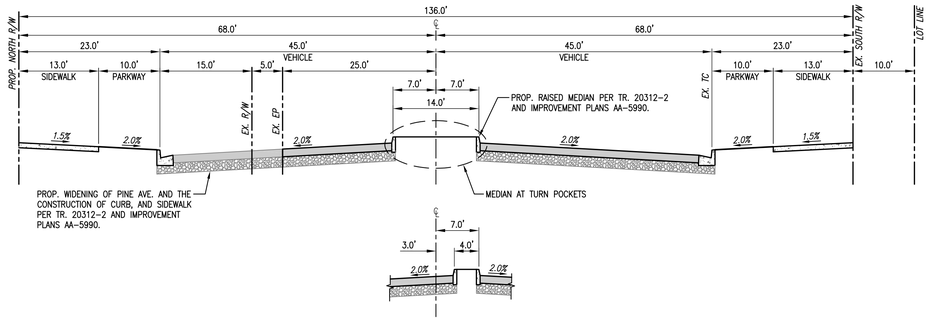
SCALE: NONE, SEE SHEETS 2 AND 6

WEST PRESERVE LOOP TO BE BUILT PER STREET IMPROVEMENT PLANS FOR TRACT NO. 16420-8, BY OTHERS.



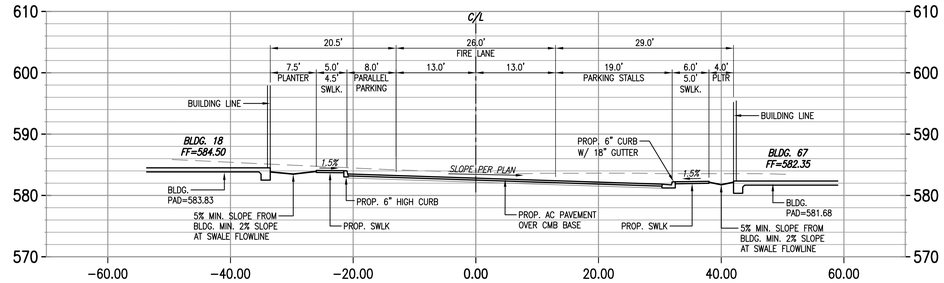
TYPICAL SECTION - WEST PRESERVE LOOP (PUBLIC)

SCALE: NONE, SEE SHEETS 2, 6, AND 7



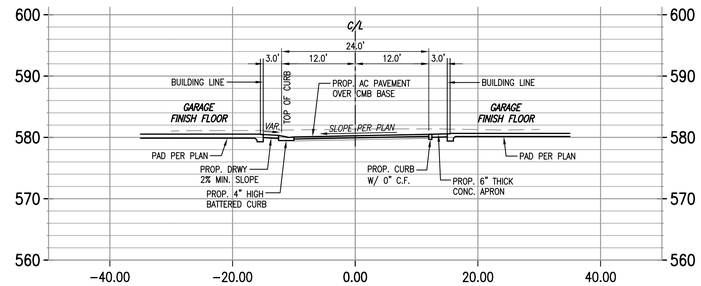
TYPICAL SECTION - PINE AVENUE

SCALE: NONE, SEE SHEET 2



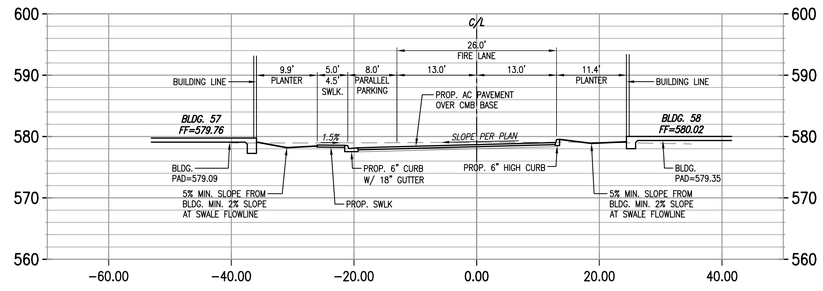
SECTION W-W; TYPICAL 26' WIDE DRIVE AISLE W/ 8'X22' PARALLEL PARKING AND 9'X19' STANDARD 90° PARKING

SCALE: 1"=10', SEE SHEET 7



SECTION "X"-"X"; TYPICAL 24' DRIVE AISLE

SCALE: 1"=10', SEE SHEET 7



SECTION Y-Y; TYPICAL 26' WIDE DRIVE AISLE W/ 8'X22' PARALLEL PARKING ONE SIDE

SCALE: 1"=10', SEE SHEET 7

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

BLOCK-8 SITE SECTIONS

C-10

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025

LEGEND

- CENTER LINE
- PROJECT BOUNDARY
- RIGHT OF WAY
- EASEMENT
- PROP. CURB & GUTTER
- PROPOSED STORM DRAIN (PRIVATE)
- PROPOSED SEWER LINE & MANHOLE (PRIVATE)
- PROPOSED WATER LINE (PRIVATE)
- RECLAIMED WATER (PUBLIC)
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED CATCH BASIN
- PROPOSED GRATED INLET CATCH BASIN
- PROPOSED SEWER CLEANOUT
- WATER VALVE
- SEWER FLOW DIRECTION

NOTES

1. THIS PRELIMINARY UTILITY PLAN IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.
2. ALL ON-SITE UTILITIES ARE PRIVATE.
3. UTILITIES WITHIN THE PUBLIC RIGHT-OF-WAY/STREETS ARE PUBLIC.

ABBREVIATIONS

ADD	AVERAGE DAY DEMAND
BFD	BACKFLOW DEVICE
C/L	CENTERLINE (STREET)
CB	CATCH BASIN
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DCVA	DOUBLE CHECK VALVE ASSEMBLY
EX.	EXISTING
FH	FIRE HYDRANT
FF	FINISH FLOOR
FO	FIBER OPTIC
FW	FIRE WATER LINE
PIV	POST INDICATOR VALVE
P/L	PROPERTY LINE
POC	POINT OF CONNECTION
PROP.	PROPOSED
R/W	RIGHT OF WAY
RW	RECYCLED WATER LINE
S	SEWER
SD	STORM DRAIN
TYP.	TYPICAL
W	WATER
WM	WATER METER

0 15 30 60 90

SCALE: 1"=30'

TOWN CENTER APARTMENTS

AT THE PRESERVE IN CHINO, CA

BLOCK-8 C-11

PRELIMINARY UTILITY PLAN

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
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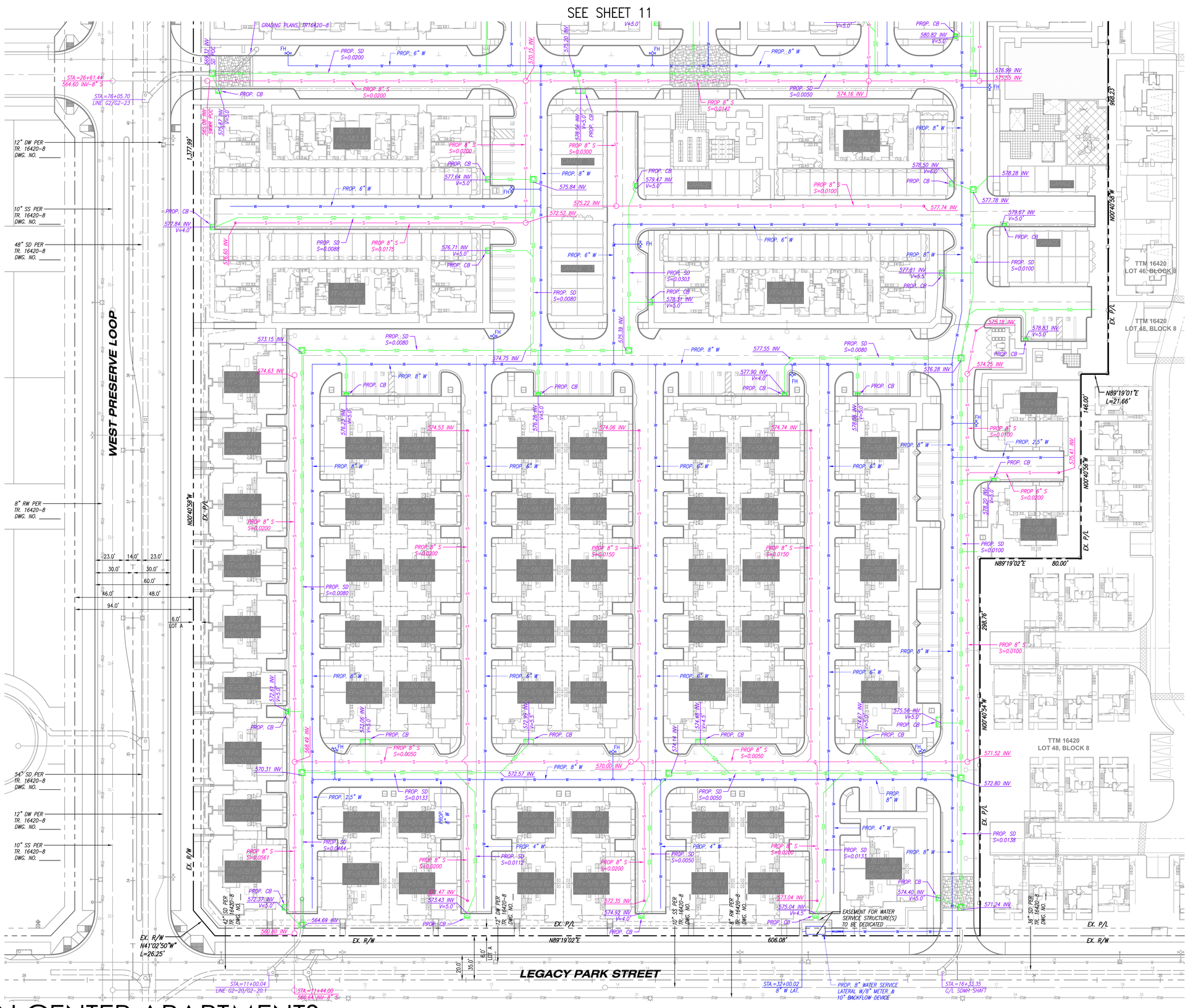
7/8/2025



LEGEND

- CENTER LINE
- PROJECT BOUNDARY
- RIGHT OF WAY
- EASEMENT
- PROP. CURB & GUTTER
- PROPOSED STORM DRAIN (PRIVATE)
- PROPOSED SEWER LINE & MANHOLE (PRIVATE)
- PROPOSED WATER LINE (PRIVATE)
- RECLAIMED WATER (PUBLIC)
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED CATCH BASIN
- PROPOSED GRATED INLET CATCH BASIN
- PROPOSED SEWER CLEANOUT
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ABBREVIATIONS

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FO	FIBER OPTIC
FW	FIRE WATER LINE
PIV	POST INDICATOR VALVE
P/L	PROPERTY LINE
POC	POINT OF CONNECTION
PROP.	PROPOSED
R/W	RIGHT OF WAY
RW	RECYCLED WATER LINE
S	SEWER
SD	STORM DRAIN
TYP.	TYPICAL
W	WATER
WM	WATER METER

0 15 30 60 90
SCALE: 1"=30'

BLOCK-8 C-12

PRELIMINARY UTILITY PLAN

TOWN CENTER APARTMENTS AT THE PRESERVE IN CHINO, CA

CHINO PRESERVE DEVELOPMENT CORP.
1156 N. MOUNTAIN AVENUE, UPLAND CA 91786
PHONE: (909) 985-0971

KHR ASSOCIATES
17530 VON KARMAN AVE. - SUITE 200
IRVINE, CALIFORNIA 92614, (949) 756-6440

7/8/2025

MEMORANDUM
CITY OF CHINO
DEVELOPMENT SERVICES DEPARTMENT

PLANNING COMMISSION MEETING DATE: AUGUST 20, 2025

PL24-0151 (Site Approval)

LOCATION MAP

PROJECT NO.: PL24-0151 (Site Approval)

APPLICANT: BCT Dev Acquisition Co., LLC

REQUEST: A request to construct a 110-unit residential rental community consisting of 14 three-story buildings and a recreation building on 4.12 adjusted gross acres of land at a density of 26.7 dwelling units per acre within the AM (Auto Mall) land use designation of the Eucalyptus Business Park Specific Plan within the Affordable Housing Overlay.

LOCATION: Located on the west side of Corporate Center, approximately 625 west of Ramona Avenue (APN: 1025-211-19)

RECOMMENDATION

Adopt Planning Commission Resolution No. PC2025-018, approving PL24-0151 (Site Approval), based upon the findings and subject to the departmental conditions of approval.

SURROUNDING ZONING AND LAND USE:

	Existing Land Use	*General Plan*	*Zoning District*
Project Site -	Vacant	AM (Auto Mall)	Eucalyptus Business Park Specific Plan
North -	Hotel	CO (Commercial Office)	Eucalyptus Business Park Specific Plan
East -	Automotive uses	AM (Auto Mall)	Eucalyptus Business Park Specific Plan
South -	Auto dealership	AM (Auto Mall)	Eucalyptus Business Park Specific Plan
West -	State Route 71	NA	NA

BACKGROUND

The 2021-2029 Housing Element (Housing Element) update was originally adopted by the City Council on January 4, 2022, with revisions to the document adopted in December 2024. The Housing Element established an Affordable Housing Overlay (AHO) and Mixed Use Overlay (MUO) on 91 different sites throughout the City. These specific sites were identified during the drafting of the Housing Element as a strategy for meeting the City's Regional Housing Needs Assessment (RHNA) numbers required by the State. Housing sites within both overlays allow for residential development of up to 30 dwelling units per acre (du/ac) provided that projects provide affordable housing for low-income households. The subject project is located on one of the AHO sites identified in the adopted Housing Element.

The applicant submitted a preliminary application (PL24-0076) on June 27, 2024 under the provisions of Senate Bill 330, the Housing Crisis Act (SB 330). SB 330 was adopted by the State in 2019 to, among other things, provide more certainty to housing developers by allowing them to lock in the standards that apply to their projects. Subject to limited exceptions, filing a preliminary application locks in the development standards that are in place on the day the preliminary application is filed. Preliminary applications can be filed up to 180 days before filing a full application. Following submittal of the preliminary application, the applicant submitted a Site Approval (PL24-0151) application on December 19, 2024 for development of the site with a

110-unit rental community. The project includes a request for waivers pursuant to State Density Bonus Law (SDBL).

In recent years, the state has placed increased limitations on the City's discretion to approve or deny housing projects. Under the Housing Accountability Act (HAA) (Government Code 65589.5(j)), when a proposed housing project meets applicable, objective general plan, zoning, and subdivision standards, and environmental review has been conducted in compliance with the California Environmental Quality Act (CEQA), then the City must approve the project unless it makes written findings that: (1) the project would have a specific, adverse impact upon the public health or safety unless the project is disapproved; and (2) there is no feasible method to satisfactorily mitigate or avoid the adverse impact other than disapproval of the project.

"Specific adverse impact" is defined in state law as "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete." State law further explains that "It is the intent of the Legislature that the conditions that would have a specific, adverse impact upon the public health and safety … arise infrequently."

ISSUES/ANALYSIS

Site Design:

Primary access is provided via an enhanced driveway from Corporate Center Avenue. The entry features decorative paving and a landscape median with trees. There is an emergency access point located at the northwest corner of the site, utilizing an established easement with the neighboring hotel property.

The proposed development includes 14, three-story buildings comprising a total of 110 residential units. The project is designed to resemble townhomes, although the community will be rental. Due to the design of the project being 14 townhome buildings, the project does not meet several development standards as established under the AHO. These standards include front setback, rear setback and building separation. As mentioned before, the applicant is requesting waivers pursuant to SDBL, which is explained later in this staff report. A two-story recreation building is centrally located toward the rear of the site. The site is bordered by State Route 71 (SR-71) to the west, a hotel to the north, automotive uses to the east, and a car dealership to the south. The residential buildings are configured as 6, 7, 8 and 9-plex buildings oriented perpendicular to the street. Buildings either face an internal paseo, the main drive aisle, the recreational amenity, or the north property line facing the hotel. The rental community is proposed to be gated to provide security for the residents.

Project statistics are as follows:

Item	*Proposed*
Project/Lot Area -	4.12 adjusted gross acreage
Density (proposed/permitted)	26.7 du per acre/ 26-30 du/acre
No. Lots -	1
No. of Buildings -	14 residential buildings and 1 recreational building
Building Area -	Residential buildings 194,579 square feet (three stories) – 110 units Recreation Building B: 3,281 square feet (two stories)

Item	*Proposed*
Lot Coverage -	42% proposed/ 65% maximum allowed
Floor Area Ratio (FAR) -	1.11 proposed/ 1.25 maximum allowed
Landscape Coverage -	17% proposed/ 15 % required
Parking (proposed/required)-	231 proposed parking spaces 230 required parking spaces per Chino Municipal Code 200 required per State density bonus law

Parking:

The proposed rental community provides a total of 231 parking spaces for the development. Since the project qualifies for a density bonus, the State Density Bonus Law (SDBL), California Government Code Section 65915, limits the number of parking stalls a City can require for this type of residential development. Based on SDBL parking requirements, the City cannot require more than one parking space per unit for one-bedroom units, more than 1.5 parking spaces per unit for two and three-bedroom units, and 2.5 parking spaces per unit for four-bedroom units, which results in 200 parking stalls required for the proposed project. The project exceeds this requirement by providing a total of 231 parking stalls of which 217 will be within a garage and the remaining 14 stalls will be surface parking. This exceeds the minimum required parking per SDBL by 31 spaces. In addition, parking will be permitted on Corporate Center Avenue on the west side of the street. Furthermore, the applicant has provided a Parking Management Plan (Exhibit A), which will be implemented with the project.

A City cannot require additional parking even if the project does not conform with the City's parking requirement. The State has passed numerous laws that expressly prohibit cities from requiring developers to provide more on-site parking spaces than otherwise expressly permitted by State law. In this case, with the inclusion of ten percent affordable housing units for low-income households, the project is entitled to the parking ratios set forth in SDBL.

Amenities, Landscape and Walls:

The AHO standards require projects to provide at least one major and two minor community amenities, and the project exceeds this requirement. Amenities in the development include a centrally located recreational area that includes a pool, a club lounge and fitness room. Additional features include BBQ areas, a trail along the west project boundary, and multiple seating areas throughout the site. Private open space is also provided for each unit by either a patio or a balcony. While each provides private open space, the amount of private open space does not meet the requirements of the AHO and a waiver pursuant to SDBL is being requested.

The project provides a total of 17% landscape coverage, which exceeds the minimum AHO requirement of 15%. Landscaping throughout the development has a drought tolerant design, incorporating trees, shrubs, and groundcover. Along the western edge of the site, a private, decomposed granite trail lined with trees adjacent to SR-71. A six-foot high decorative block wall is provided along the north, south and west perimeter of the project site. A six-foot high metal fence is provided along Corporate Center Avenue, between units to secure the site.

Floor plans and Architecture:

The project includes a mix of one-, two-, three-, and four-bedroom units with 10 floor plans ranging in size from 946 square feet to 1,781 square feet.

Architecturally, the development incorporates two complementary styles: Monterey and Spanish. While both styles share core elements, they differ in details and color schemes to provide visual diversity and interest. Both styles have a stucco finish, metal railing on balconies, decorative vents in the gable roofs, exposed rafter tails, decorative shutters, and windows accented with ornamental iron pot shelves. Entryways are generally arched entryways. Entries facing the street also include decorative tile surround and shed roofing. Front doors, garage doors, and light fixtures are provided to match the architectural style. Traditional “S” tile roofing is provided throughout.

Enhanced architecture is provided for each building based on visibility from Corporate Center Avenue, SR-71 and adjacent properties. Because the orientation of the residential buildings side on to Corporate Center Avenue, front entries have been incorporated to create a more welcoming and pedestrian-friendly edge along the street frontage.

The recreation building is designed in the Spanish style and has similar detailing, along with large glass doorways and windows as well as decorative tile work to compliment the overall architectural theme.

Applicable Standards and Waivers from Standards:

Under California State housing law, when a developer submits a preliminary application for a housing project, that project is only subject to the ordinances, policies, and standards adopted and in effect on the date the preliminary application is submitted. On April 18, 2023, the City Council adopted Ordinance No. 2023-008, which established development standards for the Affordable Housing Overlay (AHO). Based on the development standards the development must: (1) reserve at least nine percent of its units for low-income households; (2) adhere to a base density of 26 dwelling units per acre; and (3) remain in substantial conformance with both the preliminary application submitted to the City and the full application as deemed complete by the City.

This particular project exceeds the low-income requirement required under the AHO by providing ten percent low-income units (11 units). The applicant therefore is entitled to waivers under State Density Bonus Law (SDBL). A waiver is a reduction or modification of any development standards and other regulations when those requirements potentially make the construction of the project infeasible. To qualify for waivers under SDBL, the applicant must provide written documentation justifying the need for a waiver. Additionally, there is no limit to the number of waivers that can be requested, allowing the applicant to seek relief from multiple standards. The ability for a City to deny a waiver under SDBL is limited to whether the request would potentially result in a specific, adverse impact upon health, safety, or the environment (Government Code, 65915(d)(1) and 65915(e)(1). In review of the requested waivers, it has been determined that the waivers would not result in a specific, adverse impact as defined by the Government Code. As such, the applicant has formally requested the following waivers for the Project (Exhibit “B”), which are detailed below.

1. **Front yard setback:** Relief from the 15-foot front yard setback is requested. The Project proposes a five-foot setback, with door swings extending into the setback area, but not beyond the property line.
2. **Rear yard setback:** Relief from the ten-foot rear yard setback is requested. The proposed rear yard setback is eight feet.
3. **Building separation:** Relief from 15-foot building separation is requested. The Project provides a minimum of 8.5 feet separation in three locations with most locations ranging from 12 feet to 15 feet.

4. **Parking location standard:** Relief from standard that prohibits open parking within the front half of the lot is requested. Parking spaces are located at the southeast corner of the project site providing additional parking spaces for the Project. The project does meet all other parking requirements of the AHO, including the number of parking spaces provided.
5. **Private Open Space Requirements:** Relief is requested from the private open space standards required that ground level units have a patio with a minimum dimension of 10 feet and 150 square feet overall or have an upper deck with a minimum dimension of six feet and 72 square feet overall.
    a. Ground floor units – The Project provides patio with a minimum of 5.5 dimension and minimum of 57 square feet overall.
    b. Upper level units (units without ground floor living space) – The Project provides private open space with a minimum of 5.5 dimension and 49 square feet overall.

Public Noticing

A 10-day notice was mailed to all property owners within a 300-foot radius of the project site. In addition, a notice was published in the *Chino Champion* on August 9, 2025, and the City sent information out on the City's social media platforms. In response to the public notice, no comments have been received. The notice exceeds legal noticing requirements.

ENVIRONMENTAL REVIEW

An Addendum to the Eucalyptus Business Park Specific Plan EIR, SCH#89070310, has been prepared for this project pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. The project is within the scope of the EIR, which adequately describes the activity for the purposes of CEQA. Consequently, no further environmental review is required.

Attachments: Exhibit A – Parking Management Plan
Exhibit B1 and B2 – Waivers and Exhibit
Link to EIR Addendum –
https://www.cityofchino.org/DocumentCenter/View/6396/Chino-Corporate-Center_CEQA-Addendum_20250731-PDF

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: July 31, 2025

TO: Clarke Campion, BCT Development

FROM: Ambarish Mukherjee, PE, AICP, Principal

SUBJECT: Parking Management Plan for the Chino Corporate Center Residential Project (LSA Project No. 20242048)

LSA has developed a Parking Management Plan (PMP) for the proposed Chino Corporate Center Residential Project (project). The proposed project consists of 110 multi-family residential dwelling units. The proposed project is located on the south side of Corporate Center Avenue, west of Ramona Avenue in the City of Chino (City). This PMP was prepared to ensure that adequate and convenient parking for residents and visitors of the proposed project is provided and that the parking provided is consistent with the requirements of the City Municipal Code Section 20.18.030.

The proposed project will construct 110 multi-family housing units that are comprised of 3 one-bedroom units, 24 two-bedroom units, 47 three-bedroom units, and 36 four-bedroom units. The proposed project will provide 231 total parking spaces, comprised of 3 single car garage spaces, 120 side by side garage spaces, 94 tandem garage spaces, and 14 surface spaces. In addition, there is potential for on-street parking along Corporate Center Avenue. The existing site is currently vacant and is bordered by Corporate Center Avenue to the north, State Route 71 (SR-71) to the south, Ramona Avenue to the east, and the Extended Stay America to the west. Figure 1 illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the proposed project. (All figures are provided in Attachment A).

This PMP has been prepared based on prior work experience on similar projects and LSA's understanding of the City Municipal Code parking requirements. This PMP sets forth the framework to ensure adequate parking is provided for the proposed project.

Project Parking Requirement by the City

According to City Municipal Code - Section 20.18.030 (Number of Parking Spaces Required), the proposed project is required to provide 230 parking spaces as shown in Table A (all tables are provided in Attachment B). As shown in Tabe B, the project is providing 231 parking spaces, comprised of 3 single car garage spaces, 120 side by side garage spaces, 94 tandem garage spaces, and 14 surface spaces. Figure 3 illustrates the project parking diagram. Therefore, the project will be providing one additional parking space compared to what is required per the City's Municipal Code.

Project Parking Requirement by the Density Bonus Law

The project is proposing that ten (10) percent of the total number of residential dwelling units are available as low-income rental units. As such, the proposed project qualifies under the State of California Density Bonus Law (Government Code Section 65915) which allows for a reduction in parking requirements. According to CA Density Bonus Law (Government Code Section 65915), the proposed project is required to provide 211 parking spaces as shown in Table C. It should be noted that the CA Density Bonus Law doesn't provide any rates for guest parking. Therefore, the city's parking rates were applied for guest parking to calculate total parking requirements under the CA Density Bonus Law as shown in Table C.

As shown in Table D, the project is providing 231 parking spaces which exceeds the requirement of 211 parking spaces per the CA Density Bonus Law (Government Code Section 65915) by 20 parking spaces. Therefore, the proposed project will have adequate parking pursuant to the CA Density Bonus Law.

Parking Management Plan Measures

After the project is constructed and occupied, professional on-site management will oversee daily operations. As such, professional on-site management may monitor the project parking demand and may implement any of the below measures should the need arise:

1. Upon the residents' request for residential parking permit(s), the professional onsite management shall issue parking permits based on unit type and availability.
2. Visitor parking passes shall be requested from the professional onsite management on a first-come/ first-served basis.
3. All vehicles will be required to have parking permits or visitor parking passes. Vehicles parked in residential spaces without a residential permit or visitor pass will be towed at the vehicle owner's expense.
4. The professional onsite management shall continuously monitor and ensure that the total number of issued residential parking permits does not exceed the parking supply.
5. The professional onsite management shall perform visual inspections on a regular basis on garages to ensure spaces are used for parking and not storage.
6. The parking for the proposed project shall be monitored and evaluated on a regular basis by the property management and/or appropriate actions shall be taken to ensure that the necessary PMP measures are being implemented and enforced.

On-Street Parking

Currently, there are on-street parking restrictions along both sides of Corporate Center Avenue and along the project frontage. Based on the project understanding and current discussion with City staff, there is the potential to modify the existing parking restriction along Corporate Center Avenue in order to allow additional residential vehicular parking once the proposed project is constructed. The project proposes to provide 23 public street parking spaces along Corporate Center Avenue after the project completes its offsite improvements. Additionally, based on coordination with City staff, the project will install "No

Commercial Vehicle Parking" signage to restrict commercial vehicles from parking overnight along the project frontage (southern curb of Corporate Center Avenue). The northern curb of Corporate Center Avenue will continue to have on-street parking restrictions.

Conclusion

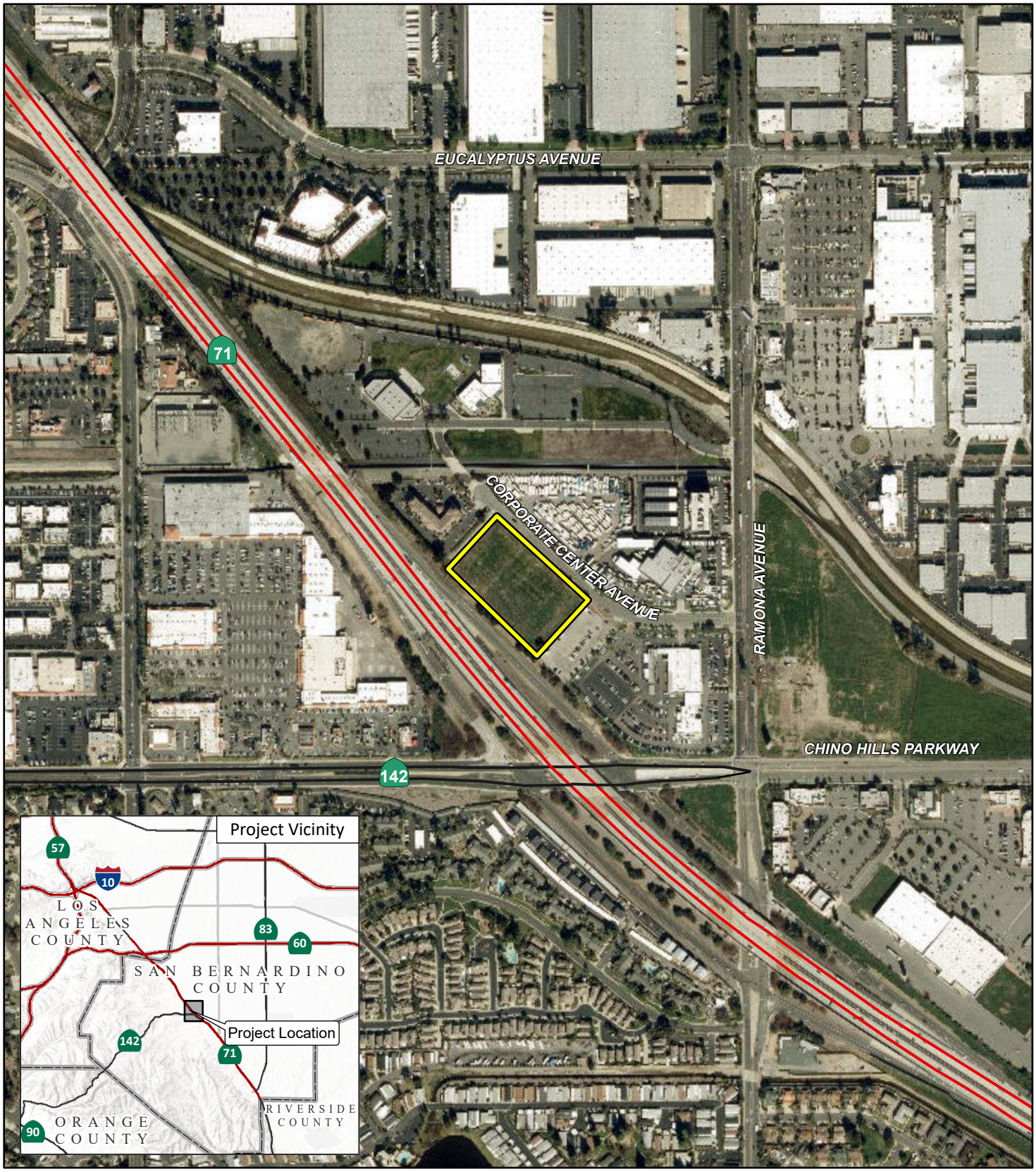
The implementation of PMP strategies such as having a professional on-site management to monitor the parking demand, an optional permitting program should the need for one arise, and options to modify or remove the current parking restrictions as previously identified along Corporate Center Avenue are anticipated to alleviate potential parking deficiencies in the event the need arises.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or at ambarish.mukherjee@lsa.net.

Attachments: A – Figures 1, 2, and 3
B – Tables A, B, C, and D

ATTACHMENT A

FIGURES 1, 2 AND 3



LSA

LEGEND

Project Location

FIGURE 1

N

0 290 580
FEET

Chino Corporate Center Residential Project
Parking Management Plan

Regional and Project Location

SOURCE: ESRI Streets, 2021; Google Earth, 2023.

P:\2024\20242048 Chino Corporate Center Residential\Traffic\graphics\GIS\Chino Corp Residential.aprx (11/27/2024)

LSA

FIGURE 2

Chino Corporate Center Residential Project
Parking Management Plan

Conceptual Site Plan

SOURCE: TCA Architects and BCT Development, June 2025.

P:\2024\20242048 Chino Corporate Center Residential\Traffic\graphics\Fig2_Site Plan Parking(6/17/2025)

PARKING SUMMARY

REQUIRED PARKING

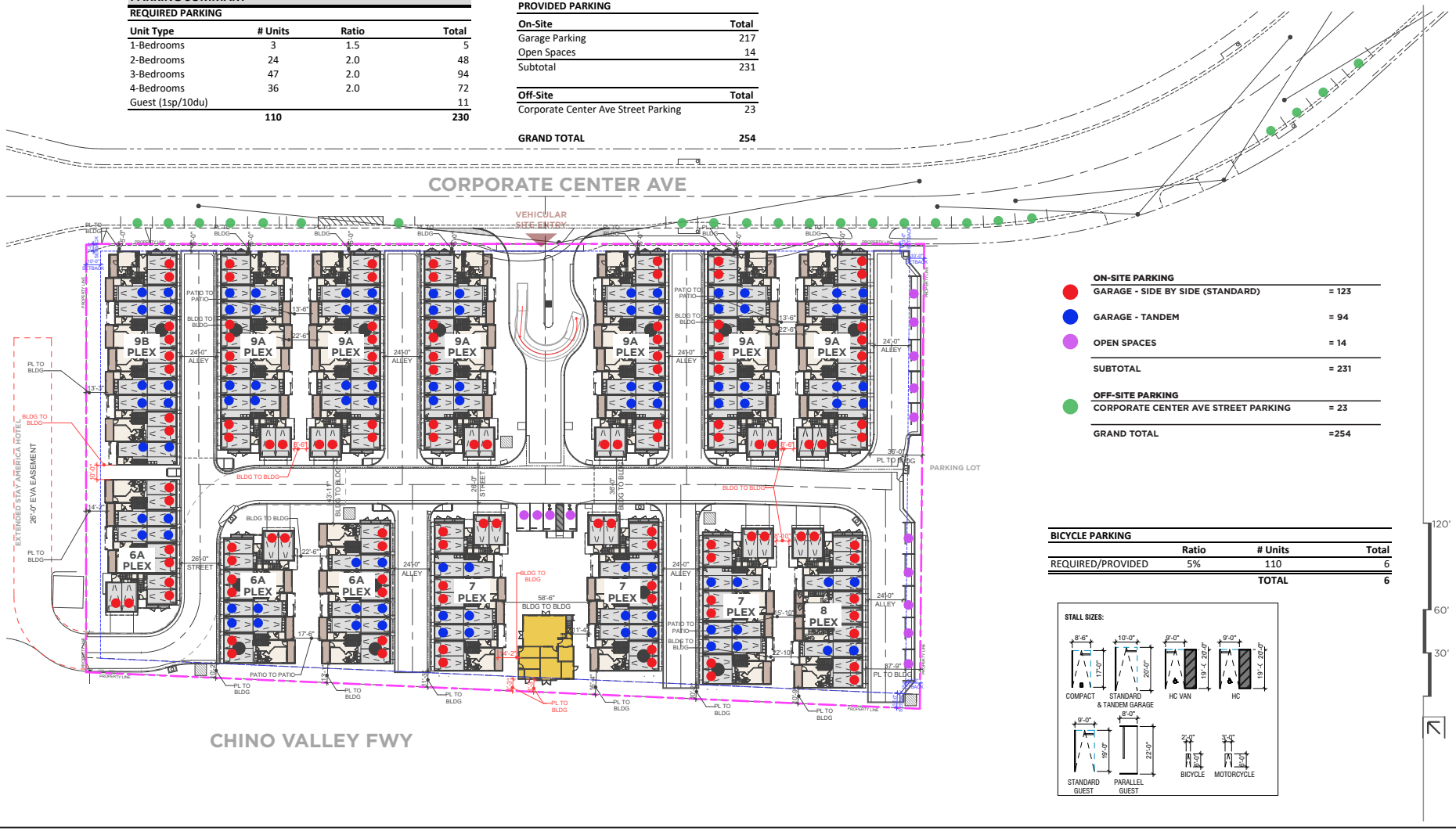
Unit Type	# Units	Ratio	Total
1-Bedrooms	3	1.5	5
2-Bedrooms	24	2.0	48
3-Bedrooms	47	2.0	94
4-Bedrooms	36	2.0	72
Guest (1sp/10du)			11
	110		**230**

PROVIDED PARKING

On-Site	Total
Garage Parking	217
Open Spaces	14
Subtotal	231

Off-Site	Total
Corporate Center Ave Street Parking	23

GRAND TOTAL **254**



LSA

FIGURE 3

Chino Corporate Center Residential Project
Parking Management Plan

Parking Diagram

SOURCE: TCA Architects and BCT Development, June 2025.

P:\2024\20242048 Chino Corporate Center Residential\Traffic\graphics\Fig3_Parking Diagram (6/17/2025)

ATTACHMENT B

TABLES A, B, C AND D

Table A: Parking Calculation using City Code

Land Use	Spaces/Unit[1]	Units	Spaces Required
Residential Uses			
One Bedroom	1.5	3	5
Two Bedroom	2.0	24	48
Three Bedroom	2.0	47	94
Four Bedroom	2.0	36	72
Guest	0.1	110	11
Total			**230**

Notes:

[1] City of Chino Municipal Code - Section 20.18.030 (Number of Parking Spaces Required).

Table B: Parking Summary by Space Type using City Code

Parking Type	Number of Spaces by Type	Provided Spaces	
		Ratio	Total Spaces
Garage - Single	3	1	3
Garage - Side by Side	60	2	120
Garage - Tandem	47	2	94
Surface Parking	14	1	14
Total Parking Spaces Provided			**231**
Total Parking Spaces Required by Municipal Code			**230**
Parking Spaces Exceeding Municipal Code Requirement			**1**

Table C: Parking Calculation using CA Density Bonus Law

Land Use	Spaces/Unit[1]	Units	Spaces Required
Residential Uses			
One Bedroom	1	3	3
Two Bedroom	1.5	24	36
Three Bedroom	1.5	47	71
Four Bedroom	2.5	36	90
Guest[2]	0.1	110	11
Total			**211**

Notes:

[1] State of California Density Bonus Law (Government Code Section 65915).

[2] City of Chino Municipal Code - Section 20.18.030 (Number of Parking Spaces Required).

Table D: Parking Summary by Space Type using CA Density Bonus Law

Parking Type	Number of Spaces by Type	Provided Spaces	
		Ratio	Total Spaces
Garage - Single	3	1	3
Garage - Side by Side	60	2	120
Garage - Tandem	47	2	94
Surface Parking	14	1	14
Total Parking Spaces Provided			**231**
Total Parking Spaces Required by CA Density Bonus Law			**211**
Parking Spaces Exceeding CA Density Bonus Law Requirement			**20**

Holland & Knight

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July 29, 2025

Ms. Maria Staar
Senior Planner
Planning Department
City of Chino
13220 Central Avenue
Chino, California 91710

Re: **Resubmission of Application for Development of the Property with APN 1025-211-29-0-000 on Corporate Center Drive in Chino, CA**

Dear All:

On behalf of BCT Dev Acquisition Co, LLC (the "Applicant"), we hereby submit the enclosed supplemental materials in connection with an application for construction of a "housing development project" pursuant to the Housing Crisis Act of 2019 ("SB 330") and the Housing Accountability (the "HAA"). The development consists of a 110-unit residential townhome project in which 11 units (ten percent) would be affordable to low-income households (the "Project") on the approximately 4.12-acre site with APN 1025-211-29-0-000 on Corporate Center Drive (the "Property") in Chino (the "City"), California. Please see our previous communication for further discussion of the HAA and SB 330, as well as anticipated California Environmental Quality Act ("CEQA") compliance. The purpose of this letter is to provide an updated State Density Bonus Law ("SDBL") application for the Project.

SDBL Application and Reservation of Right to Apply Further Under The SDBL

Pursuant to the SDBL, because the Project provides ten percent low income units it is entitled to benefits including (1) a density bonus of up to 20 percent;[1] (2) one incentive/concession;[2] (3) any needed physical waivers of development standards to accommodate the proposal at its permitted density and with its incentives/concessions incorporated;[3] and (4) a parking reduction.[4]

[1] Govt. Code Section 65915(f)(1).
[2] Govt. Code Section 65915(d)(2)(A).
[3] Govt. Code Section 65915(e)(1).
[4] Govt. Code Section 65915(p)(1).

While the Applicant does not need the State Density Bonus Law for the purpose of increasing the number of dwelling units above that permitted by the City's Affordable Housing Overlay at this time, it nevertheless will be using the State Density Bonus Law to allow it to receive one incentive for the purpose of lowering costs associated with providing affordable housing, and waivers of development standards that would physically preclude the Project as proposed. The Applicant has not yet identified its incentive request, and reserves the right to do so at a later time.

The Applicant hereby identifies the following waivers of development standards at this time:

1. Relief from Chino Municipal Code Table 20.09-6 that requires a 15-foot front yard setback. As shown in the Project's site plans, the front yard is approximately five feet in depth. Providing an additional ten feet for a 15-foot setback would result in the loss of all of the dwelling units fronting Corporate Center Avenue, i.e., the loss of seven dwelling units. As such, the waiver is necessary to physically allow the Project as proposed.

2. Relief from Chino Municipal Code Table 20.09-6 that requires a 10-foot rear yard setback. As shown in the Project's site plans, the rear year is approximately eight feet in depth. Providing an additional two feet for a 10-foot setback would result in the loss of dwelling units. As such, a waiver is necessary to physically allow the Project as proposed.

3. Relief from the requirement in Chino Municipal Code Table 20.09-06 that requires a 15-foot building separation, whereas the Project provides minimum of 8'6" in three locations, with most locations ranging from 12' to 15'. Providing a greater separation than proposed would result in the loss of buildable site area and therefore a loss of dwelling units. As such, a waiver is necessary to physically allow the Project as proposed.

4. Relief from Chino Municipal Code Section 20.18.050(B)(4) that requires parking spaces within the front half of the lot to be covered with a carport, garage, or roofed structure. As shown in the Project's site plans there are a number of uncovered guest parking spaces along the easterly edge of the Project site. These parking spaces are an amenity for the Project and are also consistent with the City's parking requirement of one guest parking space per ten dwelling units, even though under State Density Bonus Law no guest parking spaces are required. Without the waiver, there would be physical preclusion of the Project as proposed.

5. Relief from the requirement in Chino Municipal Code Section 20.09.090(H)(2) for ground level units to have a minimum of private open space patio with at least a 10-foot horizontal dimension and 150 square feet overall or 72 square foot deck with a minimum dimension of six feet; and upper-level units to have at least a six-foot dimension and 72 square feet overall.
    - Ground floor units: For units with ground floor living space, the Project provides ground floor patios with a minimum 5'-6" horizontal dimension and a minimum size of 57 square feet.
    - Upper level units: For units without ground floor living space, the Project provides private outdoor open space with a 5'-6" minimum horizontal dimension and minimum size of 49 square feet of private outdoor open space.
    - Across all unit types, the weighted average open space per unit is 102 square feet.
    - Providing more private open space would reduce the Project units' square footage, reducing the Project's density and therefore qualifying it for a waiver.

The Applicant continues to reserve its right to identify further waivers if needed. Thank you for your attention to the Project, and we look forward to working with the City to bring it to fruition.

Sincerely yours,

HOLLAND & KNIGHT LLP

Ryan M. Leaderman
Genna Yarkin

cc: Karen Alves
Clarke Campion
Tim Stanley

Waiver No. 1

15' Setback per Chino Municipal Code Table 20.09-6

Impact

- Due to loss of approx. 895 NRSF/DU (Total 6,265 NRSF) the unit plan no longer can function. The remaining area is too small to accommodate any other unit layout, resulting in complete loss of total 7 units (Total loss of 12,168 NRSF).

LOST AREA

Waiver No. 5

Chino Municipal Code Section 20.09.090(H)(2) requires Patios to be min. horizontal dimension 10' and 150 sf

Impact

- In order to meet required 150 sf. patios need to be min. 10' (patios unit min. width is currently 5'-6") Increasing the size would impact the green passage ways between the buildings, as well as the level of privacy. In addition, per elevation design some areas patio has full built walls that shape the deck above. In these situations the distance between buildings get even smaller.

Standard Patio

Patio & Deck

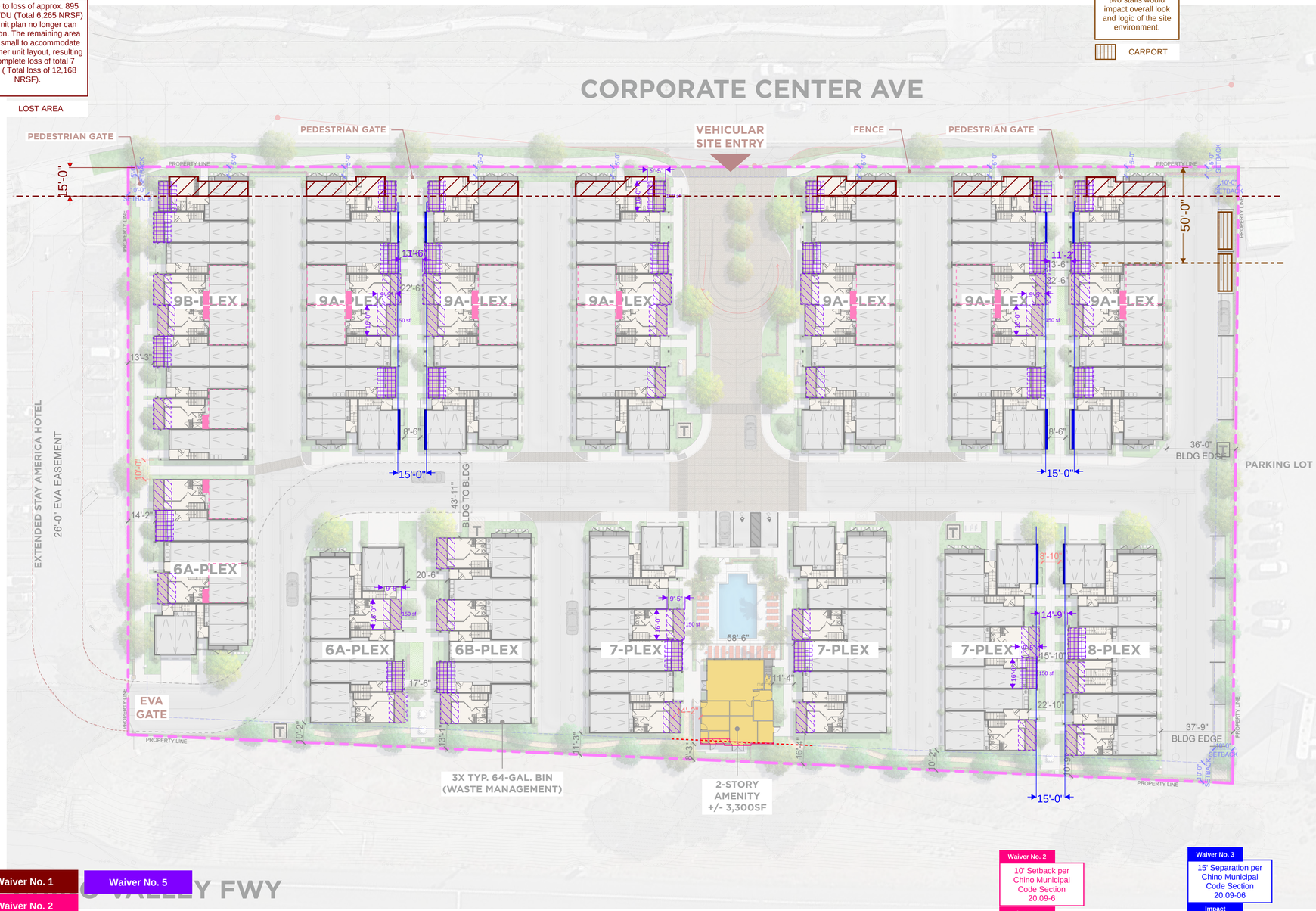
Waiver No. 4

Parking spaces within the front half of the lot (50' from PL) requires covered parking. Chino Municipal Code Section 20.18.050(B)(4)

Impact

Only 2 parking stalls are affected by this code. Covering these two stalls would impact overall look and logic of the site environment.

CARPORT



Site Summary	
APN #	1025-211-290000
ADDRESS	14892 CORPORATE CENTER AVE
ADJUSTED GROSS SITE ACREAGE	4.09
SITE SF	177,681 SF
RESIDENTIAL NRSF	167,284 SF
RESIDENTIAL GFA	194,579 SF
RESIDENTIAL AMENITIES GFA	3,281 SF
TOTAL GFA	197,860 SF

DESCRIPTION	# OF DU	%	NRSF	TOTAL NRSF
1BD				
A1	1		946 SF	946 SF
A2	1	2.7%	1,236 SF	1,236 SF
A3	1		1,422 SF	1,422 SF
2BD				
B1	24	21.8%	1,292 SF	31,000 SF
3BD				
C1	15		1,490 SF	22,355 SF
C2	21	42.7%	1,530 SF	32,137 SF
C3	11		1,423 SF	15,653 SF
4BD				
D1	14		1,692 SF	23,695 SF
D2	15	32.7%	1,781 SF	26,715 SF
D3	7		1,732 SF	12,125 SF

FAR	
ALLOWED	1.25
PROVIDED	1.11
LOT COVERAGE	42%
LANDSCAPE AREA	29,748 SF 17%
NET LOT AREA	177,681 SF

SITE DENSITY
26.9 DU/AC

"Adjusted gross acreage" is utilized to calculate density (CMC 20.09.090D1 - page 54)

TYPE	# OF BLDGS	DU	TOTAL	GROSS SF/BLDG	TOTAL GROSS / BLDG
9A PLEX	6	9	54	15,979 SF	95,873 SF
9B PLEX	1	9	9	16,695 SF	16,695 SF
8 PLEX	1	8	8	12,685 SF	12,685 SF
7 PLEX	3	7	21	12,368 SF	37,105 SF
6A PLEX	2	6	12	10,500 SF	20,999 SF
6B PLEX	1	6	6	11,222 SF	11,222 SF

PARKING SUMMARY

REQUIRED PARKING

Unit Type	# Units	Ratio	Total
1-Bedrooms	3	1.5	5
2-Bedrooms	24	2.0	48
3-Bedrooms	47	2.0	94
4-Bedrooms	36	2.0	72
Guest (1sp/10du)			11
	110		230

PROVIDED PARKING	
Type	Total
Garage Parking	217
Open Spaces	14
TOTAL	231

BICYCLE PARKING	Ratio	# Units	Total
REQUIRED/PROVIDED	5%	110	6
		TOTAL	6

Permanent Open Space
20% of Net Lot Area
177,681 SF Net Lot Area
35,536 SF Required
41,110 SF Provided

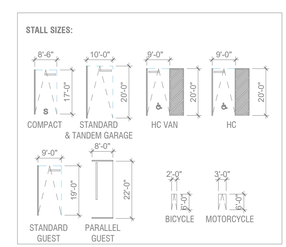
*Min percentage of net lot area devoted to permanent open space is 20%. Min. area devoted to outdoor living area (private OR common open space) is 400 sf/du. A min. 65% of the required outdoor living area shall be common open space w/ min. width of 20'. Contiguous landscape areas less than 20' wide but at least 5' wide maybe included. Non-contiguous landscape areas shall not exceed 20% of the total common open space. Up to 15% of the required common open space may be provided within the rec building.

Total Outdoor Living Area		
400 SF/Unit	Required:	44,000 SF
Private Open Space		11,258 SF
Common Open Space		44,780 SF
	Provided:	56,038 SF

Private Open Space		
25% of Total Outdoor Living Area	Required:	11,000 SF
Patios		5,276 SF
Decks		5,982 SF
	Provided:	11,258 SF

Common Open Space			
65% of Total Outdoor Living Area	Required:	28,600 SF	
Planter Area	29,748 SF		16.56%
Hardscape Area	15,032 SF		8.37%
	Provided:	44,780 SF	

LEGEND



TRANSFORMER

EASEMENT

PROPERTY LINE

Waiver No. 2

10' Setback per Chino Municipal Code Section 20.09-6

Impact

Area encroaching into setback is utility space required for amenity spaces and pool. Additionally, the 8' setback is sufficient for fire access.

ENCROACHING AREA

Waiver No. 3

15' Separation per Chino Municipal Code Section 20.09-06

Impact

- Total Loss of approx. 570 SF
- Unit garage is no longer meeting requirements
- Unit layout would require further downsizing

LOST AREA

Waiver No. 1

Waiver No. 5

Waiver No. 2

Waiver No. 3

Waiver No. 4

*DIMENSIONS ARE TO FRAMING AND DO NOT ACCOUNT FOR FINISHES.

TCA ARCHITECTS

BCT development

CHINO CORP CENTER

CHINO, CALIFORNIA

TCA # 2024-034

ENTITLEMENT RE-SUBMITTAL

JULY 17, 2025

ARCHITECTURAL SITE PLAN

A-1

RESOLUTION NO. PC2025-018

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHINO, CALIFORNIA, APPROVING PL24-0151 (SITE APPROVAL) TO CONSTRUCT A 110-UNIT RESIDENTIAL RENTAL COMMUNITY CONSISTING OF 14 THREE-STORY BUILDINGS AND A RECREATION BUILDING ON 4.12 ADJUSTED GROSS ACRES AT A DENSITY OF 26.7 DWELLING UNITS PER ACRE LOCATED WITHIN THE AM (AUTO MALL) LAND USE DESIGNATION OF THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN WITHIN THE AFFORDABLE HOUSING OVERLAY, LOCATED ON THE WEST SIDE OF CORPORATE CENTER AVENUE, APPROXIMATELY 625 WEST OF RAMONA AVENUE (APN: 1025-211-19).

WHEREAS, the Chino 2021-2029 Housing Element (Housing Element) update was adopted by the City Council on January 4, 2022, with revisions to the Housing Element being adopted in December 2024. The Housing Element established an Affordable Housing Overlay (AHO) and Mixed Use Overlay (MUO) on sites throughout the City that had been identified during the drafting of the Housing Element as a strategy for meeting the City's Regional Housing Need Assessment (RHNA) numbers. Housing sites within both overlays allow for residential development of up to 30 dwelling units per acre (du/ac) provided that projects provide affordable housing for low to very low income households; and

WHEREAS, BCT Dev Acquisition Co., LLC (the "Applicant"), filed an preliminary application with the City of Chino (the "City") on June 27, 2024 and subsequently filed an application on December 19, 2024 for approval of PL24-0151 (Site Approval) (the "Project") to construct a 110-unit residential rental community consisting of 14 three-story buildings and a recreation building on 4.12 adjusted gross acres of land at a density of 26.7 dwelling units per acre within the AM (Auto Mall) land use designation of the Eucalyptus Business Park Specific Plan within the Affordable Housing Overlay. The project is located on the west side of Corporate Center Avenue, approximately 625 feet west of Ramona Avenue (APN: 1025-211-19); and

WHEREAS, in compliance with the California Environmental Quality Act (CEQA), an Addendum to The Eucalyptus Business Park Specific Plan EIR, SCH#89070310 for Site Approval (PL24-0151), dated July 2025, has been prepared for the Project by Harris & Associates; and

WHEREAS, the Planning Commission of the City of Chino has completed its study of the proposed Project; and

WHEREAS**,** on August 20, 2025, the Planning Commission held a duly noticed public hearing for the Project in compliance with law, including compliance with the relevant provisions of the California Government Code and Chino Municipal Code, entertained the written and oral report of staff, and took public testimony on the Project.

NOW, THEREFORE, the Planning Commission of the City of Chino, California, does hereby FIND, DETERMINE, and RESOLVE as follows:

A. The foregoing recitals are true and correct and incorporated herein.

B. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission makes the following findings and takes the following actions on PL24-0151 (Site Approval):

1. *PL24-0151 (Site Approval)*

   a. The proposed Project is consistent with the goals and policies of the City's adopted General Plan and/or applicable specific plan(s), as General Plan Goal LU-1 aims to enhance livability in the City, with Objective LU-1.1 encouraging a variety of housing types that meet the housing needs of residents of all income levels in Chino. Further, the Project is a proposal for a 110-unit rental community located within the Affordable Housing Overlay (AHO) within the Eucalyptus Business Park Specific Plan (EBPSP) and has been designed to meet applicable development standards and design guidelines;

   b. The proposed Project is permitted within the zoning district in which it is proposed and complies with all applicable provisions of the City's Zoning Code. The Project site is located within the AHO, which allows for residential projects with affordable units. The proposed Project is for the development of 14 three-story buildings, with 110 units, totaling 225,302 square feet on 4.12 adjusted gross acres of land at a density of 26.7 units per acre, and offering 10 percent of low-income units, which is permitted per the AHO. The Project complies with development standards, with the exception of the requested waivers pursuant to State Density Bonus Law (SDBL) in the AHO ordinance;

   c. The subject site is physically suitable, including, but not limited to, parcel size, shape, access and availability of utilities, for the type and intensity of use proposed, as all minimum zoning requirements governing parcel size, shape, access, type and intensity of development have been met or exceeded. The proposed residential development is consistent with development standards in the AHO ordinance and with the development guidelines and standards of the City's Zoning Code, with the exception of specified deviations from standards, or waivers, as is permitted by SDBL. Additionally, the appropriate infrastructure and public improvements are conditioned to be constructed with the development;

   d. The subject site for the Project relates to streets and highways properly designed, both as to width and type of pavement to carry the type and

quantity of traffic generated by the proposed Project, in that the Project site will have direct access from Corporate Center Avenue and is within close proximity to Ramona Avenue and Chino Hills Parkway, and State Route 71, all of which have been designed to carry the type of traffic visiting the site;

e. The proposed Project is compatible with those on abutting properties and in the surrounding neighborhood, in that the Project is for a 110-unit rental community consisting of 14 buildings surrounded by State Route 71 to the west, a hotel to the north, automotive uses to the east, and a car dealership to the south. The Project will have no significant negative light, noise, and aesthetic impacts, as the buildings have been designed to meet all development and design guidelines of the AHO;

f. The proposed location, size, and operating characteristics of the proposed Project will not be detrimental to the public interest, health, safety or general welfare, as the proposed residential use is consistent with the AHO. In addition, certain safeguards have been required of the proposed Project, which the Planning Commission deems necessary to protect the public health, safety, and general welfare. These safeguards (Conditions of Approval) are attached hereto as Exhibit “A”;

g. The proposed Project will not have a significant adverse impact on the environment as an Addendum to the Eucalyptus Business Park Specific Plan EIR (SCH#89070310), has been prepared for this project pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. The project is within the scope of the EIR, which adequately describes the activity for the purposes of CEQA; and

h. The minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed Project and have been imposed as conditions of project approval by the Chino Planning Commission. In addition, certain safeguards have been required of the proposed Project, which the Planning Commission deems necessary to protect the public health, safety, and general welfare. These safeguards (Conditions of Approval) are attached hereto as Exhibit “A”.

2. *CEQA Findings.* An Addendum to the Eucalyptus Business Park Specific Plan EIR (SCH#89070310), has been prepared by Harris & Associate for this Project pursuant to Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. The Planning Commission has considered the Addendum and Environmental Impact Report as part of its decision on this Project pursuant to Section 15164. The Planning Commission hereby finds that the Project is within the scope of the EIR, which adequately describes the activity for the purposes of CEQA. The Planning Commission hereby finds that the Project will not have any impacts that would require a revision to the EIR or any other additional environmental review.

3. *Approval of PL24-0151 (Site Approval).* The Planning Commission hereby approves PL24-0151 (Site Approval) subject to the Conditions of Approval attached hereto as Exhibit “A”. Applicant, including its successors and assigns, shall be responsible for implementing and complying with all conditions set forth in Exhibit “A”.

4. *Actions by the Planning Commission Secretary.* The Planning Commission Secretary is hereby directed to attest to the adoption of this Resolution as of the date set forth below and forthwith transmit a copy of this Resolution, by regular mail, to the Applicant at the address of record set forth in the Application.

PASSED, APPROVED, AND ADOPTED THIS 20TH DAY OF AUGUST 2025.

_____
PLANNING COMMISSION CHAIRPERSON

ATTEST:

_____
SECRETARY, PLANNING COMMISSION

State of California)
County of San Bernardino) §
City of Chino)

I hereby certify the foregoing Resolution was duly adopted by the Chino Planning Commission at a meeting held on the 20th day of August 2025 and entered in the minutes of said Commission.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
SECRETARY, PLANNING COMMISSION

Attachment: Exhibit “A” – Conditions of Approval

EXHIBIT A

DEPARTMENTAL
CONDITIONS OF APPROVAL

DATE: August 20, 2025

PROJECT FILE NO.: PL24-0151 (Site Approval)

LOCATION: West side of Corporate Center Avenue, approximately 625 feet west of Ramona Avenue (APN: 1025-211-29).

APPLICANT: BCT Dev. Acquisition Co., LLC

The departments listed below have reviewed the above referenced application. Those departments marked with an "X" have required conditions of approval to be imposed on the project.

Development Services Department –
- [X] Planning Division
- [X] Development Engineering Division
- [ ] ADA Accessibility Division

[X] Chino Valley Independent Fire District

[X] Police Department

[ ] Finance Department

[ ] Community Services

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION CONDITIONS OF APPROVAL

DATE: August 20, 2025

PROJECT FILE NO.: PL24-0151 (Site Approval)

LOCATION: West side of Corporate Center Avenue, approximately 625 feet west of Ramona Avenue (APN: 1025-211-29)

APPLICANT: BCT Dev. Acquisition Co., LLC

1.0 TIME LIMITS:

1.1. Project approval shall expire on August 20, 2026, if building permits are not obtained. The expiration date may be extended upon written request by the applicant on a City application form. The request must be received by the Director of Development Services at least 30 days prior to expiration of the application.

2.0 GENERAL REQUIREMENTS:

2.1. Failure to comply with any conditions of approval shall be deemed just cause for revocation of project approval by the Planning Commission.

2.2. The project shall proceed only in accordance with approved plans on file with the Development Services Department, the conditions contained herein and the Chino Municipal Code.

2.3. Approval of this request shall not waive compliance with all sections of the Chino Municipal Code, all other applicable City ordinances, and applicable specific plans.

2.4. Pursuant to Government Code Section 66020, the applicant is informed that the 90-day period in which the applicant may protest the fees, dedications, reservation or other exaction imposed on this project through the conditions of approval has begun.

2.5. In the event that any condition contained herein is determined to be invalid or legally unenforceable, then all remaining conditions shall remain in force.

2.6. In the event that any condition imposing a fee, exaction, dedication, or other mitigation measure is challenged by the project sponsors and/or other parties in an action filed in a court of law, which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the applicable section of the entire project shall be reviewed by the City and substitute conditions may be imposed.

2.7. The applicant shall indemnify the City and its elected boards, commissions, officers, agents and employees and will hold and save them and each of them harmless from any and all actions, claims, liabilities, losses, damages, penalties, obligations and expenses, including but not limited to attorneys' fees and costs, (collectively "claims") against the City for any such claims and shall be responsible for any judgment arising therefrom. The City shall provide the applicant with notice of the pendency of such action and shall request that the applicant defend such action. The applicant may utilize the City Attorney's office or use legal counsel of its choosing, but shall reimburse the City for any necessary legal cost incurred by City, including for the City's required participation in defense of the claims. The applicant shall provide a deposit in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by City to keep the deposit at such level. If the applicant fails to provide or maintain the deposit, the City may abandon the action and the applicant shall pay all costs resulting therefrom and City shall have no liability to the applicant.

2.8. The City of Chino has an exclusive contract with Waste Management for all solid waste collection and hauling services within the City. The applicant shall be responsible for making arrangements with Waste Management for disposal of any/all construction debris or trash generated as a result of this permit. Waste Management can be reached at 1-800 423-9986.

3.0 PRIOR TO THE ISSUANCE OF A BUILDING AND/OR GRADING PERMIT:

3.1. The developer shall pay development impact fees at the established rate, pursuant to Government Code Section 66007, the applicant shall make payment of fees at the time of impact. Additionally, all applicable fees shall comply with the fee protections established under the Senate Bill No. 330. Such fees may include, but not be limited to, new construction fee, park or

open space fees, school fees, drainage fees, sewer fees, building permit and plan check fees.

3.2. Pursuant to Public Resources Code Section 21089 and Fish and Wildlife Code Section 711.4, the developer shall provide those fees marked [X] below in the form of a check made payable to the ***San Bernardino County Clerk of the Board of Supervisors***. **Project approval shall not be complete until the required fee(s) is (are) paid:**

[X] $50 for the Notice of Determination filing fee.

[ ] $50 for the Notice of Exemption filing fee.

[ ] $2,548.00 for the California Department of Fish and Wildlife Mitigated Negative Declaration fee.

[ ] $3,539.25 for the California Department of Fish and Wildlife Environmental Impact Report fee.

3.3. The Director of Development Services shall have the authority to approve minor deviations in the site plan, architecture and/or landscape providing the total approved building area is not exceeded. If it is determined that the changes will be substantial, approval from the Planning Commission will be required.

3.4. As a condition for the approval of a density bonus and additional incentive or incentives and consistent with the requirements of Chino Zoning Code section 20.14.040, the applicant shall agree to enter into a density bonus agreement with the City in a form approved by the City Attorney and consistent with the requirements of Government Code section 65915 and other applicable state law. The City Manager is authorized to execute the density bonus agreement on behalf of the City. The executed density bonus agreement shall be recorded on the parcel or parcels designated for the construction of qualifying units, or donated for the purpose of constructing qualifying units. The approval and recordation shall occur prior to **building permits**. The density bonus agreement shall be binding upon all future owners and successors in interest.

3.5. Since the project is utilizing the Affordable Housing Overlay component, the applicant shall enter into an Affordable Housing Overlay agreement with the City in a form approved by the City Attorney. This agreement may be combined with the density bonus agreement in the discretion of the City Attorney.

3.6. All fees, including City Attorney fees, associated with drafting and negotiating the density bonus agreement and Affordable Housing Overlay agreement shall be paid by the developer.

3.7. Revised plans, incorporating all conditions of approval, shall be submitted for review and approval by the Director of Development Services.

3.8. All plans shall be coordinated for consistency.

3.9. The developer shall submit two sets of structural plans/construction documents. Said plans shall include one set of structural calculations, one set of Title 24 energy calculations, and one soils report. The developer shall also submit the above documents in digital format to the Building Division once approved.

3.10. A construction-phasing plan shall be submitted to and approved by the Deputy Director of Development Services prior to building permit issuance. This plan shall show which homes will be completed in which phases, and how each completed phase will be closed off from phases under construction so as to minimize conflict between construction vehicles, construction equipment, employees and residents, as applicable.

3.11. A construction management plan shall be submitted for review and approval by the Director of Development Services. The plan shall coordinate and address construction activities that may impact residents and/or surrounding businesses on site and in adjacent areas. Elements of the plan would contain, but not be limited to, the following:

a. Routing of construction equipment
b. Hours of operation
c. Dust control
d. Vector control
e. Vehicle, equipment, and personnel staging
f. Pre-construction meetings
g. Contractor/subcontractor acknowledgement, obligations, and penalties
h. Traffic control and coordination
i. Security and interim fencing
j. Signs posted on the site with a contact number for the job site construction manager and the City's Code Enforcement Division. Signs shall measure at least four feet by eight feet and shall be posted along every street frontage. The developer shall contact the City immediately upon any change in contact numbers.

3.12. A precise wall plan indicating the design, location and construction details of all walls and fences shall be submitted for review and approval by the Planning and Building Divisions. All perimeter and street-facing walls, including retaining walls, shall be decorative in nature.

3.13. Prior to the issuance of any grading permit, four (4) sets of detailed on-site landscaping and irrigation construction drawings along with a copy of the Planning Commission approved conceptual landscape plans and a copy of the conditions of approval shall be submitted for review and approval by the Director of Development Services. A grading permit will not be issued until the City's outside plan checker has completed one review of detailed landscape and irrigation plans for the development. Payment of the Landscape & Irrigation Plan Review Fee shall be due at the time of submittal. Plans shall be prepared to comply with the City's Water Efficient Landscape Ordinance, adopted on October 6, 2015, Ordinance No. 2015-008, meet the requirements for a Landscape Documentation Package in accordance with Section 20.19.030 of the Landscape Ordinance, and shall bear the seal of a landscape architect registered with the state of California. If the site includes areas proposed to be placed within a City-maintained Landscape Maintenance District, then five (5) sets of plans shall be submitted, and the plans shall be prepared on City of Chino, Engineering Division base sheets, and shall bear the seal of a landscape architect registered with the state of California. Original mylars shall be submitted to the City upon approval of plans by the City Engineer.

3.14. All ground-mounted utilities, including but not limited to cable television facilities, and telephone/fiber optic facilities, shall be undergrounded. Equipment that that is not placed underground such as SCE transformers, backflow prevention devices, irrigation valves and controllers used for common landscape areas shall be placed in areas out of public view and sufficiently screened. The location and method of screening of said utilities shall be reflected in a plan and shall be subject to the review and approval by the Director of Development Services.

3.15. All electrical panels and cabinets shall be completely screened to the best extent possible with a combination of landscape and/or berming. All electrical panels and cabinets shall be fully enclosed and integrated into and architecturally compatible with the building to the satisfaction of the Director of Development Services. The locations of the electrical panels and cabinets shall be reflected on a site plan and elevation(s) to be reviewed and approved by the Director of Development Services.

3.16. Prior to the issuance of a building permit, the approved grading plans shall be attached to the construction plan set. The project shall be built

according to the plans approved by the Planning Commission on **August 20, 2025**, as prepared by **BCT Dev. Acquisition Co., LLC**. Any substantial modification to the project shall require Planning Commission review and approval. If minor in nature, the modification may be reviewed and approved by the Development Services Director.

3.17. Upon submittal of construction drawings to the Building Division for plan check review, all departmental conditions of approval for the project shall be included on the sheet following the title sheet, or the first sheet of the plans. A site plan shall also be attached to all sets of construction drawings. This condition shall be a minimum requirement for acceptance of construction drawings for the Building plan check review.

3.18. Prior to the issuance of any grading permit, a landscape plan shall be submitted to the Planning Division for review. A grading permit will not be issued until the City's outside plan checker has completed one review of detailed landscape and irrigation plans for the development.

3.19. Mailboxes shall not interfere with free ingress or egress to the project site. The applicant shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes. The location and design of mailbox standards shall be indicated on the required landscape and irrigation plans. The design of the mailboxes shall be subject to the review and approval of the Director of Development Services.

3.20. Special Conditions:

3.20.1. A Water Quality Management Plan shall be prepared in accordance with County of San Bernardino requirements and submitted for review and approval by the City.

3.20.2. Where direct views into second-story windows of adjacent units occur, the applicant shall minimize conflicting views of adjacent units by providing smaller and/or higher windows for one of the units to create privacy for the adjacent units. Windows shall not be removed unless approved by the Planning Division but shall still remain wherever possible to allow natural light into the affected units. Final window sizes and locations shall be approved by the Planning Division and shall be analyzed at the plan check level.

3.20.3. Approval of the conceptual landscape plan by the Planning Commission does not constitute final approval. The final landscape approval (during the plan check process and/or

following installation) shall be subject to the review and approval of the City's Landscape Architect Consultant and the Director of Development Services. The City Landscape Architect or Director of Development Services may require additional/fewer trees, shrubs, vines, and ground cover as necessary, based on final site conditions during the landscape plan check process or field review process in order to mitigate any site conditions that were not apparent during either the Planning Commission review or plan check review process.

4.0 PRIOR TO START OF CONSTRUCTION:

4.1. A pre-construction meeting, scheduled with the Building Division, shall be held with all applicable City staff members, developer, contractor, superintendent, and all subcontractors prior to start of construction.

4.2. The approved construction management plan shall be distributed to all contractors and subcontractors and shall be maintained on-site through the duration of construction.

4.3. The applicant is required to contact the West Valley Mosquito and Vector Control District to determine if an inspection or field survey of potential vectors and their ectoparasites is necessary. If the District so determines, an inspection or field survey shall be conducted by the District, at the applicant's expense, prior to demolition or grading in order to protect the health of and reduce the risk of neighboring residents to vector-borne diseases. Based on the inspection or survey results, the applicant shall take appropriate vector control methods as recommended by the District.

5.0 PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY:

5.1. Detailed landscape and irrigation plans for the development shall be approved by the Director of Development Services. The fee for review of these plans by the City's outside plan checker shall be paid by the developer, including the City's Landscape & Irrigation Plan Review Fee.

5.2. All landscaping and irrigation shall be installed in accordance with plans on file with the Development Services Department, and irrigation systems fully operational. Furthermore, all landscaped areas shall be free of trash and debris.

5.3. A licensed landscape architect or contractor, or other licensed certified professional in a related field shall conduct a final field inspection and shall prepare a certificate of completion, which shall be filed with the Director of

Development Services. The certificate of completion shall be prepared in accordance with Section 20.19.030.J of the Landscape Ordinance, and shall specifically indicate that plants were installed as specified by the landscape design plan, that the irrigation system was installed as specified by the irrigation design plan, and that an irrigation audit has been performed. All landscape and irrigation audits shall be conducted by a landscape irrigation auditor. Landscape audits shall not be conducted by the person who designed the landscape or installed the landscape.

5.4. A landscape maintenance program for the entire project site shall be reviewed and approved by the Director of Development Services. The maintenance program shall include general landscape maintenance provisions for pruning, trimming, the replacement of any dead, decayed, or diseased vegetation, ongoing weed abatement, and replacement/repair of the irrigation system, when necessary. The landscape maintenance program shall be included with the contract with the landscape maintenance company to ensure they implement the maintenance program. In addition, the maintenance program should include provisions for periodic inspections to ensure the irrigation system is working properly, and all landscaping is being properly maintained.

5.5. To minimize damage to paved areas due to tree root growth, trees located within five (5) feet of any paved surface area shall be provided with root barriers unless it can be demonstrated, to the satisfaction of the Planning Division, that the root growth characteristics of the type of tree proposed does not warrant their installation.

5.6. A 6-foot-high decorative masonry block wall shall be constructed along the perimeter of the project. Furthermore, a 6-foot-high decorative masonry block wall shall be installed along all interior rear and side property lines, with appropriate gates. All gates shall utilize decorative materials to tie in with the architecture of the adjacent unit and shall be steel-framed with a seal coat to protect against weather depreciation.

5.7. All residential units shall have Category 5e wiring or similar data-transfer/network wiring system installed throughout the unit, including the kitchen, bedrooms, and office/tech centers.

5.8. Prior to issuance of a certificate of occupancy for the final unit, any temporary sales and/or construction office buildings/trailers shall be removed from the site.

5.9. Air conditioning condenser units shall be placed on side or rear yard areas or on roofs so as to not impact access to the rear yard area. Landscaping

shall be designed and installed so as to not restrict access to gated side yard areas, and concrete pads or similar hard surface shall be installed to facilitate the movement of trash receptacles.

6.0 ENVIRONMENTAL REQUIREMENTS & MITIGATION MEASURES:

6.1. Comply with all mitigation measures identified in the *Mitigation Monitoring Program* contained within Addendum to the Program Environmental Impact Report for the Eucalyptus Business Park Specific Plan (SCH#1989070310) for the Project and attached as Exhibit "A" to the conditions of approval, which identifies each environmental mitigation measure, the time in which it will be implemented and the responsible party for monitoring its implementation.

6.2. A preconstruction survey shall be conducted no more than 72 hours prior to ground disturbance including clearing, grubbing or grading of the site to ensure that no burrowing owls are occupying the project area.

7.0 OTHER REQUIREMENTS:

7.1. The project site shall be cleared of all trash, debris, weeds, and other discarded items within 2 weeks of Planning Commission approval, or as determined by the Director of Development Services. Approval of this application shall be deemed null and void upon failure of the applicant to comply with this condition within the aforementioned time period.

7.2. All signs, including subdivision and/or realty signs proposed for this development shall be designed to conform to the Sign Ordinance and shall require separate application and approval by the Planning and Building Divisions prior to installation.

7.3. All building drainage gutters, down spouts, vents, etc., located on the exterior walls shall be architecturally compatible with the exterior building design and color, to the satisfaction of the Director of Development Services, or shall be completely concealed from view.

7.4. Any revision to plotting and/or elevation changes for residential projects shall be subject to review and approval by the Director of Development Services. If the proposed revisions are substantial, then the Director may require that the Planning Commission review and approve them. To ensure that the appropriate variation of units is maintained, the applicant shall, at a minimum, submit a revised colored site plan, a table identifying the revised unit count, and an exhibit showing the revised streetscene(s).

Additional information may be required depending on the nature of the changes.

7.5. The recreation center shall be fully constructed prior to occupancy of any residential unit within the project area. A 30-day time extension may be permitted subject to approval by the Director of Development Services.

7.6. **Special Conditions:**

7.6.1. Prior to the first building permit issuance, the applicant shall pay the fee for the Eucalyptus Business Park Specific Plan (EBPSP) Art in Public Places Program. Required fees are 0.1% of building valuation. Building valuation shall be based on the total building(s) valuation as computed using the latest Building Valuation Data as set forth by the International Conference of Building Officials (ICBO).

7.6.2. Exterior building color shall be reviewed and approved by the Director of Development Services. Colors shall be coordinated between structures, utilizing compatible hues and intensities. Final review and approval of paint colors utilizing a color test may be required prior to painting any structure, if determined necessary in the field by the Director of Development Services.

7.6.3. All new mechanical equipment and appurtenances of any type (including, but not limited to, electrical cabinets, HVAC equipment, skylights, stack vents or fans) whether located on rooftops, ground level or anywhere on the building structure, shall be completely screened so as not to be visible from any public street and/or adjacent property, subject to review and approval by the Director of Development Services. The parapet wall should serve as the primary method of screening, or the facilities shall be enclosed within the structure of the building. Such enclosure of facilities shall be of compatible design related to building structure for which such facilities are intended to serve.

7.6.4. All landscaping shall be designed and installed in accordance with Chapter 20.19 of the Chino Municipal Code.

7.6.5. Stone, brick, and other masonry veneers, where used, shall be applied to within four inches of the finished grade.

7.7. All new residential development shall comply with the mandatory measures contained in Chapter 4 of the California Green Building Code and the selected voluntary measure contained in Appendix A4 and identified in Section 15.45.030 (Residential Development) of the Chino Municipal Code.

7.8. Per Section 15.45.070 of the Chino Municipal Code, demonstrate consistency with the Chino Climate Action Plan by implementing one of the following three options:

a) Exceed the mandatory California Energy Code Title 24, Part 6 standards in effect at the time of application submittal by 5%; or
b) Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of application submittal; or
c) Provide other equivalent greenhouse gas (GHG) reductions through measures including but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.74 MT CO2e per residential dwelling unit per year and/or per TSF of commercial/industrial use per year.

Applicants that choose Option a described above will be required to verify that their project meets the 5% improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options b or c described above will be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the Director of Development Services to demonstrate the required GHG reductions consistent with the City's CAP.

8.0 CONSTRUCTION SITE SECRURITY:

8.1. Each site shall be completely encircled by a minimum 6’ tall security-quality chain link fence once precise grading has been completed or as determined by the Deputy Director of Development Services.

8.2. Tennis court or similar screening material shall be securely attached for the length of the fence, excluding gates and 10' on either side of gates.

8.3. Each site shall have only one entry/exit gate, or as approved by the Planning Division.

8.4. Gate hinge pins shall be spot-welded or altered in such a way as to prevent easy removal.

8.5. Each gate shall have a casehardened lock and chain, or other equivalent security hardware.

8.6. “No Trespassing” signs shall be attached to the exterior of the fence at a minimum distance of a third of a mile and at all entrances.

8.7. On or near the exterior of each gate will be a sign with the address of the site in no less than 6" letters. Both the number and street name will be listed on the sign. The address posted will be used for the entire site until the fence is removed and individual addresses assigned.

8.8. Office trailers and tool bins shall be placed adjacent to gates inside the property to allow observation from outside.

8.9. Lighting on trailers and bins is desirable but shall be directed into the property so as not to impede outside observation or endanger nearby traffic with glare.

8.10. Tool bins shall be secured with casehardened locks, preferably with lock guards.

8.11. A sign stating that theft is not acceptable on the site and will be reported to the police, or wording to that effect, will be displayed prominently near each entrance.

8.12. Each site will have an assigned Crime Prevention Manager who is responsible for the following:

a. Providing his/her name and 24-hour telephone access number to the Chino Police Department.
b. Have available at all times the names and 24-hour contact numbers for all subcontractors.
c. Have the authority to speak for the development/owners on matters concerning trespassing and other criminal matters.
d. Complete routine fence inspections and arrange for prompt repairs or removal of any damage, graffiti, or loose screening.
e. Ensure that no work or maintenance of construction equipment is being performed on the site between 8 p.m. and 7 a.m.

f. Ensure that all above security requirements are complied with, and that all security hardware, fencing, and lighting are maintained in working order.
g. Ensure that thefts are immediately reported to the police department and that reasonable steps are taken, if evident, to prevent future similar incidents.

Exhibit A: Mitigation Monitoring Program

PUBLIC WORKS CONDITIONS OF APPROVAL
PROJECT NO. PL24-0151 (SA)

DATE: August 5, 2025 PC MEETING DATE: August 20, 2025

PROJECT DESCRIPTION: Proposed residential 3-Story Townhomes (SB330)

PROJECT LOCATION: 14892 Corporate Center Avenue

APPLICANT: BCT Dev. Acquisition Co., LLC PROJECT ENGINEER: Jorge Alvarado

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PRIOR TO THE THREE MAJOR DEVELOPMENT EVENTS, THE APPLICANT SHALL SATISFY AND FULFILL ALL CONDITIONS OUTLINED BELOW. FAILURE TO COMPLY WITH ANY CONDITIONS OF APPROVAL SHALL BE DEEMED JUST CAUSE FOR REVOCATION OF PROJECT APPROVAL BY THE PLANNING COMMISSION. HOWEVER, THE PUBLIC WORKS DIRECTOR SHALL HAVE THE AUTHORITY TO APPROVE MINOR DEVIATIONS IN THE CONDITIONS OF APPROVAL, AND ALL PLANS INCLUDING THE CONSTRUCTION DRAWINGS.

1.0 **PRIOR TO ISSUANCE OF BUILDING OR CONSTRUCTION PERMITS:**

1.1. All required plans and studies shall be prepared by a Registered Professional Engineer and submitted to the Project Engineer for review and approval. All project plans must be approved by the City Engineer's office before a Building Permit will be issued. All maps, studies, calculation sheets, reports, etc., must be on and/or folded in an 11-inch by 8½-inch standard format.

1.2. Prepare and submit a drainage study, including supporting hydraulic and hydrological data to the project engineer for approval. The study shall confirm or recommend changes to the City's adopted Master Drainage Plan by identifying off-site and on-site storm water runoff impact resulting from build-out of permitted General Plan land uses. In addition, the study shall identify the project's contribution and shall provide locations and sizes of catchments and system connection points and all downstream drainage mitigation measures.

1.3. Prepare and submit a final grading plan showing building footprints, pad elevations, finished grades, drainage routes, retaining walls, erosion control, slope easements and other pertinent information in accordance with Appendix J of the California Building Code, latest edition.

1.4. Provide a certificate, from a Registered Civil Engineer, certifying that the finished grading has been completed in accordance with the City approved grading plan.

1.5. Provide payment of the 14.39% fair share contribution towards the future traffic signal at the intersection of Ramona Avenue and Corporate Center Circle as indicated in the approved June 2025 Traffic Impact Analysis based upon the City of Chino Cost Estimate approved by the City Engineer.

1.6. Submit a soils/geology report in accordance with Appendix J of the California Building Code, latest edition to the project engineer for review and approval.

1.7. Design per City Standards and construct full public improvements for all impacted and interior streets/facilities in accordance with City Code, Standards and Specifications. Such public improvements shall include, but not be limited to, the following: (Please coordinate and verify all requirements with the project engineer.)

Reviewed/Approved By: JP Date: 8/6/2025

	Street Names			
	Corp. Center Avenue[7]			
Curb & Gutter (Offset from Centerline)				
Sidewalk (Width)	X [1]			
Asphalt Concrete Pavement Grind	X [2]			
Asphalt Concrete Overlay	X [2]			
Street Lights	X [3]			
Median Island and Landscaping				
Parkway Landscaping	X			
Signing and Striping	X [4]			
Traffic Signal Interconnect				
Conduit System for CATV				
Sewer	X [6] [8]			
Storm Drain Lateral (x1)	X [6]			
Domestic Water Service w/ meter (x2)	X [6]			
Irrigation Service w/ meter (x1)	X [6]			
Fire Water Service w/ (x1)	X [5] [6]			
Fire Hydrant Relocation (x1)	X [6]			
Drive Approach	X			

[1] Construct 5-foot meandering sidewalk across project frontage in accordance with the Eucalyptus Business Park Specific Plan.

[2] Grind and Overlay from street centerline to the edge of gutter.

[3] Verify whether the existing streetlights along property frontage meet the city's standards, specifically that they are LED. If the existing streetlights are not LED, the developer shall be responsible for upgrading them to meet the city's standards.

[4] The developer shall be responsible for replacing, updating, and/or installing all necessary signing and striping as required by the project improvements, including but not limited to pavement grind and overlay, utility connections (water, sewer, storm drain, and fire water laterals), and the establishment of new on-street parking areas. All signage and striping shall conform to applicable local and state standards and be completed to the satisfaction of the City of Chino Traffic Engineer prior to project completion.

[5] Fire water service to include the Fire System Detector Assembly Double Check/RP per city of chino standards.

[6] Rehabilitate all street pavement impacted by utility services construction per City of Chino Standard Drawings 109A thru 109D, Utility Trench Repair.

[7] The developer shall be responsible for repairing any damage to existing public improvements that result from construction activities associated with this project.

[8] The existing sewer lateral that will not be used shall be removed and plugged at the sewer wye per City of Chino standards and as directed by the Public Works Inspector.

1.8. All improvements shall comply with federal, state, and local accessibility regulations and standards.

a. The review or approval of plans and specifications by the City does not permit the violation of any section of the federal law, state law, building code, or local ordinance.

b. Where accessibility standards are contradictory, the provision that provides the most accessible (restrictive) condition shall apply.

c. Where the project's conditions of approval conflict with accessibility regulations and standards, the prevailing provision shall be determined by City's Accessibility Coordinator and City Engineer.

Pedestrian facilities (privately or publicly owned) that are open to the public shall comply with the City's Policy on Accessible Pedestrian Facilities, accessibility standards in the CBC, and ADA regulations at Part 36 of Title 28, which include the 2010 (ADA) Standards.

Accessibility of existing and proposed building improvements will be evaluated by the City's building department. Those comments and requests are in addition to those provided herein.

1.9. Execute a Public Improvement Agreement and submit security in an amount acceptable to the City Engineer to guarantee construction of the public improvements listed in 1.7. All security must be accessible to the City at any time and in a form acceptable to the City Engineer, pursuant to Government Code, Section 66499.

1.10. Complete and file the petition for annexation of your project property to the City's Landscape and Street Lighting Maintenance District MD 2002-01 for maintenance of streetlights. Owner shall be responsible for landscape maintenance along project frontage.

1.11. Comply with all applicable requirements of the City Code.

1.12. The project must ensure that all pedestrian facilities (private or publicly owned) that are open to the public shall comply with accessibility standards in the City's Policy on Accessible Pedestrian Facilities, the current edition of the CBC in effect at the time of building permit issuance or, if no permit, the date construction commences, and Part 36 of Title 28 of the Americans with Disabilities Act (ADA) regulations, which include the 2010 ADA Standards. This includes the following structures and facilities:

a. Sidewalks and walks (public right of way sidewalk, walks within the development)
b. Pedestrian crossings at driveways
c. Path of travel from right-of-way to recreation facilities

1.13. Existing pedestrian facilities on the frontage of the development, open to the public within the development, shall be evaluated for accessibility. The street frontage includes all adjacent pedestrian facilities, created by, extended from, or connected to any required or provided sidewalks improvements. The frontage may include sidewalks, curb ramps, connecting crosswalks (marked and unmarked), and other associated pedestrian facilities (on-street parking space, etc.).

a. The following existing improvements shall be made compliant with accessibility regulations as a part of this project:
   i. sidewalks/walks
   ii. driveway approaches crossings
   iii. parking space

b. Improvements that are non-compliant with the accessibility standards in effect at the time of construction or alteration, shall be brought up to current accessibility standards. This work shall be incorporated into the scope of this project and shall be completed prior to acceptance by the City.

c. Improvements that are compliant with the accessibility standards in effect at the time of construction, shall be documented on a separate construction plan with detailed specifications (running and cross slopes of all pedestrian walking surfaces, locations, dimensions and slopes of maneuvering spaces and landings, width of sidewalk, clear width and vertical clearance from obstructions). The accessibility of existing improvements will be verified by City inspection staff upon completion of the project. Discrepancies between

documented existing conditions and existing conditions as measured by City staff shall be remediated and brought up to accessibility standards as part of the project.

1.14. Pay all applicable fees pursuant to City Code including, but not limited to, the Development Impact Fees (DIF) and Sewage Facilities Development Fee (SFDF). The actual amount of fees due to the City will be based on the fee schedule in place on the date that the fees are due, or the date that they are paid, whichever occurs last. The fee amount stated in this notice is subject to change based on (1) annual adjustments for inflation, pursuant to Chino Municipal Code Section 3.40.100 or 3.45.100, (2) revisions to the Chino Municipal Code, and (3) updates to the fee studies and nexus reports adopted by the City. In accordance with Government Code Section 66007, the applicant shall make payment of fees at the time of impact. Additionally, all applicable fees shall comply with the fee protections established under the Senate Bill No. 330.

Developer is solely responsible for remaining informed about changes in the fee amounts. City shall have no obligation to inform Developer of changes in the fee amounts unless Developer requests notice of such changes, pursuant to Government Code Section 66019(b) and Chino Municipal Code Section 3.40.080(B) or 3.45.080(B).

1.15. All projects developing one (1) acre or more of total land area, or which are part of a larger phased development that will disturb one acre of land, are required to obtain coverage under the State Water Resources Control Board's (SWRCB) General Permit for storm water discharges associated with construction activity. Proof of filing a Notice of Intent (NOI) with the SWRCB for coverage under this permit is required. A copy of the Waste Discharger's Identification Number (WDID), issued by the SWRCB, must be submitted to the Project Engineer prior to issuance of grading permits. More detailed information regarding this General Permit, applicable fee information and the necessary forms to complete the NOI are available by calling (916) 341-5537 or on the SWRCB web site at: http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

1.16. Pursuant to Santa Ana Regional Water Quality Control Board Order Number R8-2010-0036, NPDES Permit No. CAS618036, prepare a project-specific Water Quality Management Plan (WQMP) and submit to the project engineer for review and approval. To address NPDES Permit requirements to the maximum extent practicable, the project shall be designed to specify preferential use of Low Impact Development Best Management Practices that reduce pollutants and runoff volume through structural measures (e.g., infiltration, harvesting, and bio-treatment) and non-structural measures (e.g., preserving natural areas, clustering development, and reducing impervious areas). The WQMP shall conform to the requirements of the San Bernardino County Stormwater Program, 2013 WQMP Technical Guidance Document and include the Trash Order Implementation Plan requirements.

1.17. Any future maintenance and repair of sewer laterals, except for the portion of lateral located within the public right-of-way or public easement, and domestic water or fire service laterals to the project site shall be the sole responsibility of the applicant/property owner in accordance with City Code, Chapter 13.04.175 and 13.12.150.

1.18. Convey ownership of all existing onsite water wells to the City and convert to monitoring wells as directed by the City's Water Utilities Supervisor. Prepare and record any necessary easements to provide the City with access to the monitoring wells. Any existing water wells that cannot be feasibly converted to monitoring wells shall be destroyed per City Standard No. 465. If no existing water wells are present onsite, this condition shall not be applicable.

1.19. Provide adequate sight distance per City Standard No. 865 for the project driveway. Landscaping type and height shall be maintained to ensure sight distance requirements are perpetuated.

1.20. Submit to the City electronic files, in Adobe Acrobat PDF format, of all submittals, including reports, studies, improvement plans and City redlines of previous submittals. Include AutoCAD and Esri GIS shape files as an e-transmitted zip file of all approved improvement plans.

1.21. Comply with all requirements of the Traffic Impact Analysis (TIA) dated June 2025 including participation in fair share contributions and construction of required improvements. Refer to Condition of Approval Number 1.5 above.

1.22. (I) Annex into the current services special tax community facilities district of the City (the "City Services CFD") through the submission of an application to the City's Finance Department along with the payment of $11,000.00 plus the per parcel fee, for the City's outside costs of the annexation process, or (II) form a new City community facilities district with a services special tax component commensurate with the City Services CFD, or (III) provide a lump sum payment to the City which, based on current interest rate conditions, is projected to finance in perpetuity the same services projected to be provided through annexation into the City Services CFD. Upon completion of the annexation, an annual special tax will be assessed on the property tax bill to each Assessor Parcel at an established rate set by the City Services CFD document entitled "Rate and Method of Apportionment" available for review in the CFD Annual Report located at:

https://www.cityofchino.org/222/Community-Facilities-District-Mello-Roos

This annual tax is used to fund Police, Fire and other municipal services provided to residents and businesses in the general City.

1.23. The applicant shall provide City staff with the necessary legal documents to amend the existing 20' wide easement to accommodate the proposed development. However, this amendment would require City Council approval, and the City must retain an easement area for any public improvements outside the existing right-of-way. Additionally, the applicant is responsible for all applicable fees related to processing the required documents.

1.24. An easement for access to public sidewalk on private property will be required.

1.25. Will be required to provide a copy to the City of Chino of the recorded document for the existing 26-foot EVA easement to be vacated.

1.26. A final Water Study is required to comply with the Preliminary Water Study addressing the minor redline corrections remaining that were provided during entitlement.

2.0 **PRIOR TO REQUEST FOR AND RELEASE OF OCCUPANCY PERMITS/ACCEPTANCE OF PUBLIC IMPROVEMENTS:**

2.1. Construct and secure Public Works Department approval of all public facilities enumerated under Section 1.0 above (per Resolution No. 88-23).

2.2. Distribute for signature of all buyers, the information and disclosure notice announcing that the development will be annexed to the City's Landscape and Street Lighting Maintenance Assessment District before transfer of property title and completion and acceptance of all public improvements.

2.3. The applicant's Civil Engineer shall field verify that all BMPs are designed, constructed, and functional in accordance with the approved WQMP. BMPs shall also be inspected by Public Works Environmental staff. Coordinate inspection with staff and submit a completed City of Chino BMP field verification form for review and approval.

2.4. Pay all remaining applicable fees pursuant to City Code and Government Code Section 66007.

2.5. Rehabilitate all street pavement along all streets impacted by the development as directed by City staff. Install signing and striping per approved plans.

2.6. Submit to the City, electronic files of Tract/Parcel Map and "as-built" improvement plans in AUTOCAD, Esri GIS shape and Adobe Acrobat PDF formats. AUTOCAD files shall be submitted as an etransmitted zip file of the CAD drawings with all base files attached. Scanned resolution of PDF shall be a minimum of 360 dpi.

3.0 <u>PRIOR TO FINAL ACCEPTANCE/PROJECT CLOSEOUT</u>:

3.1 Complete all Conditions of Approval listed under Sections 1-3 above.

3.2 Submit to the City, electronic files of “as-built” improvement plans in AUTOCAD, Esri GIS shape and Adobe Acrobat PDF formats. AUTOCAD files shall be submitted as an etransmitted zip file of the CAD drawings with all base files attached. Scanned resolution of PDF shall be a minimum of 360 dpi.

Attachment

CITY OF CHINO
PUBLIC WORKS DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION

PROJECT NO. PL24-0151 (SA)

PROJECT ENGINEER: Jorge Alvarado
DATE: 8/5/2025

A COPY OF THIS CHECK LIST MUST BE PROVIDED ALONG WITH A COMPLETED PLAN CHECK REVIEW APPLICATION TO THE ENGINEERING TECHNICIAN WHEN MAKING AN APPOINTMENT FOR FIRST PLAN CHECK SUBMITTAL

- ☒ Copy of Development Engineering Division Conditions of Approval
- ☒ Plan Check Fee Calculation Form
- ☐ Maps (Subdivision Only)
- ☐ Title Report (no older than six months) (Subdivision Only)
- ☐ Closure Calculations (Subdivision Only)
- ☐ Referenced Maps (Subdivision Only)
- ☒ Preliminary Soils Report (no older than sixty days)
- ☐ Lot line adjustment certificate
- ☐ Lot merger
- ☒ Right-of-way Vacation documents
- ☐ Rough Grading Plans
- ☒ Precise Grading Plans
- ☒ Storm Drain Plans (*New public storm drain lateral on Corporate Center Avenue)*
- ☒ Hydrology and Hydraulic Calculations with Backup Data (Signed and Sealed by a Registered Civil Engineer)
- ☒ Engineering Cost Estimate (On City Forms) with Engineer's Wet Signature and Stamp
- ☒ Street Improvements Plans
- ☐ Cross-Sections (if street plans are required) at 50' intervals and extended a minimum of 100' beyond limits of improvements
- ☒ Sewer Plans (*Revise record drawings to add the sewer service lateral and cleanout/MH)*
- ☒ Domestic Water Plans (*Revise record drawings to add the water and fire service laterals including applicable appurtenances i.e. meters & Fire System Detector Assembly Double Check/RP)*
- ☒ Recycled Water Plans (*Revise record drawings to add the recycled water service lateral & meter)*
- ☐ Street Light Plans
- ☐ Voltage Drop Calculations (Signed and Sealed by a Registered Engineer)
- ☒ Signing and Striping Plans
- ☐ Traffic Signal Interconnect Plans
- ☐ Traffic Signal Plans
- ☒ Water Quality Management Plan
- ☒ Construction Management Plan

Chino Valley Fire District

14011 City Center Drive
Chino Hills, CA 91709
(909) 902-5260 Administration
(909) 902-5250 Fax
Chinovalleyfire.org

Board of Directors

Sarah-Ramos Evinger
President
Mike Kreeger
Vice President
Tom Haughey
Harvey Luth
Andrew Romaine

Fire Chief
Dave Williams

July 18, 2025

2024-00001664

BCT DEV ACQUISITION CO, LLC 130 NEWPORT CENTER DR., STE. 210 NEWPORT BEACH, CA - California (92660	Project Name: PL24-0151, 3 STORY TOWNHOME PROJECT Project Address: 14892 CORPORATE CENTER AVE, CHINO, CA 91710

It is a recommendation of the Fire District that the developer of every new construction project facilitate a preconstruction meeting. The meeting is to be scheduled with the Fire District Inspector for said project.

The following are the conditions of the above referenced permit/project. All conditions shall be adhered to, failure to comply with said conditions may result in the revocation of said permit and/or punitive fines as outlined in the Fire District fee schedule.

We look forward to a cooperative working relationship throughout the project. Should you have any questions regarding the project, including the conditions as set forth herein, please feel free to contact our office at (909) 902-5280.

Fire Protection Requirements

1.0 THE ITEMS BELOW ARE CONDITIONS OF APPROVAL AND ARE TO BE COMPLETED PRIOR TO RECORDATION:

1.1 Fire access roads shall be designed and plans submitted to the Fire District for approval. Fire access roads shall be constructed of an all-weather hard surface, such as, asphalt or concrete, and be a minimum unobstructed width of 26 feet and minimum clear height of 13’6”. The road grade shall not exceed twelve percent (12%) maximum. An approved turn around shall be provided at the end of each roadway in excess of 150 feet in length. Aerial access shall be provided for any buildings 30’ ft. and higher per 2019 CFC. Appendix D. A 26’ ft. wide access road shall be a minimum of 15’ ft. to the building and a maximum of 30’ ft. from the building. Access roads shall comply with Fire District Standard No. 111.

1.2 The development and each phase shall have two (2) points of vehicular access during construction. Fire District Standard No. 111 shall be complied with.

1.3 Water systems shall be designed to meet the required fire flow of this development and be approved by the Community Risk Reduction Division. Buildings in excess of 100,000 square feet shall have a minimum of two (2) connections to a public main. The developer shall furnish the Community Risk Reduction Division with three (3) copies of the water system working plans done by the installing contractor for approval, along with the Fire Flow Availability Form completed by the water purveyor prior to recordation. The required fire flow shall be determined by using the California Fire Code, current adopted edition. For all private systems, the water systems shall comply with Fire District Standard Nos. 101, 102, and 103. In areas without water-serving utilities, fire protection water systems shall be based on NFPA Pamphlet 1231. For water connections and work conducted in the public right of way, please refer to separate plans reviewed and approved by the water purveyor.

1.4 Fire hydrants shall be six-inch (6") diameter with a minimum one four-inch (4") and one two and one-half inch (2-1/2") connections. All fire hydrants shall be spaced a maximum of three hundred feet (300') apart. Private water systems shall comply with Fire District Standard Nos. 101, 102, and 114. All hydrants shall be installed with pavement markers to identify their locations.

1.5 Access drives which cross property lines shall be provided with CC & R's, access easements or reciprocating agreements and shall be recorded on the titles of affected properties. Copies of the recorded documents shall be provided at the time of Fire District plan review.

1.6 Underground fire mains which cross property lines shall be provided with CC & R's, easements, or reciprocating agreements addressing the use and maintenance of the mains and hydrants and shall be recorded on the titles of affected properties. Copies of the recorded documents shall be provided at the time of Fire District plan review.

2.0 THE ITEMS BELOW ARE CONDITIONS OF APPROVAL AND ARE TO BE COMPLETED PRIOR TO ISSUANCE OF BUILDING PERMIT:

2.1 Fire access roads shall be constructed and approved by the Community Risk Reduction Division prior to combustibles being brought onto the site.

2.2 Approved street signs shall be installed prior to issuance of building permits, as well as a job site address.

2.3 Fire Protection water systems shall be tested, operational, and approved by the Community Risk Reduction Division prior to combustible materials being brought to the site.

2.4 All flammable vegetation shall be removed from each building site for a minimum distance of thirty feet (30') from any flammable building material including all structures.

2.5 A detailed site plan of the development is required to be submitted in electronic (pdf.) format. The plan must show and be limited to: locations of property lines, buildings, and equipment and hazards for emergency response purposes. Please refer to Fire District Standard No. 143. Additional or revised files may be required during construction and/or prior to final signoff.

2.6 The Developer shall submit, as an electronic file, a drawing of the new streets in pdf format to the Fire District with the building construction plans. Format must contain and be restricted to the following layers: A. Right of way; B. Parcel Lines; C. Street Names; D. Address numbers; E. Fire Hydrants. Additional or revised files may be required during construction and/or prior to final signoff.

3.0 THE ITEMS BELOW ARE CONDITIONS OF APPROVAL AND ARE TO BE COMPLETED PRIOR TO OCCUPANCY:

3.1 A residential "life safety" fire sprinkler system is required. The developer shall submit an electronic/PDF set of detailed plans and hydraulic calculations to the Community Risk Reduction Division for approval. The system shall be installed, tested and approved prior to occupancy. The system shall meet the standards of NFPA 13R or 13D and Fire District Standard No.126. Dwellings in excess of 5,000 square feet shall provide calculations of the (4) four most remote sprinkler heads. For NFPA 13R systems, the contractor is required to submit a report to The Compliance Engine (TCE).

3.2 An automatic fire alarm system is required. An electronic/PDF set of detailed plans shall be submitted showing the design, system components, signaling devices, fire alarm power supply, control panel and auxiliary devices and functions of the alarm system. Please refer to Fire District Standard No. 133 and current adopted editions of the California Building Code, as well as NFPA Standard 72. The contractor is required to submit a report to The Compliance Engine (TCE).

3.3 Hand-held portable fire extinguishers are required to be installed. The location, type and cabinet design shall be approved by the Community Risk Reduction Division.

3.4 Smoke and Carbon Monoxide alarms are required to be installed per Section 310 of the California Building Code, current adopted edition. Locations shall be in accordance with code requirements.

3.5 Exits, doors, signs and approved path marking shall be installed in accordance with the current adopted edition of the California Building Code, Section 1007

3.6 "No Parking - Fire Lane" signs shall be installed in interior access drives at locations designated by the Community Risk Reduction Division. Curbs shall be painted red at locations designated by the Community Risk Reduction Division. Please refer to Fire District Standard No. 121.

3.7 An approved recessed Fire Department "KNOX" brand key box is required. The key box shall be located at or near the main entrance(s), and shall be provided with a tamper switch and shall be monitored by an approved central station monitoring service. Please refer to Fire District Standard No. 117.

3.8 An approved Knox key switch and/or Knox lock is required on each automatic electric or manual gate that crosses an EVA. All automatic gates shall be provided with a manual override. Fire District Standard No. 116 & 117 shall be complied with.

3.9 Commercial, industrial, and multi-family building addresses shall be posted with a minimum eight inch (8") numbers, visible from the street and during the hours of darkness they shall be internally or externally electrically illuminated. Posted numbers shall contrast with the background used and be legible from the street.

Where building set back exceeds 100 feet from the roadway, additional non-illuminated six inch (6") numbers shall be displayed at the property access entrance. These numbers shall also contrast with the background used. Fire District Standard No. 122 must be complied with.

3.10 Residential street addresses shall be posted with a minimum of four inch (4") numbers, shall be electrically illuminated (by 12-volt power source only) by internal means during the hours of darkness. Posted numbers shall contrast with the background used and be legible from the street in accordance with the California Fire Code, current adopted edition. Where building is set back more than 100 feet from the roadway, additional non-illuminated four inch (4") numbers shall be displayed at the property access entrance. These numbers shall also contrast with the background used. Please refer to Fire District Standard No. 122.

3.11 An electronic/PDF set of plans shall be submitted separately for each of the following listed items to the Fire District for review, approval and permit prior to any installation or work being done. Approved plans must be maintained at the worksite during construction. Fees are due at the time of submittal.

a) Building Construction, includes tenant improvement work
b) Private (onsite) Underground Fire Protection Water Systems, if applicable
c) Fire Sprinkler Systems, designed by C16 contractor or registered engineer
d) Fire Alarm Systems or Sprinkler Monitoring Systems designed by a C7, C10 contractor or registered engineer.
e) Knox box and/or security gate locations.

Applicable Standards:

101, 102, 103, 111, 114, 117, 121, 122, 126, 133, 141, 143

CVFD Standards available online at http://www.chinovalleyfire.org

CHINO POLICE DEPARTMENT
CONDITIONS OF APPROVAL

5450 Guardian Way
Chino, CA 91710
(909) 334-3000
www.chinopd.org

DATE: July 9, 2025

PROJECT NO.: PL24-0151(SA)

PROJECT NAME: Corporate Center Townhomes

PROJECT LOCATION: Corporate Center Dr/71 Freeway

Chino Police Department – Conditions of Approval. All conditions shall be complied with to the satisfaction of the Chino Police Department.

FLOCK cameras shall be installed and adequately positioned to cover main entrances and exits to the property. ***Please note: FLOCK cameras require an annual subscription cost.***

Install and adequately position high-quality security cameras capable of capturing nighttime video to cover:

- Common area amenity doors
- Rear of the properties
- Parking lots
- Entrance and exit points to residential parking structures, if applicable
- Safe storage locations
- Ensure all cameras support 24/7 monitoring. Allow access to the camera system for Chino Police Department's Real Time Crime Center Analysts for in-progress calls for service and active crime incidents. Surveillance footage needs to be stored for 30 days.
- **Contact:** Leah Green, Chino PD
  Phone: (909) 334-3060

The Real Time Crime Center (RTCC) is a centralized hub that uses advanced technology, data, and live camera feeds (FLOCK) to support officers in the field. By providing real-time information during active incidents, the RTCC helps improve response times and increase public safety.

14892 CORPORATE CENTER AVENUE/EUCALYPTUS BUSINESS PARK SPECIFIC PLAN ADDENDUM
MITIGATION MONITORING PROGRAM

Terms and Definitions:

1. **Property Owner/Developer** – BCT Dev. Acquisition Co., LLC

2. **Environmental Equivalent/Timing** – Any Mitigation Measure and timing thereof, subject to the approval of the City of Chino, which will have the same or superior result and will have the same or superior effect on the environment. The Development Services Department, in conjunction with any appropriate agencies or City departments, shall determine the adequacy of any proposed "environmental equivalent/timing" and, if determined necessary, may refer said determination to the Planning Commission. Any costs associated with information required in order to make a determination of environmental equivalency/timing shall be borne by the property owner/developer. Staff time for reviews will be charged on a time and materials basis at the rate in the City's adopted fee schedule.

3. **Timing** – This is the point where a mitigation measure must be monitored for compliance. In the case where multiple action items are indicated, it is the first point where compliance associated with the mitigation measure must be monitored. Once the initial action item has been complied with, no additional monitoring pursuant to the Mitigation Monitoring Program will occur because routine City practices and procedures will ensure that the intent of the measure has been complied with. For example, if the timing is "to be shown on approved building plans" subsequent to issuance of the building permit consistent with the approved plans will be final building and zoning inspections pursuant to the building permit to ensure compliance.

4. **Responsibility for Monitoring** – Shall mean that compliance with the subject mitigation measure(s) shall be reviewed and determined adequate by all departments listed for each mitigation measure.

5. **Ongoing Mitigation Measures** – The mitigation measures that are designated to occur on an ongoing basis as part of this mitigation monitoring program will be monitored in the form of an annual letter from the property owner/developer in January of each year stating how compliance with the subject measures(s) has been achieved. When compliance with a measure has been demonstrated for a period of one year, monitoring of the measure will be deemed to be satisfied and no further monitoring will occur. For measures that are to be monitored "Ongoing During Construction," the annual letter will review those measures only while construction is occurring. Monitoring will be discontinued after construction is completed.

6. **Building Permit** – For purposes of this mitigation monitoring program, a building permit shall be defined as any permit issued for construction of a new building or structural expansion or modification of any existing building but shall not include any permits required for interior tenant improvements or minor additions to an existing structure or building.

The following mitigation measures from the Certified Eucalyptus Business Park Specific Plan EIR are applicable to the Proposed Project to address environmental impacts. Where appropriate, italicized parentheticals are used to provide additional information and clarification regarding the implementation of a particular measure's requirements or the reason the measure is no longer applicable.

Timing	Mitigation Measure	Responsible for Monitoring	Completion
AIR QUALITY			
N/A	**MM AQ-1** The City will include a standard condition on all grading plans and map approvals regarding dust control. This condition will help include but is not limited to regularly watering uncovered soil at least twice a day (late morning and after work) to form a crust on the surface, by paving dirt streets and roads, and by implementing other dust prevention measures outlined in the Air Quality Management District Rule Number 403. *(This measure is superseded by regulatory compliance with SCAQMD Rule 403, which establishes watering and dust-prevention measures and standards. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM AQ-2** Employers must meet the requirements of the Transportation Demand Management (TDM) Program contained in the Specific Plan. The TDM Program encourages alternative transportation such as bicycling or busses, and aims at reducing employee home-to-work mileage by offering incentives for carpooling, ride sharing, and other measures. *(This measure does not apply to the Proposed Project as the Proposed Project does not include any employee-producing uses on site as it is a residential project compared to the previously approved project which was designated for Office Commercial and Auto Mall uses. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM AQ-3** Bus stops will be provided at locations approved by Omnitrans so as to be convenient employees of the site, and shall encourage the extension of bus service into the interior of the project site as it is developed. *(This measure does not apply to the Proposed Project as the Proposed Project does not include any employee-producing uses on site as it is a residential project compared to the previously approved project which was designated for Office Commercial and Auto Mall uses. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM AQ-4** Bicycle racks or similar facilities shall be provided as per the TDM Program to encourage the use of bicycles. *(These improvements have been incorporated into the project design, see Section 3.2, Project Description and Figure 3, Site Plan. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM AQ-5** Sidewalks and street lights shall be installed and maintained to encourage pedestrian travel within the site. (*These improvements have been incorporated into the project design, see Section 3.2, Project Description and Figure 4, Conceptual Landscape Plan and Figure 5, Pedestrian Access Plan. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure	Responsible for Monitoring	Completion
N/A	**MM AQ-6** Mitigation measures aimed at towards reducing the consumption of utility services, and thus minimizing pollution emissions from stationary sources, are included In the Utilities section of this document. *(This mitigation measure is superseded by regulatory compliance with SCAQMD's rules and regulations, including stationary and mobile source control measures set forth in the adopted Air Quality Management Plan. No further action or reporting is required pursuant to this measure.)*	N/A	
BIOLOGICAL RESOURCES			
N/A	**MM BIO-1** Implementation of the Landscape Concept Plan of the specific plan will help reduce potential impacts to raptors, new developments will install native or local species of trees to provide future raptor perches. Landscaping materials will eventually support wildlife, primarily songbirds, or other opportunistic species that can tolerate proximity to human activity. *(An updated landscape plan has been prepared for the Proposed Project. Additionally, these improvements have been incorporated into the project design, see Section 3.2, Project Description and Figure 4, Conceptual Landscape Plan. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM BIO-2** The design of the two flood control channels will include biological easements to help prevent impacts to the Burrowing Owls and other raptors onsite. A combination flood control/biological consideration easement will be set aside along the San Antonio Channel (See Figure 16). Provision of the easements will not directly affect the channel. This area will be bermed to provide additional flood control capacity and to help protect the habitat of the Burrowing Owl. The biological consultant has indicated that this proposed plan will provide adequate mitigation for the Burrowing Owl. This conservation easement area will be approved by the County Flood Control District and the California Department of Fish and Game prior to the issuance of any occupancy permits. *(The biological easement is not within the boundaries of the Project Site. This measure does not apply to the Proposed Project. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure	Responsible for Monitoring	Completion
Prior to issuance of grading permit	**MM BIO-3** Affected future developers shall retain a qualified biologist to help plan and monitor construction in or near the flood control/biological easement land. ~~The biologist will submit a report on the easement areas each year for three (3) years to the City Planning Department on the status of the Burrowing Owls.~~ Prior to issuance of grading permit, the applicant shall submit a protocol Burrowing Owl Survey to the City Planning Department. If burrowing owls or their sign is found on the project site, then consultation with CDFW must be initiated as per the 2012 Staff Report on Burrowing Owl Mitigation. The project must adhere to any mitigation methods set forth by CDFW. If no burrowing owls or burrowing owl sign is found during the surveys, then a burrowing owl clearance survey shall be conducted before any ground-disturbing activities in accordance with the California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation. [*This mitigation measure has been revised to reflect adoption of the California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation, which occurred after certification of the original EIR. The mitigation measure, as revised, is a minor technical change, is more effective than the original mitigation measure and does not result in any new significant impacts. Therefore, this change does not result in any of the conditions set forth in CEQA Guidelines Section 15162.*].	Project Applicant and Qualified Biologist	
N/A	**MM BIO-4** Affected future developers will negotiate with the Edison Company to provide a portion of the power corridor to be used as a conservation easement. This easement will allow the land to remain undeveloped and continue to provide forage for plants and animals that in turn support the wildlife along the flood control channels (including the Burrowing Owl and other raptors). *(The Southern California Edison Easement is not within the boundaries of the Project Site. This measure does not apply to the Proposed Project. No further action or reporting is required pursuant to this measure.)*	N/A	
GEOLOGY AND SOILS			
N/A	**MM GEO-1** Future developments shall acquire a Department of Army permit if the San Antonio Channel is affected by the particular project. *(The San Antonio Channel is not within the boundaries of the Project Site. This measure does not apply to the Proposed Project. No further action or reporting is required pursuant to this measure.)*	N/A	
Prior to issuance of grading permit	**MM GEO-2** Applicants for individual development projects shall prepare geotechnical reports to the City of Chino to determine the appropriate design of buildings, footings, foundations, etc., prior to issuance of a grading permit.	Development Services Director & City Engineer	
Prior to issuance of building permit	**MM GEO-3** All building plans shall be prepared and stamped by a qualified engineer to assure that new buildings will be constructed in conformance with the Uniform Building Code, specifically those standards pertaining to earthquake damage reduction.	Development Services Director & City Engineer	
Prior to issuance of building permit	**MM GEO-4** If determined necessary by the City, the applicant shall submit an analysis of potential seismic effects onsite, including estimated values of peak ground motion, in accordance with accepted engineering standards.	Development Services Director & City Engineer	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
Prior to issuance of grading permit	**MM GEO-5**	In order to fully evaluate potential liquefaction hazard, as well as the possibility of seismicity induced settlement and ground lurching, applicants for individual development projects shall precisely locate the water table and collect soil samples so that the potential for seismic settling can be taken into account in project design, prior to issuance of grading permit. In addition, a Standard Penetration Test sampling of potentially liquefiable soils will also be conducted.	Development Services Director & City Engineer	
Prior to issuance of grading permit	**MM GEO-6**	The project engineers for individual projects within the specific plan area shall prepare grading plans to determine the cut and fill ratio required to minimize the amount of imported or exported soil needed.	Development Services Director & City Engineer	
Prior to issuance of grading permit	**MM GEO-7**	The nature and extent of suitable onsite alluvial materials shall be further examined as part of future geotechnical investigations for individual projects prior to issuance of grading permits.	Development Services Director & City Engineer	
Prior to issuance of grading permit and during construction	**MM GEO-8**	To mitigate the potential settlement of compressible soils, these materials shall either be removed prior to fill placement or compacted in place.	Development Services Director & City Engineer	
Prior to issuance of grading permit and during construction	**MM GEO-9**	Individual project applicants and their contractors shall comply with all applicable provisions of the City's construction standards and guidelines.	Development Services Director & City Engineer	
Prior to issuance of grading permit	**MM GEO-10**	Future developments shall prepare foundation studies to determine if their particular project is located on soils characterized with sufficient bearing strength.	Development Services Director & City Engineer	
During construction	**MM GEO-11**	Individual project applicants shall, to the satisfaction of the City, implement measures to minimize project erosion during the construction phase. Erosion control measures include, but are not limited to the following: • Place sandbags around the perimeter of the site prior to initial grading if grading is to be undertaken during the rainy season. • Minimize the length of time soils lay exposed. • Water down all exposed soils periodically. • Revegetate grading areas under the direction of a licensed landscape architect.	Development Services Director & City Engineer	
HAZARDS AND HAZARDOUS MATERIALS				
N/A	**MM HAZ-1**	Prior to issuance of a business license, individual businesses, with the exception of office uses, shall provide the Chino Rural Fire Protection District with an inventory of all hazardous materials and substances used at the site, a description of where and how each is stored, and how each business will react in a fire. This inventory shall be updated every three (3) months. *(This measure does not apply to the Proposed Project as the Proposed Project does not include or proposed any businesses on site as it is a residential project compared to the previously approved project which was designated for Office Commercial and Auto Mall uses. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure	Responsible for Monitoring	Completion
N/A	**MM HAZ-2** Prior to issuance of a business license, individual businesses, with the exception of office uses, shall submit for the review and approval by the City Planning and Engineering Divisions and the Chino Rural Fire Protection District, a Hazardous Materials and Waste Management Plan. The plan shall provide for the use of the best available technology within the production process. The plan shall also describe proposed methods for source reduction, treatment, handling, transportation, and disposal of potential hazardous substances, including emergency response and employee training procedures. Businesses shall submit another Hazardous Materials and Waste Management Plan if and when other materials are handled in the future. *(This measure does not apply to the Proposed Project as the Proposed Project does not include or proposed any businesses on site as it is a residential project compared to the previously approved project which was designated for Office Commercial and Auto Mall uses. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM HAZ-3** Placards and other appropriate signage shall be maintained in oil uses indicating the storage location of any hazardous substance. *(This measure is superseded by regulatory compliance. Adherence to existing hazardous materials regulations would ensure compliance with existing safety standards related to hazardous materials, and the safety procedures mandated by applicable federal, state, and local laws and regulations (RCRA, California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health. Additionally, the Proposed Project does contain any oil uses on site. No further action or reporting is required pursuant to this measure.)*	N/A	
LAND USE			
N/A	**MM LU-1** Buildout of the project shall be phased so as to ensure the orderly transition of land out of dairy use by permitting existing agricultural land uses to remain as desired by the owners. *(The Project Site does not currently contain any dairy or agricultural uses. It is currently vacant. This measure no longer applies. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure	Responsible for Monitoring	Completion
N/A	**MM LU-2** All future project designs shall be required to conform with design and construction standards set forth in the Eucalyptus Business Park Specific Plan, Chino General Plan, Zoning Ordinance and all applicable regulatory mechanisms. *(This measure is superseded by regulatory compliance. Compliance with the Eucalyptus Business Park Specific Plan, the Chino General Plan, the City Zoning Ordinance, and other applicable regulatory mechanisms is a mandatory condition of project approval, All future project designs are already subject to these requirements through the City's standard planning, zoning, and building permit processes. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM LU-3** The City will coordinate with Omnitrans regarding transit service to the project area, this including possible provision of a private shuttle service. *(This mitigation measure has been satisfied. Omnitrans local bus Route 88 currently operates at the closest bus stop (approximately 1.5 miles) from the Project Site, at the intersection of Pipeline Avenue/Edison Avenue. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM LU-4** For specific mitigation measures related to issues such as grading biological resources, transportation, public services and utilities, etc., refer to appropriate sections in this EIR. *(This mitigation measure does not contain any specific mitigation but instead refers to other mitigation measures and their respective sections. Please refer to the respective sections to see their applicability or lack thereof. No further action or reporting is required pursuant to this measure.)*	N/A	
PUBLIC SERVICES			
Fire Protection			
N/A	**MM PS-1** All future developments shall be reviewed and approved by the City Development Review Committee. The committee shall determine specific impacts of each development. At a minimum, the committee shall consider projected increase in fire flow; determine the location, type, and quantity of onsite fire hydrants; determine the appropriate location of fire lanes and access ways; and determine the width of access ways. The committee shall also recommend mitigation measures regarding required improvements. These mitigation measures shall be considered as conditions of approval for project entitlements. *(This mitigation measure is superseded by regulatory compliance as review of all future developments by the City's Development Review Committee — including fire flow analysis, hydrant placement, emergency access, and related mitigation recommendations — is already a standard part of the project entitlement and permitting process. These elements are also governed by applicable provisions of the California Fire Code and the City of Chino's Municipal Code and development standards. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure	Responsible for Monitoring	Completion
N/A	**MM PS-2** Developers of individual projects shall pay appropriate County and City fees to help offset costs of construction of new facilities which will serve the site. If required by the Fire Marshall, fees would also be assessed for purchase of a fire truck with hook and ladder capabilities. *(This mitigation measure is superseded by regulatory compliance as developers are required by law to pay applicable City and County development impact fees, including fees for fire protection facilities and equipment as determined necessary by the Fire Marshal. These fees are collected during the entitlement or building permit process and are codified in local ordinances and fee schedules. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM PS-3** Developers of structures 7,500 s.f. or larger shall provide for fire safety sprinkler systems in accordance with the City's Sprinkler Ordinance. *(This mitigation measure is superseded by regulatory compliance, specifically compliance with Section 15.04.050, Section 903.2 Amended, Automatic Sprinkler Systems. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM PS-4** All water mains and hydrants shall be constructed in accordance with all applicable City standards and guidelines. *(This mitigation measure is superseded by regulatory compliance as the design and construction of all water mains and hydrants are already subject to mandatory compliance with applicable City standards and guidelines. These requirements are enforced through the City's engineering plan check, permitting, and inspection processes. No further action or reporting is required pursuant to this measure.)*	N/A	
Police Protection			
N/A	**MM PS-5** All future developments shall be reviewed and approved by the City's Development Review Committee. The committee shall determine if additional personnel and facilities are required to service the development being proposed. The committee shall recommend measures to mitigate impacts. These mitigation measures shall be considered as conditions of approval for project entitlements. *(This mitigation measure is superseded by regulatory compliance as the review of future developments by the City's Development Review Committee, including assessment of required personnel and facilities and the imposition of conditions of approval to mitigate impacts, is a routine and mandatory part of the City's entitlement and permitting process. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure	Responsible for Monitoring	Completion
N/A	**MM PS-6** The site plan and development standards for future developments shall. include adequate emergency access and circulation throughout the project, landscape features which do not conceal criminal activity, and adequate security lighting on buildings and parking lot facilities. *(This mitigation measure is superseded by regulatory compliance as requirements for adequate emergency access, landscaping that minimizes concealment of criminal activity, and security lighting are already mandated by applicable building codes, fire codes, design guidelines, and zoning regulations. These provisions are enforced through the City's standard site plan and design review processes. No further action or reporting is required pursuant to this measure.)*	N/A	
Parks/Recreational Facilities			
N/A	**MM PS-7** Future affected developers adjacent to proposed parks, open space and conservation areas shall dedicate required areas for park and trail uses. *(The Proposed Project is not located directly adjacent to a proposed park, open space, or conservation area. No further action or reporting is required pursuant to this measure.)*	N/A	
TRANSPORTATION			
N/A	**MM TRAN-1** To accommodate adjusted cumulative plus project volumes, the City shall upgrade from primary to major arterial status Chino Hills Parkway to provide six lanes from Pipeline to Monte Vista Avenues; Central Avenue to provide six lanes north of Chino Hills Parkway and north of Eucalyptus Avenue; and Ramona Avenue to provide six lanes north of Chino Hills Parkway to Norton Avenue. *(Compliance with this mitigation measure has been completed because the area in question including the streets, has already been constructed. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-2** The project developers shall dedicate appropriate rights-of-way to accommodate the ultimate improvement of all master planned streets. *(This mitigation measure is superseded by regulatory compliance because dedication of rights-of-way for master planned streets is a standard and mandatory requirement imposed through the City's subdivision and development approval processes. Compliance with these requirements is a condition of project approval. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-3** The City shall require dedication and improvement of all planned streets prior to the issuance of final subdivision or final development permit approval. *(Compliance with this mitigation measure has been completed because the area in question including the streets, has already been constructed. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM TRAN-4**	Right-of-way dedications shall be aligned to match up with existing dedications along adjacent parcels and shall be of a width consistent with the master planned designations. *(This measure is considered satisfied and no longer applicable because right-of-way dedications are required by the City's subdivision and public works standards to align with existing adjacent dedications and to conform to master planned widths. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-5**	All master planned streets that are adjacent to the project site shall be constructed to their master planned widths. *(Compliance with this mitigation measure has been completed because the area in question, including the streets, has already been constructed. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-6**	The LOS of all master planned streets adjacent to the project site shall be maximized by prohibiting parking and controlling roadway access. *(This mitigation measure is superseded by regulatory compliance because CEQA now evaluates transportation impacts based on Vehicle Miles Traveled (VMT) rather than Level of Service (LOS). As a result, measures aimed at maximizing LOS by prohibiting parking and controlling access do not address the environmental impacts CEQA currently considers significant. Compliance with current CEQA Guidelines and local VMT thresholds replaces this measure. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-7**	The proposed internal circulation layout associated with future developments shall be subject to the review and approval of the City Traffic Engineer during the review process of each development to ensure compliance with City and specific plan access, parking and design standards. *(This mitigation measure is superseded by regulatory compliance with applicable City and Specific Plan standards. Review and approval of internal circulation layouts by the City Traffic Engineer is a standard and mandatory component of the development review and entitlement process. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM TRAN-8**	Traffic signals shall be installed when warranted at Eucalyptus Avenue at Norton, Romona, Yorba, Monte Vista, and Central Avenues; Ramona Avenue at Norton Avenue; and Chino Hills Parkway at SR 71 south and northbound ramps and Ramona, Monte Vista and Central Avenues. In addition, a traffic signal at Chino Hills Parkway and Telephone Avenue may be needed to accommodate emergency vehicles from the proposed fire station at this intersection. This signal will only be used for emergency interruption purposes. *(Compliance with this mitigation measure has been completed because these improvements have already been completed. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-9**	Lane geometric improvements shall be required for key intersections to accommodate cumulative peak hour volumes. *(This mitigation measure is not applicable. Total Vehicle Miles Traveled (VMT) for San Bernardino County would not increase with the Proposed Project as compared to the Approved Project, the Proposed Project would not cause a significant impact for baseline of cumulative scenarios. Lane geometric improvements are therefore not necessary. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-10**	Fees to construct and/or install traffic signals, bridges, or other public improvements shall be assessed where appropriate at the time of development based on a formula which takes benefits into account. *(This mitigation measure is superseded by regulatory compliance. The City requires payment of fees for traffic signals, bridges, and other public improvements through its adopted development impact fee program. These fees are assessed based on benefit-based formulas and are collected during the development review and permitting process. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-11**	Where the project-related traffic volumes on offsite roadways cause undue congestion without appropriate improvements, the project developer shall be required to improve offsite roadways to applicable standards to avoid congestion and safety problems. *(This mitigation measure is not applicable as the Proposed Project was found to have a reduction in Vehicle Miles Traveled (VMT) compared to the Approved Project and would therefore not cause undue congestion and safety problems. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM TRAN-12**	Future developers shall be required to contribute funds on a fair-share basis for circulation improvements of area wide benefit, such as the Central Avenue bridge over the San Antonio Creek Channel. *(This mitigation measure is superseded by regulatory compliance. Fair-share developer contributions for regional circulation improvements are already required through the City's adopted development impact fee program. These contributions are assessed and collected during the development approval process, ensuring compliance. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-13**	Future developers ·shall be required to comply with design standards and guidelines pertaining to access, circulation, and parking presented in the Eucalyptus Business Park Specific Plan. *(This mitigation measure is satisfied as compliance with the design standards and guidelines in the Eucalyptus Business Park Specific Plan is required by the City's Municipal Code. The Code mandates that all development within a specific plan area must conform to the adopted plan, and these requirements are further supported by general development regulations in the Municipal Code. These provisions are enforced through the City's planning ,engineering, and building permit review processes. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM TRAN-14**	Transportation Demand Management (TDM) Plans shall be required of developers or property owners detailing a TDM program to be established at each proposed worksite. Two levels of TDM Plans are required for single and multi-tenant work sites. An Alternative Commute Mode Awareness Plan shall be required for future developments anticipating a total of 25 to 99 employees. Worksites anticipating 100 or more employees shall be required to prepare a Eucalyptus Business Park Trip Reduction Plan. *(This measure does not apply to the Proposed Project as the Proposed Project does not include any employee-producing uses on site as it is a residential project compared to the previously approved project which was designated for Office Commercial and Auto Mall uses. No further action or reporting is required pursuant to this measure.)*	N/A	
UTILITIES AND SERVICE SYSTEMS				
N/A	**MM USS-1**	All utility lines serving the various development areas shall be placed underground per City standards. *(This mitigation measure is considered already satisfied and no longer applicable because the undergrounding of utility lines is required by Chino Municipal Code, Chapter 19 – Subdivisions. This requirement is enforced through the City's standard plan review, entitlement, and inspection processes. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM USS-2**	No structures shall be permitted to be developed over existing pipelines, power lines or other similar easements. *(This mitigation measure is satisfied by regulatory compliance as the placement of structures over existing pipelines, power lines, or other utility easements is strictly prohibited by existing laws and regulations, including recorded easement agreements, the California Building Code, and the City of Chino's development standards. During the entitlement and permitting process, all site plans are reviewed by City staff and applicable utility providers to ensure that proposed development does not encroach on easements. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-3**	All onsite improvements shall be provided by the developer to each future development in accordance with the provisions of any City adopted master plan, unless costs are otherwise determined as a result of a negotiated development agreement. *(This mitigation measure is considered already satisfied and no longer applicable because the use of drought-tolerant plants, irrigation systems with rain sensors, and graywater systems is required by the City's landscape ordinances and the California Model Water Efficient Landscape Ordinance. These requirements are enforced through the City's landscape plan review and building permit processes. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-4**	Costs for improvements shall be assigned to each future development in accordance with a cost-benefit formula established by the Public Works Director. *(This mitigation measure is considered already satisfied and no longer applicable because the assignment of improvement costs to future developments based on a cost-benefit formula is an existing administrative procedure managed by the City's Public Works Director. These procedures are implemented through conditions of approval and development agreements, ensuring compliance as part of the standard project review and permitting process. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-5**	All future developers of the Eucalyptus Business Park shall comply with standards and guidelines of the specific plan. *(This mitigation measure is satisfied as compliance with the standards and guidelines in the Eucalyptus Business Park Specific Plan is required by the City's Municipal Code. The Code mandates that all development within a specific plan area must conform to the adopted plan, and these requirements are further supported by general development regulations in the Municipal Code. These provisions are enforced through the City's planning ,engineering, and building permit review processes. No further action or reporting is required pursuant to this measure.)*	N/A	
Water				

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM USS-6**	Future developers shall pay fees to appropriate agencies for purposes of providing sufficient water for estimated domestic consumption and for fire flow requirements as required by the City Fire Chief. *(This mitigation measure is considered already satisfied and no longer applicable because payment of fees for water supply and fire flow, as required by the City Fire Chief and applicable water agencies, is a standard condition of development approval. These requirements are enforced through the City's permitting process and water service agreements. No further action is required pursuant to this measure.)*	N/A	
N/A	**MM USS-7**	The specific plan shall adhere to all applicable Department of Water Resources water conservation guidelines and standards. *(This mitigation measure is considered already satisfied and no longer applicable because adherence to the California Department of Water Resources' water conservation guidelines and standards is mandated by state law and incorporated into the City's local ordinances and development review processes. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-8**	The City shall establish a reclaimed water system for use on median and parkway landscaping and the irrigation of the Ayala Park expansion. *(This mitigation measure does not apply to the Proposed Project as it does not include the expansion of the Ayala Park. Additionally, improvements to Ayala Park have already been completed. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-9**	Future developers shall utilize drought resistant plant materials which will have minimal maintenance needs, except where reclaimed water is used. *(This mitigation measure is satisfied through the Proposed Project's compliance with the California Green Building Code (CALGreen). CALGreen includes requirements for landscaping. Landscaping requirements include drought-tolerant plants, irrigation systems with rain sensors, and graywater systems for reuse of wastewater. No further action or reporting is required pursuant to this measure.)*	N/A	
Sewer and Sewage Treatment				

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM USS-10**	The City shall determine, analyze and approve the precise size and the alignment of all required sewer improvements. *(This mitigation measure is satisfied through regulatory compliance. The City of Chino's Public Works Department is responsible for reviewing, analyzing, and approving the size and alignment of all sewer improvements for development projects. As part of the standard development review process, project engineers submit detailed sewer improvement plans that are evaluated for conformance with the City's engineering design standards, capacity requirements, and master plans. Approval of these plans is required prior to issuance of grading or building permits. This regulatory review process ensures that sewer infrastructure is properly designed to serve the project and meet City standards. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-11**	Developers of each respective project shall construct required hook-ups to existing sewer systems. Each developer shall pay all required mitigation fees for sewer connections. Assurance for provision of adequate sewer service is required prior to final map recordation. *(This mitigation measure is considered already satisfied and no longer applicable because the City of Chino's Municipal Code mandates that all developments must connect to existing sewer systems (Chino Municipal Code §13.04.020), pay required sewer connection fees prior to permit issuance (§13.08.060), and provide assurance of adequate sewer service before final map recordation (§19.04.080 and §19.04.090). These requirements are enforced through the City's standard subdivision and permitting processes, including review by the City Engineer and Public Works Department. Compliance with these code provisions ensures that sewer infrastructure is properly connected and funded prior to development approval. No further action or reporting is required pursuant to this measure.)*	N/A	
Stormwater Drainage				
N/A	**MM USS-12**	If required by the County Flood Control District, future developers shall pay fees for the purpose of formulating a comprehensive study of the San Antonio Channel and its tributaries and a drainage master plan for the specific plan. *(This mitigation measure does not apply to the Proposed Project as the Proposed Project is not impacting the San Antonio Channel. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM USS-13**	The specific plan shall provide two 3 to 5 acre parks, retain project-generated storm runoff, design parking lots to retard acceleration of runoff, and limit hardscape and provide as much landscape as feasibly possible. *(This mitigation measure is not applicable as it applies to the entirety of the Eucalyptus Business Park Specific Plan area, as the Project Site was designated for Office Commercial and Auto Mall use, it was not anticipated to have a park. However, the mitigation measure would also be satisfied as the Proposed Project would comply with the California Green Building Code (CalGreen) which requires the implementation of stormwater controls and development of a Stormwater Pollution Prevention Plan (SWPPP) for projects less than one acre to minimize the amount of sediment and other pollutants from being discharged in stormwater runoff during construction, as well as various temporary Best Management Practices (BMPs) designed to prevent erosion and siltation, as well as the off-site conveyance of various on-site constituents. No further action or reporting is required pursuant to this measure.)*	N/A	
Solid Waste				
N/A	**MM USS-14**	The City shall formulate a City-wide recycling program in efforts of encouraging recycling within the City. Waste reduction methods and future recycling facility design standards shall be addressed in the program. *(This mitigation measure is considered already satisfied and no longer applicable because the City of Chino has established a city-wide recycling program that complies with state mandates and local ordinances. Waste reduction methods and recycling facility design standards are addressed through existing City programs and guidelines administered by the Public Works Department. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-15**	Future developers shall not permit accumulation of unbagged garbage. (This mitigation measure is satisfied as *waste reduction methods and recycling facility design standards are addressed through existing City programs and guidelines administered by the Public Works Department. No further action or reporting is required pursuant to this measure.)*	N/A	
Telephone				
N/A	**MM USS-16**	Future developers shall submit site plans, pad locations, etc. of their project to General Telephone. Developers shall provide conduits and manholes at locations required by General Telephone. *(This mitigation measure is no longer applicable as General Telephone no longer exists, it is now Frontier Communications. Additionally, coordination with utilities is now required by standard regulations (local and state). No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
Electricity				
N/A	**MM USS-17**	Future developers shall coordinate with Southern California Edison to ensure that sufficient electrical services are provided, Site plans, building pad locations, etc. will be submitted to SCE upon availability. *(This mitigation measure is considered already satisfied and no longer applicable because coordination with Southern California Edison (SCE) is a standard requirement for all development projects. Developers are required to submit site plans, building pad locations, and load demands to SCE during the entitlement and permitting process to ensure adequate electrical service. The City of Chino does not issue grading or building permits without verification that utility service will be available. Therefore, this measure does not provide additional mitigation beyond existing regulatory procedures and utility coordination requirements and is considered redundant under CEQA Guidelines §15126.4(a)(1)(B). No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-18**	Future developers shall pay all necessary hook-up fees and applicable tariffs prior to issuance of certificate of occupancy. *(This mitigation measure is considered already satisfied and no longer applicable because payment of all utility hook-up fees and applicable tariffs is required by utility service providers and enforced by the City of Chino as a condition of final occupancy. The City does not issue Certificates of Occupancy until it receives verification that all required connection and service fees have been paid. These requirements are established by the City's Municipal Code and utility agency regulations and are enforced through standard development review and permitting procedures. No further action or reporting is required pursuant to this measure.)*	N/A	
N/A	**MM USS-19**	The proposed development shall comply with all energy conservation standards and techniques. SCE can provide assistance in selection of effective energy conservation techniques as well as assistance in infrastructure construction. *(This mitigation measure is superseded by regulatory compliance. The Proposed Project would be subject to the Title 24 Building Energy Efficiency Standards, which apply to new construction and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting, as further discussed below. Compliance with the most recent applicable Building Energy Efficiency Standards would ensure that the energy efficiency of the proposed buildings is maximized to the extent feasible. The most recent adopted standards, the 2022 Building Energy Efficiency Standards, include requirements for photovoltaic systems and features such as insulation requirements to reduce electricity demand from the energy grid. No further action or reporting is required pursuant to this measure.)*	N/A	

Timing	Mitigation Measure		Responsible for Monitoring	Completion
N/A	**MM USS-20**	The City shall check architectural and mechanical plans to verify that the lowest energy rated mechanical and electrical equipment will be used. *(This mitigation measure is superseded by regulatory compliance. The Proposed Project would be subject to the Title 24 Building Energy Efficiency Standards, which apply to new construction and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting, as further discussed below. Compliance with the most recent applicable Building Energy Efficiency Standards would ensure that the energy efficiency of the proposed buildings is maximized to the extent feasible. The most recent adopted standards, the 2022 Building Energy Efficiency Standards, include requirements for photovoltaic systems and features such as insulation requirements to reduce electricity demand from the energy grid. No further action or reporting is required pursuant to this measure.)*	N/A	
Natural Gas				
N/A	**MM USS-21**	Future developers shall coordinate with Southern California Gas Company to ensure that sufficient gas services are provided. Site plans building pad locations, etc. will be submitted to the Gas Company upon availability. *(This mitigation measure is considered already satisfied and no longer applicable because coordination with Southern California Gas Company (SCGC) is a standard requirement for all development projects. Developers are required to submit site plans, building pad locations, and load demands to SCGC during the entitlement and permitting process to ensure adequate electrical service. The City of Chino does not issue grading or building permits without verification that utility service will be available. Therefore, this measure does not provide additional mitigation beyond existing regulatory procedures and utility coordination requirements and is considered redundant under CEQA Guidelines §15126.4(a)(1)(B). No further action or monitoring is required pursuant to this measure.)*	N/A	
N/A	**MM USS-22**	Future developers shall pay all necessary hook-up fees and applicable tariffs prior to issuance of certificate of occupancy. *(This mitigation measure is considered already satisfied and no longer applicable because payment of all utility hook-up fees and applicable tariffs is required by utility service providers and enforced by the City of Chino as a condition of final occupancy. The City does not issue Certificates of Occupancy until it receives verification that all required connection and service fees have been paid. These requirements are established by the City's Municipal Code and utility agency regulations and are enforced through standard development review and permitting procedures. No further action or reporting is required pursuant to this measure.)*	N/A	

MEMORANDUM
CITY OF CHINO
DEVELOPMENT SERVICES DEPARTMENT

PLANNING COMMISSION MEETING DATE: AUGUST 20, 2025

DATE: August 20, 2025

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: MICHAEL HITZ, AICP, PRINCIPAL PLANNER

SUBJECT

Comprehensive General Plan Update PL23-0128 (General Plan Amendment) and PL23-0129 (Zone Map Change)

- PL23-0128 (General Plan Amendment) – A comprehensive update to the City's 2025 General Plan proposed to address multi-modal mobility, environmental justice, climate vulnerability, emergency evacuation, among other topics required by State law. The proposed 2045 General Plan Update seeks to focus on new development in key opportunity areas with vacant and underutilized land where change is foreseeable, while maintaining the existing urban form and enhancing the character and quality of life in Chino's established neighborhoods.
- PL23-0129 (Zone Change) – A proposed amendment to Title 20 (Zoning), Chapter 20.03 (Zoning Districts and Zoning Map) of the Chino Municipal Code to incorporate targeted zoning map amendments proposed to better align zoning with as built uses and market potential for the respective sites. All the map amendments involve a change from one existing zoning district to another and all amendments are consistent with the requirements of Measure M, the City's residential growth control measure.

RECOMMENDATION

1. Adopt Planning Commission Resolution No. PC2025-020, recommending the City Council certify the City of Chino 2045 General Plan Update Environmental Impact Report (EIR), adopt the Mitigation Monitoring and Reporting Program (MMRP), adopt the Environmental Findings of Fact and Statement of Overriding Considerations related to air quality, greenhouse gas emissions, historic resources, and transportation.
2. Adopt Planning Commission Resolution No. PC2025-021, recommending the City Council adopt the 2045 General Plan (PL 23-0128 General Plan Amendment), and repeal the 2025 General Plan (excluding the adopted 2021-2029 Housing Element), the Majestic Spectrum Specific Plan, Eucalyptus Business Park Specific Plan and Central Ave Specific Plan based on the findings listed in Planning Commission Resolution PC2025-020.
3. Adopt Planning Commission Resolution No. PC2025-022, recommending the City Council approve PL23-0129 (Zone Change) for targeted zoning map amendments that propose to better align zoning with as built uses and market potential for the respective sites based on the findings listed in Planning Commission Resolution PC2025-020.

BACKGROUND

The Chino General Plan is the City's blueprint for the future, built on a shared vision that describes the kind of community Chino residents and businesses want and identifies actions to take to realize the vision. In late 2022, the City embarked on a comprehensive update to the Chino General Plan and Zoning Code that will guide decision-making on development and conservation through 2045. The effort involves the following distinct phases of work:

- Phase 1: Visioning, Issues and Opportunities Identification - Key objectives of this phase were to (a) establish a community-wide vision and shared principles to guide the project, and (b) conduct analysis and document existing conditions, opportunities, and constraints in Chino to lay the foundation for alternatives exploration.
- Phase 2: Alternatives Exploration - Based on the outcomes of Phase 1, this Phase involved preparation and evaluation of distinct alternatives for land use and transportation changes in key locations that respond to the existing conditions, opportunities, and constraints. The alternatives were represented conceptually with illustrations, video animations, and examples to facilitate understanding. Outreach was conducted to build consensus around which alternatives to move forward with and incorporate into the General Plan. A joint study session of the City Council and Planning Commission was held at the culmination of this Phase to confirm direction.
- Phase 3: Draft Plan, Zoning and EIR Preparation - This Phase focused on updating the General Plan to reflect Council direction and address emerging trends and new State law with guidance from General Plan Advisory Group (GPAC). It also involved preparation of a legally defensible EIR to identify and mitigate the environmental impacts.
- Phase 4: Adoption and Finalization - Phase 4, now underway, began with the release of the Draft General Plan and EIR for public review on June 20 and also includes hearings for adoption of the General Plan. The Draft Zoning Code Update will be released in the fall, and adoption is anticipated in early 2026.

Community engagement has been a cornerstone of the process. During Phase 1 community outreach activities, 1,060 Chino community members shared input on their priorities and preferences, which help create a set of Guiding Principles for the General Plan Update, describing the type of community residents and businesses would like Chino to be in 2045. At the outset of Phase 2, a set of alternatives was developed to illustrate options for achieving the vision encapsulated in the Guiding Principles. The alternatives focused on key areas of the City where change is foreseeable, presenting potential land use, transportation, and design changes that respond to the existing conditions, opportunities, and constraints. Outside of these areas, the General Plan will continue to maintain and preserve the City’s existing urban form. The alternatives were refined with input from the General Plan Advisory Committee (GPAC) and then presented to the community at a series of outreach events, including two public 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. Based on community feedback, a preferred land use plan and a set of key strategies for land use, transportation, and community character (Preferred Plan) was prepared to present the ideas and concepts that emerged from the process and that were reviewed with the City Council and Planning Commission. The Preferred Plan has guided Phase 3 for preparation of the Public Review Draft 2045 General Plan. Phase 4 has been underway since June 2025 with completion of the Zoning Code Update related to adoption of the 20245 General Plan expected to occur in early 2026.

ISSUES AND ANALYSIS

The Chino 2045 General Plan is a comprehensive update of the City's current 2025 General Plan that has been undertaken to address emerging issues and new State laws since the General Plan was adopted in 2010. Key objectives for the project include: preserving and enhancing local heritage and "small town" character; growing the local economy in ways that improve quality of life for local residents; modernizing the transportation system and improving options for getting around; and establishing a framework for a healthy, sustainable, and resilient community.

Organization of the 2045 General Pan

The organization of the General Plan has been slightly modified from the 2025 General Plan document to reflect Chino's current and future priorities for the coming years. The 2045 General Plan contains the following chapters and elements:

1. *Introduction Chapter*. 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 Element*. This element satisfies the legal requirements for land use, 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 Element*. 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 Element*. This element addresses transportation and utility infrastructure in Chino, addressing the statutory requirements for circulation. 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. This element also identifies the location and extent of public utilities, including water, sewer, stormwater, and electricity infrastructure in Chino.
5. *Parks, Recreation, and Community Services Element*. 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 Element.* 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 safety and noise, including requirements for an assessment of emergency evacuation capacity and climate vulnerability.

7. *Health and Environmental Quality Element*. 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 requirements for the conservation, with background information and policies addressing resource conservation, environmental resource protection, energy and water conservation, and reuse and recycling.
8. *Implementation Chapter*. This chapter describes the process for the 2045 General Plan implementation, maintenance, and monitoring. It includes a table identifying near-term, mid-term, and long-term actions needed to implement the 2045 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 2045 General Plan’s 2021-2029 Housing Element is published under separate cover, given the length of that document, the level of detailed information required for compliance with State law, and the need to update the Housing Element every eight years, which is a shorter time frame than the rest of the General Plan. The current 2021-2029 Housing Element was adopted by the City and certified by the Californian Department of Housing and Development (HCD) in December 2024.

<u>2045 General Plan Goals, Policies and Actions</u>

Chapters 2 through 7 of the General Plan incorporate the required elements required by State law, as well as other topics of importance to Chino. Each of these elements is organized around a series of goals that describe the high-level outcomes that the community seeks to create through the implementation of the General Plan. Each goal in turn is supported by a series of policies and implementing actions that describe the steps the City will take to achieve each goal. Policies represent steps the City will take on an ongoing basis, as it considers approval of proposed projects and makes decisions on investments of public funds. Actions are more specific measures intended to implement one or more policies to help reach a specified goal. Typically, an action is a discrete item done once and completed, and taken together, the actions in the General Plan constitute a “to-do list” for the City.

The goals of the 2045 General Plan have been comprehensively updated to reflect the Guiding Principles developed with extensive community input in Phase 1. Content of policies and implementation actions from the 2025 General Plan has been carried forward to the extent it remains relevant, and the overall policy framework has been refreshed and updated to ensure it reflects the opportunities and challenges Chino will need to address over the next 20 years.

<u>2045 General Plan and Zoning Map discussion</u>

As previously mentioned, the 2045 General Plan is made up of several required and optional elements. The elements and related information are explained in detail in the attached 2045 General Plan document (Attachment A.1). The content of this plan has been reviewed by both

the Planning Commission and the City Council at various study sessions, as well as by staff from all departments prior to public release. Detailed below are topics for further discussion to provide clarification on certain key aspects of the project. These include land use and transportation additions and changes, related zoning map amendments, and the repeal of certain specific plans.

Land Use and Transportation

The General Plan Land Use Diagram (see Attachment A.1: Maps LCC-4a and LCC-4b General Plan Land Use and Attachment A.2: proposed General Plan Map), is a foundational component of the General Plan that illustrates the long-term vision for development and conservation in the planning area with land use designations that describe the character envisioned for each neighborhood and district. Each designation includes standards for density or intensity of use. The 2045 General Plan Land Use Diagram incorporates four new designations reviewed with the City Council and Planning Commission at the end of Phase 2: Downtown; Regional Mixed Use; Boulevard Mixed Use; and Employment Mixed Use. Outside of the locations where these new designations apply, the 2045 General Plan generally maintains the existing urban form from the 2025 General Plan and seeks to enhance the character and quality of life in Chino's established neighborhoods and districts. The Land Use Element also supports continued implementation of The Preserve Specific Plan in addition to the completion of the College Park and East Chino Specific Plans. However, as shown on Attachment A.2: General Plan Land Use Map, some targeted adjustments to General Plan land use are proposed to better align zoning with existing uses, surrounding context, and market potential for the respective sites.

Closely correlated with the General Plan Land Use Diagram, the Circulation Diagram (see Attachment A.1: Map INF-1: Circulation Diagram) depicts the roadway network with lane configurations planned to accommodate traffic circulation under the 2045 General Plan. Typical roadway cross sections for each street type shown on the Circulation Diagram are also included. Two new street types are proposed: Downtown streets that emphasize walkability and roadway safety and rural residential roadways for residential streets in the Sphere of Influence (SOI), that are currently in the unincorporated portions of San Bernardino County. This rural roadway classification will be utilized for the potential development and improvement of streets following annexation into the City. The purpose for the rural roadway classification is to allow for greater consistency with the residential streets as they are currently developed. While the 2025 General Plan Circulation Diagram envisioned the widening of the roadway segments shown on Table 1, technical modeling completed for the 2045 General Plan determined that this is not needed to adequately accommodate future traffic volumes. The future configuration of these roadway segments on the 2045 Circulation Diagram reflects this modeling, and as a result proposed developments along these roadway segments will not need to dedicate additional right-of-way as they are approved.

Table 1: PGP Map Revisions

Roadway	AGP Scenario		PGP Scenario	
	Classification	# of Lanes	Classification	# of Lanes
Central Ave from El Prado Rd to Riverside Dr	Major Arterial	6	Primary Arterial	4
Riverside Dr from Pipeline Ave to Euclid Ave	Major Arterial	6	Primary Arterial	4

Chino Ave from West City Limit to East End Ave	Major Arterial	6	Secondary Arterial	4
Chino Avenue from Monte Vista Ave to Benson Ave	Secondary Arterial	4	Secondary Arterial	2
Schaefer Ave from Central Ave to Benson Ave	Major Arterial	6	Primary Arterial	4
Benson Avenue from Francis Ave to SR-60	Secondary Arterial	4	Secondary Arterial	2

Additionally, the Truck Route Map (see Attachment A.1: Map INF-4: Designated Truck Routes Map), has been revised to remove certain segments from this map located in the Preserve Specific Plan area. This includes Kimball Avenue east of Euclid Avenue, Bickmore Avenue east of Euclid Avenue, Flight Avenue south of Remington Avenue and Quality Way between Kimball Avenue and Bickmore Avenue.

Related Zoning Map Amendments

In parallel with adoption of the 2045 General Plan, staff is proposing adoption of several related zoning map amendments, shown in Attachment C.1. These amendments are proposed to better align zoning with existing built uses and market potential for the respective sites. All the map amendments involve a change from one existing zoning district to another, and all amendments are consistent with the requirements of Measure M, the City's existing residential growth control measure. Additionally, some of the zoning map amendments reflect changes to zoning necessary to the repeal of various specific plans further outlined below, and the removal of the Office Commercial General Plan land use designation and zoning designation, due to its limited use throughout the City. These properties will have a General Plan and ultimately zoning designation of either neighborhood commercial or general commercial to better align with the current and future operation of the sites. For example, the auto mall land use designation in the Eucalyptus Business Park Specific Plan that has an Office Commercial General Plan designation is being replaced with both a General Commercial General Plan land use and Commercial General Zoning designation. This would allow for more flexibility of development in that area and continually allow for the operation and development of auto dealerships. The Draft City Council Ordinance is attached to this report.

Repeal of Specific Plans

The City has six specific plans, adopted between 1982 and 2004 to guide land use and development in certain areas of the City. The 2025 General Plan includes an action item to phase out various specific plans that has not previously been completed. While the specific plans were helpful in guiding initial development of the areas covered, in some areas there is little vacant land remaining and the original vision has largely been realized. Therefore, with the 2045 General Plan Update it makes sense to retire these older specific plans that have served their useful purpose: the Eucalyptus Business Park Specific Plan, the Majestic Spectrum Specific Plan, and the Central Avenue Specific Plan. Where there is an existing development agreement in place related to The Preserve Specific Plan, or where there are remaining development opportunities, such as within the College Park Specific Plan, the specific plans will remain in place. The East Chino Specific Plan will also remain in place.

In the case of the Central Avenue and Majestic Spectrum Specific Plans, the 2045 General Plan will apply new land use designations and policy direction reflecting community aspirations for those areas, and in the Eucalyptus Business Park Specific Plan new "good neighbor" policies

and standards will be incorporated into the General Plan and Zoning Code to guide redevelopment of underutilized properties. Where the affordable housing overlay (AHO) and mixed use overlay (MUO) apply within these specific plan areas, those zoning designations would remain and the related design and development standards that apply to housing development on these sites also would be carried forward in the comprehensive Zoning Code Update, a public draft of which will be released in early 2026. The land use regulations and design and development standards needed to guide infill and redevelopment in older specific plan areas will be addressed by citywide or district-specific requirements, through overlays and by the new mixed use zoning districts proposed as part of Phase 4 of the General Plan Update.

PUBLIC NOTICE

A notice of the proposed project was published in the *Chino Champion* on July 26, 2025, and the City sent information out on the City's social media platforms. Additionally, a 20-day notice was mailed to all property owners within a 300-foot radius of the sites with proposed zoning map changes. The notice meets the legal noticing requirements and is adequate in scope for this project. There were six comment letters received regarding the Draft Environmental Impact Report (EIR) (attachment B.4), as outlined below, to date of this report, there have been no other comment letters received.

ENVIRONMENTAL REVIEW

A Program EIR for the City of Chino 2045 General Plan Update (SCH#2024090833) was prepared by RECON Environmental, Inc, pursuant to the requirements of the California Environmental Quality Act (CEQA) Guidelines Sections 15120 to 15132. A Notice of Preparation (NOP) for the EIR was publicized and circulated to State and local agencies between September 23, 2024, through October 24, 2024. A Scoping Meeting was also held on October 17, 2024, to receive public comments on the scope and content of the 2045 General Plan EIR. Based on the input received, a detailed environmental analysis was conducted, and the Draft 2045 General Plan EIR was released for a 45-day public review and comment period from June 20, 2025, through August 4, 2025. Six comment letters, containing approximately 35 unique comments, were received. The comment letters and responses to the comments are included with the Final 2045 General Plan EIR (Exhibit B.1) and attached (B.4).

Section 15126.2(a)(c) of CEQA requires an EIR to identify and focus on the significant environmental effects of the proposed General Plan update, including effects that cannot be avoided if the General Plan update is implemented. Based on the analysis contained in the Draft 2045 General Plan EIR, the City has determined that the proposed 2045 General Plan update would result in significant and unavoidable impacts associated with air quality, greenhouse gas emissions, historic resources, noise, and transportation and that a Statement of Overriding Considerations (attachment B.2) for these impacts is appropriate. In addition, based on the environmental analysis contained in the Draft EIR, the City has determined that the proposed General Plan update could result in significant direct and/or cumulative impacts that could be mitigated to less than significant levels with respect to the following issues: biological resources; cultural and tribal cultural resources; geology, soils, and seismicity; and noise. Mitigation Measures to address these impacts were incorporated into the Draft 2045 General Plan EIR and the MMRP is attached (attachment B.5). An Errata has also been attached (attachment B.3) that outlines all of the changes made to the Final PEIR in response to comments received on the Draft EIR.

Attachments:
A. Resolution PC2025-021 General Plan Adoption

- A.1 2045 General Plan (link below)
- A.2 Proposed General Plan Map

B. Resolution PC2025-020 EIR Certification

- B.1 Final 2045 General Plan Update PEIR (link below)
- B.2 Findings of Fact and Statement of Overriding Considerations
- B.3 Errata
- B.4 Response to Comments
- B.5 Mitigation Monitoring and Reporting Program (MMRP)

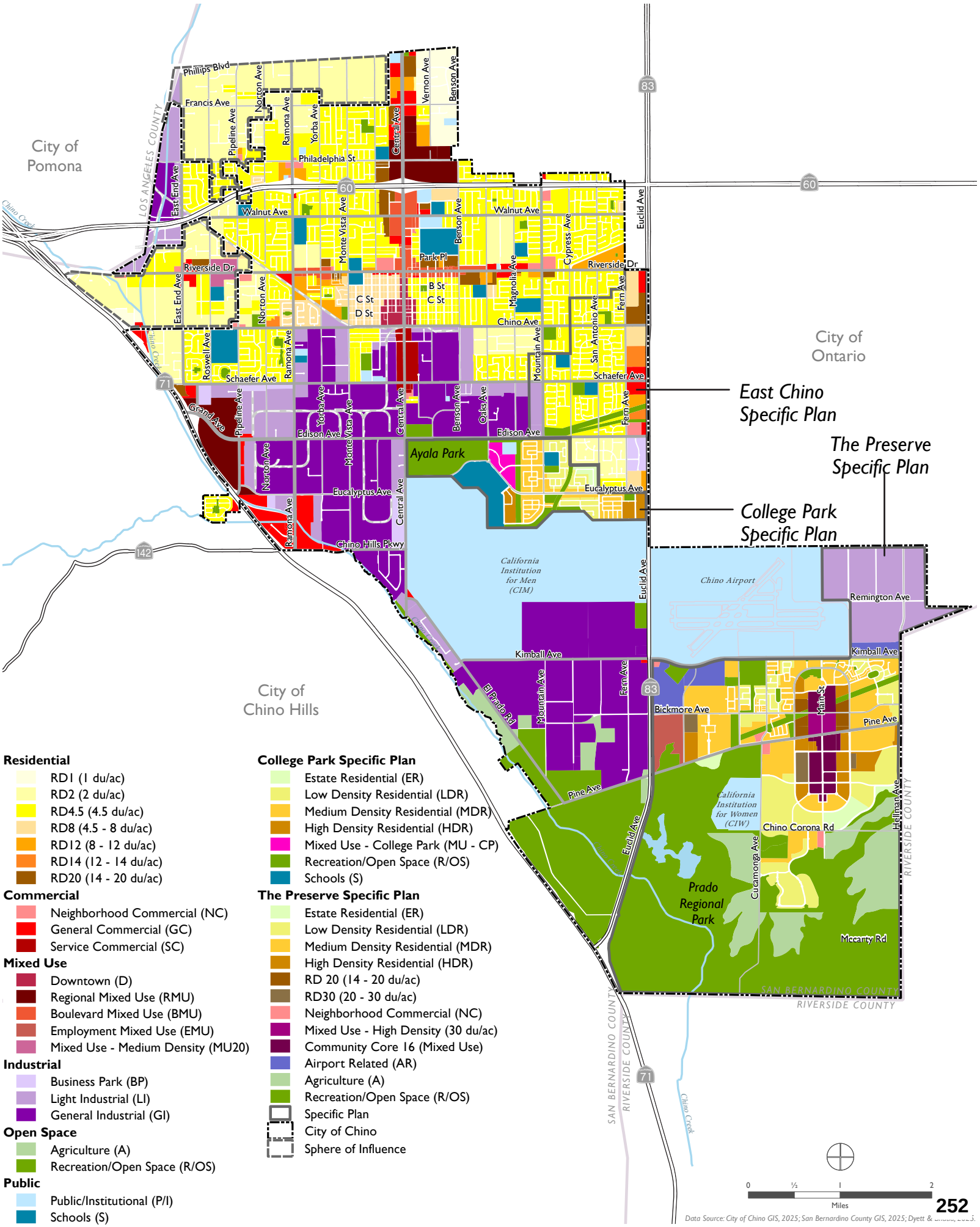
C. Resolution PC2025-022 Zoning Map Amendment

- C.1 Zoning Map Update

D. Draft City Council Zone Change Ordinance

https://www.cityofchino.org/591/Environmental-Documents

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.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

CANDIDATE CEQA FINDINGS OF FACT

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I. INTRODUCTION

A. California Environmental Quality Act

The California Environmental Quality Act (CEQA; Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (CEQA Guidelines; 14 California Code of Regulations Section 15000, et seq.) promulgated thereunder, require that the environmental impacts of a project or program be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the State CEQA Guidelines require that certain findings be made before project approval. While staff of a decision-making body can assist in recommending adoption of findings to proceed on a project subject to a certified Environmental Impact Report (EIR), only the decision-making body has the authority to make such findings. Specifically, State CEQA Guidelines Section 15091 (a) states that no public agency shall approve or carry out a project or program for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless such public agency makes one or more of the following findings for each potentially significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can or should be, adopted by that other agency; or

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

CEQA also requires that the findings made pursuant to Section 15091 of the CEQA Guidelines be supported by substantial evidence in the record (Section 15091(b) of the CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (Section 15384 of the CEQA Guidelines).

When making the findings required in CEQA Guidelines Section 15091 (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

The following Candidate Findings of Fact (Findings) have been submitted to the City Council of the City of Chino (City), as the decision-making body, to be approved for the Chino 2045 General Plan Update (project) pursuant to CEQA. The project, as detailed below, would result in significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is included herein (Section XI), as part of the project's Findings.

Having received, reviewed, and considered the Final Program Environmental Impact Report (PEIR) for the project, State Clearinghouse Number 2024090833, as well as all other information in the Record of Proceedings (as defined below) on this matter, the following Findings are hereby adopted by the City in its capacity as the CEQA lead agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the program.

B. Project Background

The City has prepared a PEIR as defined in Section 15168 of the State CEQA Guidelines. A PEIR is the appropriate environmental document under CEQA for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the project consists of a long-term plan that would be implemented as a policy document guiding future development activities, and this PEIR includes a mitigation framework that would ensure mitigation would be implemented by future projects, a program approach is appropriate. The Final PEIR may serve as the environmental document for subsequent activities or implementing actions. If, in examining future actions for development within the City, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this Final PEIR, the City can approve the activity as being within the scope covered by the Final PEIR and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from the Final PEIR pursuant to State CEQA Guidelines Sections 15152, 15153, 15168, and 15183 (e.g., through the preparation of a Mitigated Negative Declaration, Addendum, or Supplemental or Subsequent EIR).

These Findings are made relative to the specific conclusions of the Final PEIR prepared for the project.

C. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the project;
- Comments received on the NOP;
- The Draft PEIR for the project;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review and comment period for the Draft PEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);

- All documents, studies, EIRs, or other materials incorporated by reference or cited to in the Draft PEIR and the Final PEIR;
- All supplemental documents prepared for the PEIR and submitted to the City Council prior to this hearing;
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings;
- City staff report prepared for this hearing related to the proposed project and any exhibits thereto;
- Project permit conditions; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The Draft PEIR and all related appendices were made available for review during the public review period at City Hall, located at 13220 Central Avenue, Chino, California. A copy of the Draft PEIR was also available for review at the Chino Branch Library, located at 13180 Central Avenue, Chino, California.

The Draft PEIR was also available for review on the City's Community Development Department website: https://www.cityofchino.org/591/Environmental-Documents.

D. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at City Hall, located at 13220 Central Avenue, Chino, California. The Community Development Department is the custodian of the administrative record for the project.

Copies of these documents, which constitute the Record of Proceedings, are, and at all relevant and required times have been and will be, available upon request at the offices of the Community Development Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and State CEQA Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The project would update the City's Adopted General Plan and would guide future land use decisions, providing a long-term vision for the City, guiding growth and development within the City and its Sphere of Influence, collectively known as the Planning Area, through the planning horizon year of 2045. 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 agency's judgment bears relation to

its planning" (California Government Code Section 65300). The City is located within San Bernardino County in the state 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.

The northern portion of the City is bisected by State Route (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. SR-71 generally forms the City's western boundary, providing connections to Pomona to the north and job centers in Orange County to the south via SR-91. SR-83, known locally as Euclid Avenue, generally forms the eastern boundary of the northern part of the City, providing connections to the City of Ontario to the north.

B. Project Description

The project would update the City's Adopted General Plan to incorporate strategies addressing multimodal mobility, environmental justice, climate vulnerability, and emergency evacuation, among other topics. The project would serve as the blueprint for the City's future and would focus on Key Opportunity Areas where change is foreseeable. These are generally areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. Outside of these Key Opportunity Areas, the 2045 General Plan would maintain the existing urban form and enhance the character and quality of life in the City's established neighborhoods and would support continued implementation of The Preserve Specific Plan. Key project components include the following:

- Four new land use designations are designed to promote a vibrant mix of uses in Key Opportunity Areas including a Regional Mixed Use (RMU) designation, a Boulevard Mixed Use (BMU) designation, a new Downtown (DT) land use designation, and a new Employment Mixed Use (EMU) designation.
- An updated circulation diagram with new roadway classifications for mixed-use boulevards and Downtown streets that emphasize walkability and roadway safety.
- Completion of the Pine Avenue Connector, linking SR-71 with Euclid Avenue.
- Strategies for effectively managing truck traffic to minimize conflicts with bicycles, pedestrians, and local traffic while optimizing access to the regional network.
- Establishing "good neighbor" policies and performance standards for light industrial and manufacturing uses, particularly where adjacent to residential neighborhoods. These policies and standards would govern screening, landscaping, architectural design, noise, air quality, traffic, and access.
- Streetscape improvements to improve bicycle/pedestrian safety and enhance walkability along segments of Riverside Drive, including wider sidewalks, landscaped buffers between pedestrians and traffic, the addition of bicycle lanes, and the conversion of the ends of some alleyways into pocket parks/plazas.

- A new Community Health and Environmental Justice Element with strategies to promote active, healthy lifestyles, reduce exposure to air pollution, mitigate urban heat in summertime, and improve roadway safety, particularly around schools and community centers.

- Strategies to incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the northern part of the city where there is a need for new parks and recreational spaces.

- Policy guidance for future uses on the former Ayala Park driving range, including providing on site food and beverage vending for game and event days and/or constructing a water park.

Additionally, it is envisioned that the project would provide direction for the repeal of the following three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the Zoning Code: the Central Avenue Specific Plan, the Eucalyptus Business Park Specific Plan, and the Spectrum Center Specific Plan. The Proposed Planning Area comprises a total of 20,626 acres (32.23 square miles) of both incorporated and unincorporated land bearing relation to the City's future growth.

The project would also modify the organizational structure of the Adopted General Plan. Some chapters were combined and renamed to better reflect community priorities identified through the process and to incorporate new requirements established in state law. The chapters of the project would be organized as follows:

- Introduction
- Land Use and Community Character
- Economic Development
- Infrastructure
- Parks, Recreation and Community Services
- Hazards, Safety, and Noise
- Health and Environmental Quality
- Implementation

C. Statement of Objectives

As described in Section 3.2 of the Final PEIR, the following objectives are identified for the project:

1. Promote a balanced community with a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

2. Focus future population, housing and employment growth into Key Opportunity Areas while preserving and enhancing the community's distinctive small town feel that comes from strong community bonds and a respect for the community's agricultural roots.

3. Position Downtown 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.

4. Revitalize older shopping centers and commercial corridors so that they feature a range of new uses to serve community needs and act as vital activity hubs and social gathering places that contribute to local character and quality of life.

5. Prioritize business attraction and retention to foster a strong, stable economy that welcomes innovation and promoting entrepreneurship.

6. Reinforce connections to the regional transportation network.

7. Strengthen the network of safe streets and multi-use trails that links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.

8. Enhance neighborhood livability by promoting active, healthy lifestyles with indoor and outdoor recreational amenities and by prioritizing clean air, water, fresh food, and community health.

9. Protect the community from natural hazards, build resilience to climate change, and promote emergency preparedness.

The City has considered the statement of objectives sought by the project and hereby adopts these objectives as part of the project.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

A. Notice of Preparation

In accordance with State CEQA Guidelines Section 15082, the City distributed an NOP of a Draft PEIR to the State Clearinghouse, local and regional responsible agencies, and other interested parties. The NOP was circulated for public comment on September 23, 2024, and a scoping meeting held on October 17, 2024. Comment letters received during the NOP review period are included in the Final PEIR as Appendix A.

B. Public Review of PEIR

The Draft PEIR for the project was prepared and circulated for review and comment by the public, agencies, and organizations for a public review period that began on June 20, 2025, and concluded on August 4, 2025. A Notice of Completion of the Draft PEIR was sent to the State Clearinghouse and the Draft PEIR was circulated to state agencies for review through the State Clearinghouse, Office of Planning and Research.

A Notice of Availability of the Draft PEIR for review was provided to organizations and parties expressing interest in the project, was posted on the City's website, and was published in a newspaper of general circulation. Comments submitted to the City during the public review of the Draft PEIR have received formal responses as required by CEQA. Those responses to comments have been incorporated into the Final PEIR.

C. Decision-Making Process

The project will be formally heard before the City Council on September 2, 2025, unless the same is continued or rescheduled subject to the provision of notice as required by law, when an ultimate disposition (approval/denial of the project and certification of the Final PEIR) will be determined.

IV. GENERAL FINDINGS

The City hereby finds as follows:

- Pursuant to State CEQA Guidelines Sections 15050 and 15051, the City is the Lead Agency for the project.
- The Draft PEIR and Final PEIR were prepared in compliance with CEQA, CEQA Guidelines, and any City CEQA Significance Determination Thresholds.
- The City has independently reviewed and analyzed the Draft PEIR and Final PEIR, and these documents reflect the independent judgment of the City.
- An MMRP has been prepared for the project, which the City has adopted or made a condition of approval of the project. That MMRP is incorporated herein by reference and is considered part of the Record of Proceedings for the project.
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures. The City will serve as the MMRP Coordinator.
- In determining whether the project has a significant impact on the environment, and in adopting these Findings pursuant to Public Resources Code Section 21081, the City has based its decision on substantial evidence and has complied with Public Resources Code Sections 21081.5 and 21082.2 and State CEQA Guidelines Section 15901(b).
- The impacts of the project have been analyzed to the extent feasible at the time of certification of the Final PEIR.
- The City reviewed the comments received on the Draft PEIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts associated with the project. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the Final PEIR.
- The responses to comments on the Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Draft PEIR, and do not result in new information being added to the Final PEIR which would require recirculation pursuant to CEQA Guidelines Section 15088.5(a).

- The City has made no decisions that constitute an irretrievable commitment of resources toward the project prior to certification of the Final PEIR, nor has the City previously committed to a definite course of action with respect to the project.

- Copies of all the documents incorporated by reference in the Draft PEIR and/or Final PEIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials.

- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the project and finds as stated in these Findings.

V. FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects[...]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects or programs and the feasible alternatives or feasible mitigation measures that will avoid or substantially lessen such significant effects. Public Resources Code Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects."

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects or programs for which EIRs are required. For each significant environmental effect identified in an EIR for a proposed project or program, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" (State CEQA Guidelines Section 15091(a)(1)). The second permissible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency" (State CEQA Guidelines Section 15091 (a)(2)). The third potential conclusion is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR" (State CEQA Guidelines Section 15091(a)(3)). Public Resources Code Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." State CEQA Guidelines Section 15364 adds another factor: "legal" considerations (see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however, where such changes are infeasible or where the exclusive jurisdiction and responsibility for modifying the project lies and has been implemented by another agency (State CEQA Guidelines Section 15091, subdivisions (a), (b), and (c)).

A. Legal Effects of Findings

To the extent that these Findings conclude that various design features incorporated into the program and mitigation measures outlined in the Final PEIR are feasible and have not been modified, superseded, or withdrawn, the City hereby binds itself to implement these design features and mitigation measures. These Findings, therefore, constitute a binding set of obligations that will come into effect when the City formally approves the project.

The project design features and adopted mitigation measures are included in the MMRP adopted concurrently with these Findings and will be effectuated both through the process of constructing and implementing the project.

VI. MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6 (a)(1), the City, in adopting these Findings, also concurrently adopts an MMRP. The program is designed to ensure that during project implementation, all responsible parties comply with the feasible mitigation measures identified below. The MMRP is described in the document entitled "Mitigation Monitoring and Reporting Program," included as Chapter 8 of the Final PEIR. The City will use the MMRP to track compliance with required mitigation measures. The MMRP will be available for the public to review by request during the mitigation compliance period, which is ongoing following program approval and through buildout of future projects implemented under the conditions of the program.

The MMRP will serve the dual purpose of verifying the completion of the mitigation measures for the program and generating information on the effectiveness of the mitigation measures to guide future decisions.

VII. SUMMARY OF IMPACTS

The Final PEIR contains an environmental analysis of the potential impacts associated with project implementation. The Final PEIR concludes that the project would have **no significant impacts and require no mitigation measures** associated with the following issues:

- Aesthetics (Issue 1-Scenic Vistas; Issue 2-Scenic Resources, Issue 3-Visual Character, and Issue 4-Light and Glare)
- Air Quality (Issue 4-Odors)
- Biological Resources (Issue 4-Wildlife Movement and Corridors, Issue 5-Habitat Conservation Planning, and Issue 6-Policies and Ordinances Protecting Biological Resources)
- Cultural and Tribal Resources (Issue 3-Human Remains)
- Geology and Soils (Issue 1-Seismic Hazards, Issue 2-Soil Erosion, Issue 3-Unstable Geology, Issue 4-Expansive Soils, and Issue 5-Septic Tanks)
- Hazards and Hazardous Materials (Issues 1-Transport, Use, or Disposal of Hazardous Materials, Issue 2-Accidental Release, Issue 3-Emissions Near a School, Issue 4-Hazardous

Material Sites, Issue 5-Airport Hazards, Issue 6-Emergency Response, and Issue 7-Wildland Fires)

- Hydrology/Water Quality (Issue 1-Water Quality Standards, Issue 2-Groundwater, Issue 3-Drainage Patterns/Storm Water Runoff, Issue 4-Flood Hazard, and Issue 5-Water Quality Control Plans)
- Land Use/Planning (Issue 1-Physically Divide an Established Community and Issue 2-Conflict with Applicable Plans and Policies)
- Noise (Issue 1-Increase in Ambient Noise: Railroad Noise, Issue 2-Vibration: Railroad/ Stationary Sources, and Issue 3: Aircraft Noise)
- Population and Housing (Issue 1-Population Growth and Issue 2-Displace People or Housing)
- Public Services and Recreation (Issue 1-Public Services, Issue 2-Increased Use of Parks/Recreational Facilities, and Issue 3-Construction/Expansion of Recreational Facilities)
- Transportation (Issue 1-Circulation System: Public Transit and Bicycle and Pedestrian Facilities, Issue 3-Hazards Due to a Design Feature, and Issue 4-Emergency Access)
- Utilities and Service Systems (Issue 1-Utility Infrastructure, Issue 2-Water Supply, Issue 3-Wastewater Treatment, Issue 4-Solid Waste Capacity, and Issue 5-Solid Waste Management)
- Wildfire (Issue 1-Emergency Response Plans, Issue 2-Wildfire, Issue 3-Infrastructure, and Issue 4-Flooding or Landslide)

The Final PEIR concludes that implementation of the project would result in **significant direct and/or cumulative impacts that would be mitigated to less than significant levels** with respect to the following issues:

- Biological Resources (Issue 1-Special Status Species, Issue 2-Sensitive Riparian Habitats, and Issue 3-Jurisdictional Wetlands and Waters) (Direct and Cumulative)
- Cultural and Tribal Resources (Issue 2-Archeological Resources and Issue 4-Tribal Cultural Resources) (Direct and Cumulative)
- Geology and Soils (Issue 6-Paleontological Resources) (Direct and Cumulative)
- Noise (Issue 1-Increase in Ambient Noise: Stationary Noise/Construction Noise (Direct and Cumulative)

The Final PEIR concludes that implementation of the project would result in **significant and unavoidable direct and/or cumulative impacts** with respect to the following issues:

- Air Quality (Issue 1-Air Quality Plans, Issue 2- Criteria Pollutants, and Issue 3-Sensitive Receptors) (Direct and Cumulative)
- Cultural and Tribal Cultural Resources (Issue 1-Historic Resources) (Direct and Cumulative)
- Greenhouse Gas (Issue 1-Greenhouse Gas (GHG) Emissions, Issue 2-Policies, Plans, and Regulations Intended to Reduce GHG Emissions) (Direct and Cumulative)
- Noise (Issue 1-Increase in Ambient Noise: Traffic Noise/Land Use Compatibility, Issue 2-Vibration: Construction) (Direct and Cumulative)
- Transportation (Issue 1-Circulation System: Roadway System and Issue 2-Vehicle Miles Traveled) (Direct and Cumulative)

VIII. LESS THAN SIGNIFICANT IMPACTS

The City finds the characterization of impacts in the Final PEIR with respect to issue areas identified as less than significant have been described accurately and would result in less than significant impacts as so described in the Final PEIR. This finding applies to the impacts evaluated in the Final PEIR and determined to be less than significant, as stated under Section VII.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

A. Impacts Mitigated to Less than Significant Levels: Findings Pursuant to State CEQA Guidelines Section 15091(a)(1)

1. Biological Resources

Significance Determinations Threshold 1: Sensitive Species

Pursuant to Issue 1, a significant impact would occur if the project resulted in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact

As described in Section 4.3.4 of the Final PEIR, buildout of the project would have the potential to directly and/or indirectly impact candidate, sensitive, or special status species. Potential direct impacts would include the removal of habitat through future development and redevelopment of project sites that support sensitive species. The project has been designed to minimize impacts to sensitive species by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, some sensitive species observations have occurred within the central and northern portions of the Planning Area, including within the Key Opportunity Areas.

Furthermore, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive species. Future development and redevelopment may also result in indirect impacts to sensitive plant or wildlife species due to excess noise, lighting, or runoff generated during construction of projects both within and outside the Key Opportunity Areas. Furthermore, project construction could result in direct impacts to nesting or migratory birds from the removal of mature trees and/or native vegetation within project areas during the typical bird breeding season (January 15 to September 15). Therefore, impacts to sensitive species would be potentially significant.

Mitigation Framework

The following mitigation measures would apply:

BIO-1: Biological Assessment and Mitigation

Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.

BIO-2: Nesting Birds

Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests.

If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measures BIO-1 and BIO-2 would require the identification of potential direct and indirect impacts to sensitive species and implement appropriate site-specific measures to reduce the impacts to below a level of significance. Implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts on sensitive and special status species to a less than significant level.

Reference

Final PEIR Section 4.3 Biological Resources

Significance Determination Threshold 2: Sensitive Riparian Habitats

Pursuant to Issue 2, a significant impact would occur if the project resulted in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact

As described in Section 4.3.5 of the PEIR, the majority of the land within the Key Opportunity Areas consists of urban/developed land. However, future development may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive natural communities and riparian habitat. Therefore, impacts to riparian and sensitive habitats would be potentially significant.

Mitigation Framework

See mitigation measure BIO-1.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure BIO-1 would require the identification of on-site biological resources and include specific avoidance, minimization, and mitigation measures for impacts to riparian and sensitive habitats. Implementation of mitigation measure BIO-1 would reduce impacts on riparian and sensitive habitats to a level less than significant.

Reference

Final PEIR Section 4.3 Biological Resources

Significance Determination Threshold 3: Jurisdictional Wetlands and Waters

Pursuant to Issue 3, a significant impact would occur if the project would result in a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact

As described in Section 4.3.6 of the Final PEIR, the project has been designed to minimize impacts to jurisdictional wetlands and waters by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with jurisdictional wetlands and waters. Therefore, impacts to jurisdictional wetlands and waters would be potentially significant.

Mitigation Framework

See mitigation measure BIO-1.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure BIO-1 would require identification of on-site biological resources and include specific avoidance, minimization, and mitigation measures for impacts on wetlands. Implementation of mitigation measure BIO-1 would reduce impacts on wetlands to a level less than significant.

Reference

Final PEIR Section 4.3 Biological Resources

2. Cultural and Tribal Cultural Resources

Significance Determination Threshold 2: Archaeological Resources

Pursuant to Issue 2, a significant direct and cumulative impact would occur if the project would result in a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5.

Impacts

As described in Section 4.4.6 of the Final PEIR, future development would be focused in urbanized areas and previous agricultural areas that have been disturbed and are therefore unlikely to possess native soil with intact buried archaeological resources. None of the Key Opportunity Areas possess known archaeological resources. Nonetheless, future development and redevelopment within the Planning Area would have the potential to impact undiscovered archaeological resources that have not been recorded or evaluated or may become eligible for listing in the future. Therefore, implementation of future projects could result in ground-disturbing activities within vacant land that could unearth unknown buried archaeological resources. Grading, excavation, and other ground disturbing activities associated with future development could expose buried archaeological resources and features. Therefore, impacts to archaeological resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

CUL-2: Cultural Resources Assessment

Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals:

1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations

2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material,

3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and

4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure CUL-2 would require project level surveys to determine the potential for archaeological resources, and if so determined, to include site-specific mitigation measures to reduce impacts on archaeological resources to a level less than significant. The implementation of mitigation measure CUL-2 would reduce impacts on cultural resources to a level less than significant.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

Significance Determination Threshold 4: Tribal Cultural Resources

Pursuant to Issue 4, a significant impact would occur if the project would result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is either:

- listed or eligible for listing in the California Register of Historical Resources, in a local register; or
- a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1 (c).

Impacts

As described in Section 4.4.8 of the Final PEIR, while much of the Key Opportunity Areas are urbanized or are former agricultural areas that have previously been disturbed, there is a potential for encountering undiscovered buried resources associated within Native American culture. The potential for intact tribal cultural deposits at depth exists at many locations where undocumented fill or alluvial deposition may mask buried resources, or in proximity to known recorded archaeological resources, which can also be tribal cultural resources as defined in CEQA (Public Resource Code Section 21074). The Native American Heritage Commission sacred lands search indicated the results are positive. Construction of future site-specific development and redevelopment under the project would have the potential to unearth unknown cultural resources, including religious or sacred uses. Where required under Assembly Bill 52, future site-specific development under the project would be subject to further consultation, which may identify unknown tribal cultural resources that have not been formally recorded during the consultation for the project. Nonetheless, grading or excavation

within native soils could also expose unknown buried tribal cultural resources and features, including sacred sites. Therefore, impacts to tribal cultural resources would be potentially significant.

Mitigation Framework

See mitigation measure CUL-2.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Where required under Assembly Bill 52, future projects would be required to consult with known Native American tribes resulting in further site-specific consideration of potential resources. Future projects would also implement mitigation measure CUL-2 requiring project level surveys to determine the potential for archaeological resources, and if so determined, to include site-specific mitigation measures to reduce impacts on tribal cultural resources to a level less than significant. Therefore, implementation of regulatory compliance and mitigation measure CUL-2 would reduce impacts on tribal cultural resources to a level less than significant.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

3. Geology and Soils

Significance Determination Threshold 6: Paleontological Resources

Pursuant to Issue 6, a significant impact would occur if the project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact

As described in Section 4.5.9 of the Final PEIR, the project has been designed to minimize impacts on paleontological resources by focusing future development and redevelopment within the Key Opportunity Areas, which consist primarily of developed land that has been disturbed previously and is unlikely to possess unknown paleontological resources. However, development throughout the broader Planning Area would have the potential to disturb native soils which may possess unknown paleontological resources. Therefore, impacts on paleontological resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

GEO-1: Paleontological Resources Evaluation

> Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure GEO-1 requires site-specific surveys of potential paleontological sensitivity, and if so determined, to include project-specific mitigation measures to reduce impacts on paleontological resources to a level less than significant. Implementation of mitigation measure GEO-1 would reduce impacts on paleontological resources to a level less than significant.

Reference

Final PEIR Section 4.5 Geology/Soils

4. Noise

Significance Determination Threshold 1: Increase in Ambient Noise: Stationary Noise/ Construction Noise

Pursuant to Issue 1, a significant impact would occur if the project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact (1c: Stationary Noise)

As described in Section 4.10.5 of the Final PEIR, land uses proposed under the project would be similar to land uses that currently exist within the Planning Area. Noise levels within the Planning Area are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, which would continue to be the primary source of noise under project buildout. Future development and redevelopment under the project would be required to comply with the City's Municipal Code and applicable policies in the Hazards, Safety, and Noise Element, which would reduce impacts associated with stationary sources of noise. However, because specific project details are not yet known, impacts associated with stationary sources of noise would be potentially significant.

Impact (1d: Construction Noise)

Implementation of the project may result in simultaneous construction of various development and redevelopment projects over the duration of project buildout. Future development and redevelopment under the project could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the Planning Area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be close to construction activities. hourly average noise levels would be approximately 83 A-weighted decibels [dB(A)] one-hour equivalent noise level (L_{eq}) at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 80 dB(A) L_{eq} at 70 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 70 feet of construction activities. The City regulates construction noise through Municipal Code Sections 9.40.060 and 15.44.030, which set noise standards for construction activities and limit construction to 7:00 a.m. and 8:00 p.m. Mondays through Saturday. Additionally, applicable policies in the Hazards, Safety, and Noise Element would require all construction activities to meet the City Municipal Code standards. Nonetheless, because construction activities may occur near noise sensitive land uses, and because noise disturbances could occur for prolonged periods of time or during noise sensitive hours of the day, construction noise associated with future site-specific projects could exceed the City's noise standards. Therefore, impacts related to construction noise would be potentially significant.

Mitigation Framework

The following mitigation measures would apply:

NOI-3: Stationary Noise

> Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating

walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.

NOI-4: Construction Noise

Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City:

- The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.
- Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses.
- Stockpiling shall be located as far as feasible from nearby noise sensitive land uses.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effects as identified in the Final PEIR to a level of insignificance.

Rationale

Implementation of mitigation measure NOI-3 would require site-specific noise studies to identify potentially significant project level noise impacts and implement reduction and mitigation measures to reduce impacts related to stationary noise to a level less than significant. Implementation of mitigation measure NOI-4 would require the inclusion of project-specific noise attenuation measures to reduce impacts related to construction noise to a level less than significant. Implementation of mitigation measures NOI-3 and NOI-4 would reduce noise impacts to a level less than significant.

Reference

Final PEIR Section 4.10 Noise

B. Impacts that Can Only be Mitigated to Less than Significant Levels by Another Jurisdiction: Findings Pursuant to State CEQA Guidelines Section 15091(a)(2)

No impacts that could only be mitigated to less than significant though the actions of another jurisdiction or public agency were identified in the Final PEIR.

C. Impacts that Would Remain Significant and Unavoidable Findings Pursuant to State CEQA Guidelines Section 15091(a)(3)

1. Air Quality

Significance Determination Threshold 1: Air Quality Plans

Pursuant to Issue 1, a significant impact would occur if the project would conflict with or obstruct the implementation of the applicable air quality plan.

Impact

The two principal criteria for evaluating conformance with an Air Quality Management Plan (AQMP) are (1) whether the project would exceed the assumptions in the AQMP and (2) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

Criteria 1: Exceed AQMP

As described in Section 4.2.5 of the Final PEIR, growth forecasting for the AQMP is based in part on the land uses established by local general plans, which would be the City's Adopted General Plan. The growth projections used by the South Coast Air Quality Management District (SCAQMD) to develop the AQMP emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the Southern California Association of Governments (SCAG) in the development of the regional transportation plans and sustainable communities strategy. When compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. This increase in development would also result in an increase in vehicle miles traveled (VMT). When compared to buildout of the Adopted General Plan, the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area. However, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

As shown in Tables 4.2-4a and 4.2-4b of the Final PEIR, buildout of the project would result in an increase in emissions of reactive organic gases (ROG), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and a decrease in emissions of nitrogen oxides (NO_X), carbon monoxide (CO), and sulfur oxides (SO_X) when compared to the existing condition. The decreases are mainly due to regulations that result in cleaner mobile sources over time. When compared to buildout under the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The increases in emissions of ROG and NOx would result in a conflict with the assumptions used to develop the AQMP. Therefore, because the project

would conflict with the implementation of the regional air quality strategy, air emissions associated with the adoption of the project could result in a cumulatively considerable effect on regional air quality, which would be considered potentially significant.

Criteria 2: Increase Air Quality Violations

The South Coast Air Basin (Basin) is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone (O_3) and $PM_{2.5}$ standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards. Because the project involves long-term growth associated with buildout of the Planning Area, cumulative emissions generated from operation of individual development projects would exceed the SCAQMD regional and localized thresholds (see Section 4.2.6.1 of the Final PEIR). Consequently, emissions generated during construction and operation of site-specific projects in addition to existing sources in the Planning Area are considered to cumulatively contribute to the nonattainment designations of the Basin. Future site-specific development and redevelopment would be required to implement best management practices at all construction sites consistent with SCAQMD rules and regulations, comply with California Code of Regulations, Title 13, Section 2449, which itself requires that nonessential idling of construction equipment be restricted to five minutes or less, and comply with California Code of Regulations, Title 24, and California Green Building Standards Code (CALGreen) mandatory measures the would require measures such as installing electric vehicle parking and increasing energy efficiency. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. Compliance with updated Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of improving air quality. Despite adherence to these goals, policies, and actions, buildout of the project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the ambient air quality standards or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the project would not be consistent with the AQMP, which would be considered a significant impact.

Mitigation Framework

The following mitigation measures would apply:

AQ-1: Construction Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts.

The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.
- During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.
- During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.
- During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.
- During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.
- During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust.
- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.
- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust.
- During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.
- During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.

- During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.

- During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads.

- During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.

AQ-2: Operational Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available California Emissions Estimator Model mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to:

- Demonstrate net zero energy expenditure.

- Implementation of transportation demand management measures.

- Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update.
- Expand and facilitate completion of planned networks of active transportation infrastructure.
- Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards.
- Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Buildout under the project would exceed the estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the Basin. Future discretionary projects would be reviewed for conformance with the goals, policies, and actions to reduce emissions within the Planning Area. Incorporation of General Plan goals, policies, and actions, as well implementation of mitigation measures AQ-1 and AQ-2 requiring project-specific air quality reports showing future project's compliance with relevant regulatory and site-specific mitigation measures to reduce criteria air pollutant emissions from construction and operation-related activities would recue significant impacts to the extent feasible. However, at this program level, site-specific development projects are not currently available, and there is a potential for construction and operational emissions to exceed the SCAQMD's significance thresholds. However, even with implementation of mitigation measures AQ-1 and AQ-2, impacts could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce impacts associated with inconsistency with the AQMP. The population and employment assumptions of the AQMP would continue to be exceeded until the AQMP is revised and incorporates the projections of the project. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

Significance Determination Threshold 2: Criteria Pollutants

Pursuant to Issue 2, a significant impact would occur if the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impact

Construction Emissions

As described in Section 4.2.6 of the Final PEIR, two construction scenarios were modeled to illustrate potential construction-related air quality impacts associated with future development under the project. These included a 383-unit multi-family project and a 171,289-square-foot light industrial project. For assessing the significance of the air quality emissions resulting during construction of the hypothetical projects, the construction emissions were compared to the SCAQMD Significance Thresholds. As shown in Table 4.2-5 of the Final PEIR, construction of the hypothetical projects would exceed the applicable threshold for VOC. This is due to the VOC content of architectural coatings. Additionally, if several future site-specific projects were to occur simultaneously, there is the potential to exceed significance thresholds. Therefore, construction emissions of criteria pollutants would be potentially significant.

Operational Emissions

At the program level, the analysis compares emissions generated by project buildout to emissions generated under buildout of the City's Adopted General Plan to determine if the emissions would exceed the emissions estimates included in the AQMP, and to determine whether it would obstruct attainment, or result in an exceedance of ambient air quality standards. As shown in Tables 4.2-4a and 4.2-4b of the Final PEIR, buildout of the project would result in an increase in emissions of ROG, PM_{10}, and $PM_{2.5}$ and a decrease in emissions of NO_X, CO, and SO_X when compared to the existing condition. When compared to the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The project would focus construction of new residential uses within Key Opportunity Areas, and this redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area, however, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

The regulations at the federal, state, and local levels provide a framework for developing project-level air quality protection measures for future site-specific projects that could be developed in the future. Compliance with updated Land Use and Community Character Element and Infrastructure Element goals, policies, and actions would serve to further support the City's goal of improving air quality. While individual site-specific projects may not exceed the SCAQMD regional significance thresholds, the scale and extent of emissions associated with buildout of the project may result in some instances where future development or redevelopment would exceed the relevant SCAQMD thresholds. Therefore, operational emissions of criteria pollutants would be potentially significant.

Mitigation Framework

See mitigation measures AQ-1 and AQ-2 above.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Buildout of the project would occur over a period of approximately 20 years or longer. Construction activities associated with buildout of the project could generate short-term emissions that exceed the SCAQMD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the Basin. Implementation of mitigation measure AQ-1 requiring project-specific air quality reports showing future project's compliance with relevant regulations and mitigation measure AQ-2 requiring site-specific mitigation measures would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for site-specific development and redevelopment projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. Therefore, despite adherence to mitigation measures AQ-1 and AQ-2, impacts associated with criteria pollutants could remain significant. There are no additional feasible mitigation measures available at this level of review, that would reduce the emission of criteria pollutants. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

Significance Determination Threshold 3: Sensitive Receptors

Pursuant to Issue 3, a significant impact would occur if the project would expose sensitive receptors to substantial pollutant concentrations.

Impact

As reflected in the California Air Resources Board (CARB) Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Specifically, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. Based on traffic modeling conducted for

the project, segments of SR-71 and SR-60 within the Planning Area currently carry more than 100,000 vehicles per day. The project has the potential for residential and mixed-use land uses to be located within 500 feet of these freeways. Specifically, these areas include the residential uses located adjacent to SR-71 between Schaefer Avenue and Riverside Drive, and residential and mixed-use land uses located adjacent to SR-60 between East End Avenue and Euclid Avenue. It is noted that CARB's position is that infill development, mixed-use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Measures are available that can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. However, the scale and extent of exposure of future development and redevelopment under the project to mobile sources of toxic air contaminants cannot be known at this time, and impacts would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Future projects would implement mitigation measure AQ-3, which would reduce exposure of sensitive receptors to mobile source toxic air contaminants (TACs) to the extent feasible. However, site-specific development plans are not currently available, and there is a potential for TAC exposure

to remain. Therefore, despite the application of CARB guidance, regulatory compliance, and adherence to mitigation measure AQ-3, impacts associated with exposure of sensitive receptors to mobile source TACs could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce the potential for TAC exposure. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

2. Cultural Resources

Significance Determination Threshold 1: Historic Resources

Pursuant to Issue 1, a significant direct and cumulative impact would occur if the project would result in a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5.

Impacts

As described in Section 4.4.5 of the Final PEIR, two Key Opportunity Areas have historic resources located within their boundaries. The Downtown Key Opportunity Area has four resources (Gray Building, First National Bank, Opera House, and Chino Valley Champion), and the Euclid/Bickmore Key Opportunity Area includes a property that was once part of the San Bernardino County Dairy Preserve. The four resources within the Downtown opportunity area are listed as significant resources by the Chino Valley Historical Society and the resource in the Euclid/Bickmore opportunity area has been recommended a significant resource under the National Register of Historic Places and the California Register of Historical Resources. Although there are no site-specific plans that would affect an identified historic resource, future site-specific development, both within the Key Opportunity Areas and outside of those areas, would have the potential to impact known historic or potentially historic resources, including unrecorded historical resources that have not been evaluated or may become eligible for listing in the future. Furthermore, development within vacant lands may result in indirect impacts to the visual and setting integrity to significant historic resources. Therefore, impacts on historical resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

CUL-1: Historic Evaluation

Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The

evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Implementation of the mitigation measure CUL-1 requires site-specific surveys of potentially historic structures would potentially reduce impacts on historic resources to a level less than significant. However, site-specific development plans are not currently available, and there is a potential for future construction to impact historic resources. Therefore, impacts associated with historic resources could remain significant. There are no additional feasible mitigation measures available at this program level to ensure that every future project could fully mitigate potentially significant impacts. Therefore, impacts on historic resources would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

3. Greenhouse Gas

Significance Determination Thresholds 1: GHG Emissions

Pursuant to Issue 1, a significant impact would occur if the project resulted in GHG emissions that may have a significant impact on the environment.

Impact

As described in Section 4.6.5 of the Final PEIR, buildout of the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types in comparison to buildout of the Adopted General Plan. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to

buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area; however, the increase in commercial and light industrial uses would lead to an increase in all other sources emissions. The modeled reduction in VMT indicates that the project would be a more efficient plan than the Adopted General Plan in terms of vehicular trips. The updated Infrastructure Element includes goals, policies, and actions that promote reduced mobile source emissions and reduced VMT. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the anticipated growth and corresponding GHG emissions would exceed the assumptions used in the City's Climate Action Plan (CAP). Therefore, impacts related to GHG emissions would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

GHG-1: Greenhouse Gas

All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions.

Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options:

1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or

2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or

3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Although project implementation would support CAP goals to reduce GHG emissions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Implementation of mitigation measure GHG-1 requiring future site-specific projects to demonstrate consistency with the CAP. However, site-specific development plans are not currently available, and there is a potential for GHG emissions to exceed City and regional significance thresholds. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with GHG emissions could remain significant. There are no additional feasible mitigation measures available at this level of review, to ensure CAP consistency. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.6 Greenhouse Gas Emissions

Significance Determination Thresholds 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions

Pursuant to Issue 2, a significant impact would occur if the project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Impact

As detailed in Section 4.6.6 of the Final PEIR, the City has adopted a CAP that includes measures and strategies to achieve a reduction goal of 46 percent below 2008 levels by 2030 which is in line with statewide goals. Implementation of the project would support the CAP's goals by reducing VMT and focusing housing within Key Opportunity Areas. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals,

policies, and actions of the project. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP. Therefore, impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs would be potentially significant.

Mitigation Framework

See mitigation measure GHG-1.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Future development would be reviewed for consistency with the City GPU policies that reflect the City's goal of reducing GHG emissions to achieve carbon neutrality, consistent with state GHG reduction targets, as well as applicable rules and regulations pursuant to the Energy and Green Building Codes. Future projects would implement mitigation measure GHG-1 which requires projects with the potential for GHG emissions to exceed the SCAQMD thresholds to prepare a technical assessment evaluating potential project GHG impacts. The technical assessment would include recommendations for design and/or mitigations measures to reduce GHG emissions to acceptable levels. Although project implementation would support citywide goals to reduce GHG emissions and the GPU includes goals and polices to support GHG emission reductions, the project does not include a quantified GHG emission reduction strategy to ensure statewide emission goals can be achieved by 2045. Although project implementation would support CAP goals to reduce GHG emissions, the project would conflict with implementation of the CAP and, despite application of the proposed mitigation framework, does not ensure statewide emission goals can be achieved by 2045. Implementation of mitigation measure GHG-1 would ensure future project consistency with the City's CAP. However, site-specific development plans are not currently available, and there is a potential for project emissions to exceed the assumptions used in the City's CAP creating a conflict with the City's GHG reduction plan. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce the potential conflict relating to GHG emissions. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.6 Greenhouse Gas Emissions

4. Noise

Significance Determination Threshold 1: Noise Generation: Traffic Noise

Pursuant to Issue 1, a significant impact would occur if the project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact (1a: Traffic Noise)

As detailed in Section 4.10.5 of the Final PEIR, long-term traffic noise that affects sensitive land uses would be considered substantial and constitute a significant noise impact if the project would:

- Increase noise levels by 5 decibels (dB) or more where the no project noise level is less than 60 community noise equivalent level (CNEL);
- Increase noise levels by 3 dB or more where the no project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no project noise level is greater than 65 CNEL.

The noise analysis is based on the baseline year 2024 condition and future year 2045 condition traffic volume data. Without the project, existing noise levels range from 50.5 to 75.8 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 79.4 to 85.3 CNEL at 100 feet from the freeways. With the project, future noise levels are expected to range from 47.5 to 77.7 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 80.9 to 85.9 CNEL at 100 feet from the freeways. Traffic noise level impacts would exceed the noise level increase thresholds along 34 roadway and freeway segments. Based on the significance criteria for off-site traffic noise, land uses adjacent to these study area roadway segments would experience a significant noise level increases due to the project-related traffic as compared to the existing traffic noise levels. Therefore, impacts related to increases in traffic noise would be potentially significant.

Impact (1b: Land Use Compatibility)

As detailed in Section 4.10.5 of the Final PEIR, noise levels for residential uses are normally acceptable up to 65 CNEL, conditionally acceptable with noise levels from 65 to 70 CNEL, normally unacceptable with noise levels from 70 to 75 CNEL, and clearly unacceptable above 75 CNEL. Compatibility levels for other land uses are generally greater than those for residential land uses. Noise sensitive land uses that are developed near higher-volume roadways could experience noise levels exceeding the City's noise compatibility standards, particularly those uses located near freeways. Future development and redevelopment under the project would be subject to applicable policies in the Hazards, Safety, and Noise Element. However, traffic noise would likely remain at levels that would

exceed exterior and interior standards. Therefore, impacts related to land use compatibility would be potentially significant.

Mitigation Framework

NOI-1: Exterior Noise Analysis

Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

NOI-2: Interior Noise Analysis

Prior to the issuance of building permits, site-specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Implementation of mitigation measures NOI-1 and NOI-2 requiring project-specific exterior and interior noise studies to ensure project compliance with City noise standards and regulations would reduce noise exposure for future development to the extent feasible. However, site-specific development plans are not currently available, and there is a potential for noise to exceed the City's noise standards. There are no additional feasible mitigation measures available at this level of review. Therefore, despite adherence to mitigation measures NOI-1 and NOI-2, impacts associated with increases in ambient noise related to traffic and land use compatibility would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.10 Noise

Significance Determination Threshold 2: Groundborne Noise and Vibration - Construction

Pursuant to Issue 2, a significant impact would occur if the project would result in generation of excessive groundborne vibration or groundborne noise levels.

Impact (2a: Construction)

As detailed in Section 4.10.6 of the Final PEIR, construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs close to structures. As shown in Table 4.10-8, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the Federal Transit Administration criteria for architectural damage (e.g., 0.12 peak particle velocity [PPV] for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Construction details and equipment for future site-specific projects is not known at this programmatic level of analysis. Therefore, impacts related to groundborne vibration and noise during construction would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

NOI-5: Construction Vibration

> Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Implementation of mitigation measure NOI-5 requires application of specific vibration reduction measures which would reduce exposure to construction vibration to the extent feasible. However, at this program level of review, site-specific development projects are not currently available, and there is a potential for construction vibration to exceed the applicable standards. There are no additional feasible mitigation measures available at this level of review. Therefore, despite adherence to mitigation measure NOI-5, impacts associated with construction vibration would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.10 Noise

5. Transportation

Significance Determination Threshold 1: Circulation System: Roadway System

Pursuant to Issue 1, a significant impact would occur if the project would conflict with a plan, ordinance, or policy addressing the circulation system.

Impact

As detailed in Section 4.13.5 of the Final PEIR, the Transportation Analysis completed for the project forecast daily traffic volumes for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The Transportation Analysis identified that under buildout of the project, all roadways would operate at a Level of Service (LOS) D or better, except for the following:

- Kimball Avenue from Mill Creek Avenue to Main Street (LOS F)
- Pine Avenue from El Prado Road to Euclid Avenue (LOS E)

The Transportation Analysis determined that roadway segment operations under the project would be better compared to the Adopted General Plan, under which a third roadway segment, Chino Hills Parkway from West City Limit to Monte Vista Avenue would also operate at LOS E. The project would result in improved circulation along this segment because it would upgrade the classification of Chino Hills Parkway from a Primary Arterial to a Major Arterial. However, notwithstanding future

implementation of Policy INF-2.4, the segments of Kimball Avenue and Pine Avenue identified above, are projected to operate unacceptable levels because roadway widenings may be infeasible at these locations due to adjacent land uses, capital improvement costs, and other modes the street serves (like bicycles and pedestrians). Therefore, these two roadway segments would operate at unacceptable levels under the project resulting in a conflict with City circulation standards. Therefore, impacts related to conflicts with the circulation plan related to the roadway system would be potentially significant.

Mitigation Framework

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E).

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E). Therefore, impacts to roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E) would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Chapter 4.13 Transportation

Significance Determination Threshold 2: Vehicle Miles Traveled

Pursuant to Issue 2, a significant impact would occur if the project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).

Impact

As detailed in Section 4.13.6 of the Final PEIR, the Transportation Analysis completed for the project conducted a VMT forecast for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The VMT forecast was based on the Origin/Destination (OD) method using VMT per service population (SP) within the County of San Bernardino jurisdictional boundary. The Transportation Analysis determined that buildout of the

project would generate 42.7 OD VMT/SP, slightly less than the 43.3 OD VMT/SP generated by buildout of the Adopted General Plan.

However, as described in greater detail in Section 4.13.6 of the Final PER, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate levels of VMT that would exceed the applicable threshold until the cumulative condition is reached.

Although the Transportation Analysis determined that the project would reduce VMT compared to buildout of the Adopted General Plan, using the best tool available in San Bernardino County, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT within the Planning Area. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate VMT that would exceed the applicable threshold until the cumulative condition is reached. Therefore, impacts related to projected VMT generated under buildout of the project would be potentially significant.

Mitigation Framework

No feasible mitigation exists to reduce VMT.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

No feasible mitigation exists to reduce VMT. Therefore, impacts related to VMT would remain significant and unavoidable at this program level of review.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Chapter 4.13 Transportation

X. FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the State CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice."

The objectives of the project are stated above in Section II.C. Statement of Objectives.

The City Council must consider the feasibility of any alternatives to the project, evaluating whether these alternatives could avoid or substantially lessen significant environmental effects while achieving most of the objectives of the program. The Final PEIR includes an analysis of three alternative program scenarios: No Project (Adopted General Plan) Alternative, Redistributed Housing Alternative, and the Increased Downtown Development Alternative.

A. No Project (Existing General Plan) Alternative

Under the No Project Alternative, the comprehensive update to the General Plan to address new state law and emerging issues and establish a planning and policy framework that extends to a horizon year of 2045 would not occur. Growth in the and development within the City and its Sphere of Influence, collectively known as the Planning Area, would continue to be guided by the existing land use and zoning established in the Adopted General Plan. The No Project Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be greater under the No Project Alternative because buildout of the adopted General Plan would generate a greater amount of VMT and future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Similarly, impacts related to energy, hazards and hazardous materials, hydrology and water quality, and wildfire would remain less than significant, but would be greater than the project because future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Furthermore, the No Project Alternative would not meet any of the project objectives.

Finding

The City Council, having reviewed and considered the information contained in the Final PEIR, rejects the No Project (Existing General Plan) Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet any of the project objectives; (2) the alternative fails to avoid or reduce the project's significant and unavoidable impacts; (3) the alternative would result in increased impacts related to air quality, GHG, noise, and transportation; and (4) future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts.

B. Redistributed Housing Alternative

The Redistributed Housing Alternative would transfer planned housing from interior locations within the Planning Area to the Philadelphia-Central Key Opportunity Area and the Spectrum Center located closer to SR-60 and SR-71. Both of these locations possess underutilized regional shopping centers that could be converted to new uses. Nearly 90 percent of employed City residents commute

to jobs in other communities each day. These commute trips are predominantly made by single occupant vehicles, starting on local roadways in the City, and then continue onto SR-60 and SR-71 to employment centers in Los Angeles and Orange counties. In the post-pandemic context with decreasing demand for suburban office space and an increase in remote work, projected demand for office space is limited within the City. Therefore, in order to reduce VMT per capita and address the significant impacts related to air quality, GHG emissions, noise, and transportation under the project, this alternative would increase the capacity for housing within the Philadelphia-Central Key Opportunity Area and the Spectrum Center, located immediately adjacent to SR-60 and SR-71. To achieve this goal, The Redistributed Housing Alternative would remove the existing Mixed Use and Affordable Housing Overlay from sites located along Riverside Drive, Ramona Avenue, and Schaefer Avenue within interior segments of the Planning Area and increase the housing capacity within the Philadelphia-Central Key Opportunity Area and the Spectrum Center by a commensurate amount.

Under the project, both the Philadelphia-Central Key Opportunity Area and the Spectrum Center were assigned the Regional Mixed Use land use designation, which permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and City residents, together with multi-family housing, where permitted under zoning. Under the Redistributed Housing Alternative, the Philadelphia-Central Key Opportunity Area and the Spectrum Center would retain the future Regional Mixed Use land use designation and would see an increase in the allowance for residential development.

Overall, buildout of this alternative through 2045 would result in the same number of new housing units and jobs as under the project. Changes compared to the project would be limited to an increase of 1,055 more housing units within the Philadelphia-Central Key Opportunity Area and the Spectrum Center that would be assigned the Mixed Use and Affordable Housing Overlay designation. Approximately 67 percent of these housing units would be transferred to the Philadelphia-Central Key Opportunity Area and the remaining 33 percent would be transferred to the Spectrum Center. The intent is to foster denser mixed-use nodes near the freeways in order to reduce commute trip length and promote active transportation for daily needs and recreation, while also supporting the vitality of existing retail in the regional centers consistent with the project objectives. It should be noted that both of these locations were identified as suitable for receiving additional housing through development of the City's 2021-2029 Housing Element. Subject to a successful Measure M vote, this alternative would seek to increase the number of units on, and adjacent, to sites that have already received the Mixed Use or Affordable Housing Overlay. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

The Redistributed Housing Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be incrementally less under the Redistributed Housing Alternative because redistributing planned housing to the Philadelphia Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Therefore, impacts related to all other environmental categories would remain the same as under the project.

Finding

The City Council rejects the Redistributed Housing Alternative because it would not meet the project objectives as well as the preferred alternative. The Redistributed Housing Alternative would not revitalize existing shopping centers and would not be as compact development footprint in comparison to the preferred alternative.

C. Increased Downtown Development Alternative

The Increased Downtown Development Alternative would focus more development in the centrally located Downtown Key Opportunity Area in order to promote a more compact development pattern that could reduce the need for vehicular travel. To accomplish this goal, the City would adopt a new Downtown Mixed Use zoning district in the Downtown Key Opportunity Area, creating capacity for 1,250 new housing units and 60,000 square feet of commercial development beyond the project, potentially including retail, restaurant, office, and entertainment uses. This alternative would go beyond the project by permitting additional residential and non-residential development capacity with a view to creating a vibrant downtown in the center of the Planning Area, consistent with project objectives. Policies in the Land Use and Community Character Element intended to preserve and protect historic buildings and structures and foster a heritage theme in new development would still apply under this alternative. Overall, this alternative would result in approximately 40,445 homes and 63,775 jobs in the Planning Area by 2045. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

The Increased Downtown Development Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation may be incrementally greater under the Increased Downtown Development Alternative because this alternative may on balance result in a slight increase in VMT within the Planning Area. Impacts related to all other environmental categories would remain the same as under the project.

Finding

The City Council rejects the Increased Downtown Development Alternative because it may incrementally increase impacts related to air quality, GHG, noise, and transportation in comparison to the preferred alternative.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and Section 15093 of the State CEQA Guidelines, when the lead agency approves a project that may result in significant effects that are identified in the Final EIR, but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the FEIR and/or other information in the record.

The City has adopted Findings Regarding Significant Effects for the project, which conclude that the project will have the following significant effects that are unavoidable even after incorporation of feasible mitigation measures: air quality, historic resources, GHG, noise, and transportation. The City has balanced the project's benefits against these unavoidable significant effects and determined that

they are acceptable due to each of the specific economic, legal, social, technological, or other benefits listed below which will result from approval and implementation of the project. All benefits are based on the facts in the CEQA Findings Regarding Significant Effects, the Final PEIR, and the record of proceedings for this project. Each of these benefits is a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit will occur and justifies project approval, the City determines that it would stand by its determination that the remaining benefits is or are sufficient to warrant project approval.

Overriding Benefits

The City therefore finds that for each of the significant impacts which are subject to a finding under Public Resources Code Section 21081(a)(3), that each of the following social, economic, and environmental benefits of the project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. Housing Benefits
    - The project would facilitate the construction of housing at varying affordability levels to meet the needs of current and future residents, including residents with varying income levels, seniors, persons with disabilities, large households, single-parent households, or people experiencing homelessness or at risk of homelessness.
    - The project would increase the City's affordable housing supply, including areas with access to employment centers, community facilities and services, retail, schools, and other amenities.
    - The project would address long-term goals of providing affordable housing in the City.
2. Benefits of Compliance with State Housing Law/Regional Housing Needs Allocation Compliance
    - The project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated Regional Housing Needs Allocation (RHNA) allocation of 6,978 units.
3. Land Use Benefits
    - The project will comply with state requirements and will provide a long-term plan that would be implemented as a policy document guiding future development activities within the Planning Area.
    - The project will address the continuing change, growth, and development of the City through 2045 and will provide a public policy framework for the future of the City.
    - The project will comply with the state requirement that all counties and cities "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning."

XII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

A. Growth Inducement

The PEIR evaluated the potential for the project to induce growth consistent with the requirements of Section 15126.2(e) of the CEQA Guidelines. Based on the discussion presented in Section 5.3 of the Final PEIR, the City finds that the project would not result in significant growth-inducing impacts. Implementation of the project would not induce direct population and housing growth in the City. The project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated RHNA allocation of 6,978 units. Because the housing assessment in the RHNA is based on SCAG's projections, future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 6,978 units as well as accommodate future population growth and housing needs projected in SCAG's growth projections. Furthermore, the project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Therefore, the City finds, consistent with the Final PEIR, that the project would accommodate projected population growth and would not be considered growth inducing.

The project does not propose or provide direct development rights to new major retail, commercial, or employment centers that would encourage substantial economic or employment growth. Rather, the project has developed a land use plan that includes future commercial and retail uses that would accommodate projected growth within the Planning Area. Therefore, future economic and employment growth associated with the project would not induce growth.

B. Significant Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to address any significant irreversible environmental changes that may occur because of project implementation. Consistent with the analysis in Section 5.2 of the Final PEIR, the City finds that implementation of the project would result in significant irreversible impacts to non-renewable resources. Construction and operation of future site-specific development would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses. These resources include (but are not limited to) lumber and other forested products; sand and gravel; asphalt; petrochemical construction materials; steel, copper, lead, other metals; and water. However, through required compliance with the building code in effect at the time of development, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources.

Additionally, the City finds, consistent with the Final PEIR, that the project would not result in secondary impacts from environmental changes resulting from the construction of new infrastructure. This is because the project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized

land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Future development outside of the Key Opportunity Areas would occur in areas that are already served by infrastructure and would not require extensions into unserved portions of the Planning Area.

XIII. DECISION AND EXPLANATION REGARDING RECIRCULATION OF THE EIR

Pursuant to the CEQA Guidelines, Section 15088.5(a), an agency is required to recirculate a Draft EIR when significant new information is added to the Draft EIR after public review of the Draft EIR, but before certification. Significant new information can include changes in the project or environmental setting, as well as additional data or other information. New information added to a Draft EIR is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including feasible alternatives) that the project's proponents have declined to implement. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

As described in the CEQA Guidelines Section 15088.5(a), "Significant new information" requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043).

The City hereby finds that recirculation of the Draft PEIR is not required for the following reasons:

Changes to the Draft PEIR were made to clarify, correct, or add to the environmental impact analysis for the proposed project. Such changes are a result of public review comments and/or further review of the Draft PEIR. The changes do not constitute significant new information that would alter the outcome of the environmental analysis or require recirculation of the document.

All feasible mitigation measures and alternatives have been identified that could reduce environmental impacts. No feasible project alternatives or mitigation measures have been identified that would clearly lessen environmental impacts of the project, and no major flaws or inadequacies have been identified in the PEIR based on comments received from public review. Therefore, consistent with State CEQA Guidelines 15088.5, recirculation of the PEIR is not required.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

ERRATA

ERRATA

Chino 2045 General Plan Update
Program Environmental Impact Report
SCH #2024090833

This Errata has been prepared for the Final Program Environmental Impact Report (PEIR) to summarize changes since public review of Draft PEIR that began on June 20, 2025, and concluded on August 4, 2025. Changes were made to the Final PEIR both in response to comments received on the Draft PEIR and as minor changes initiated by City of Chino (City) staff to clarify or correct information the Chino 2045 General Plan Update (project). Changes made to the Final PEIR in response to comments received on the Draft PEIR are presented first, followed by a summary of changes to the text of General Plan Update elements initiated by City staff that did not result in changes to the Final PEIR.

Executive Summary

Table S-1, mitigation measure AQ-3, was revised on page S-10 to clarify that building plans would be submitted specifically to the City Development Services Department:

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.2 Air Quality			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.	**AQ-3: Health Risk Assessment** For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.	

2.0 Environmental Setting

Section 2.1.3 was revised on page 2-3 to clarify that Prado Regional Park is 2,200 acres in size.

4.1 Aesthetics

Section 4.1.1.3 was revised on page 4.1-6 to clarify that Prado Regional Park is 2,200 acres in size.

4.2 Air Quality

Section 4.2.2.4(b) was revised on page 4.2-21 to reflect an update to Policy INF-4.11:

- Policy 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.

Section 4.2.3.1(b) was revised on page 4.2-25 to clarify the following regarding South Coast Air Quality Management District's Final Localized Significance Threshold (LST):

> The LST Methodology includes screening tables that may be used for projects that are five acres or less in size. Project-specific air dispersion modeling may be necessary for projects that are greater than five acres in size, involve a substantial source of emissions, or are located near sensitive receptors.

Section 4.2.6.1(b) was revised on page 4.2-36 to clarify the following regarding construction emissions:

> Additionally, due to CARB's ongoing implementation of off-road emission standards, cleaner construction equipment would be available in the future. Potential amendments to the off-road diesel engine standards include Tier 5 rulemaking which would reduce NO_X and particulate matter emissions beyond the Tier 4 final emission standards. A September 2020 state executive order also requires CARB to develop and proposed a transition to zero

emissions by 2035. Future construction activities would be required to comply with all applicable regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding toxic air emissions during construction:

Further, as discussed in Section 4.2.6.1(a) above, future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding stationary sources of toxic air emissions:

Furthermore, future site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

4.2.7.3 Mitigation

Section 4.2.7.3, mitigation measure AQ-3, was revised on page 4.2-42 to clarify that building plans would be submitted specifically to the City Development Services Department:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.

4.6 Greenhouse Gas Emissions

Section 4.6.2.3(e) was revised on page 4.6-25 to reflect an update to Policy INF-4.11:

- Policy 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.

4.9 Land Use

Section 4.9.1.1 was revised on page 4.9-2 to clarify that Prado Regional Park is 2,200 acres in size.

4.12 Public Services and Recreation

Section 4.12.1.4 was revised on page 4.12-5 to clarify that Prado Regional Park is 2,200 acres in size.

Section 4.12.2.2(e) was revised on page 4.12-15 to reflect an update to Policy PRC-1.8:

- Policy 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.

4.13 Transportation

Figure 4.13-1 has been revised on page 4.13-2 to correctly present roadway classifications on the proposed circulation network. See revised Figure 4.13-1 below.

Figure 4.13-2 has been revised on page 4.13-5 to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue. See revised Figure 4.13-2 below.

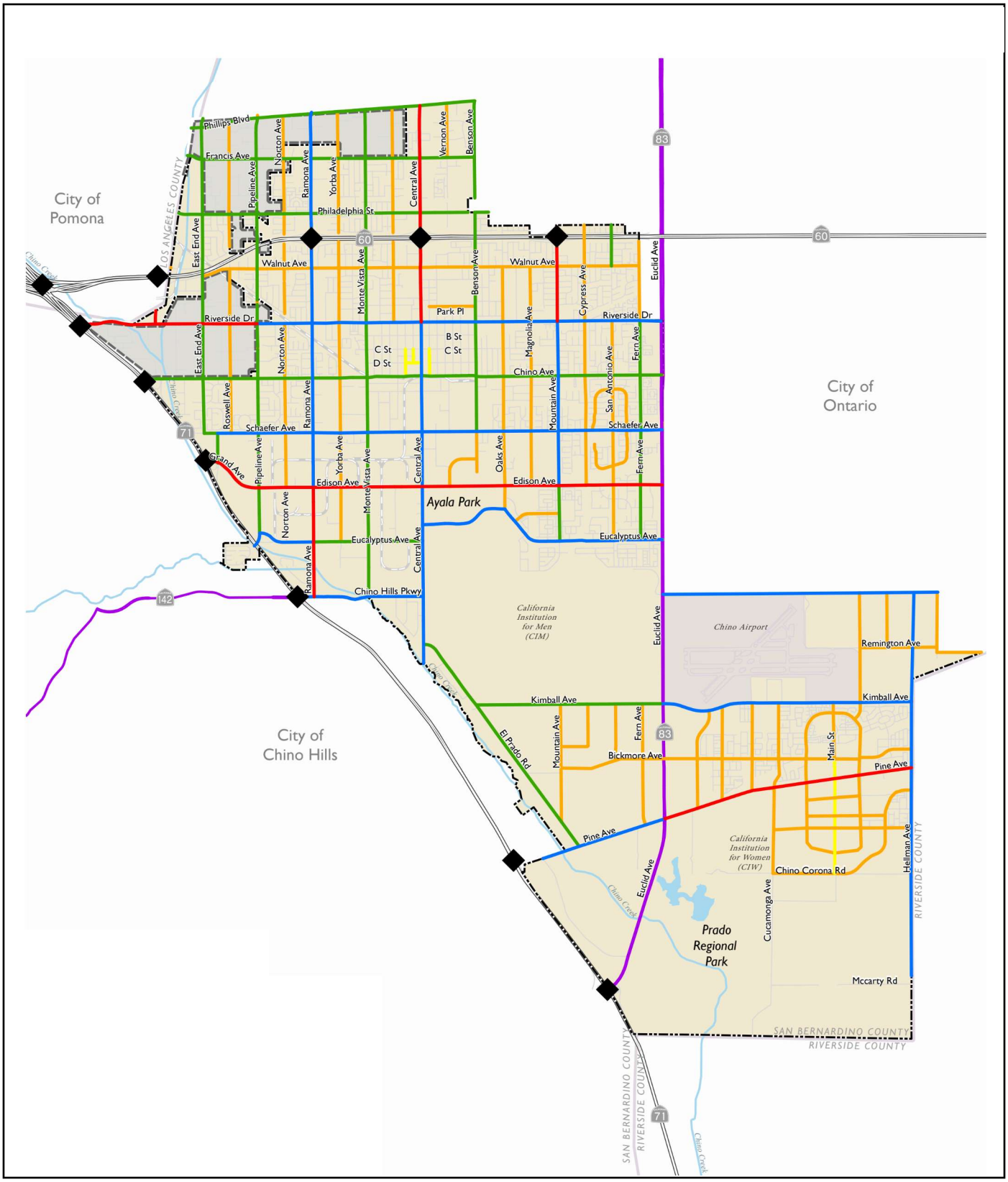
Figure 4.13-3 has been revised on page 4.13-7 to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-3 below.

Section 4.13.2.3(d) was revised on page 4.13-16 to reflect an update to Policy INF-4.11:

- Policy 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.

Figure 4.13-4 has been revised on page 4.13-21 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. Figure 4.13-4 has also been revised to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue and to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-4 below.

Table 4.13-1 has been revised on page 4.13-23 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. See revised Figure 4.13-4 below.



Classification

- Freeway
- Expressway
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector
- Downtown
- Interchange
- City of Chino
- Sphere of Influence

0 Miles 1.5

RECON

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FIGURE 4.13-1
Proposed Circulation Network

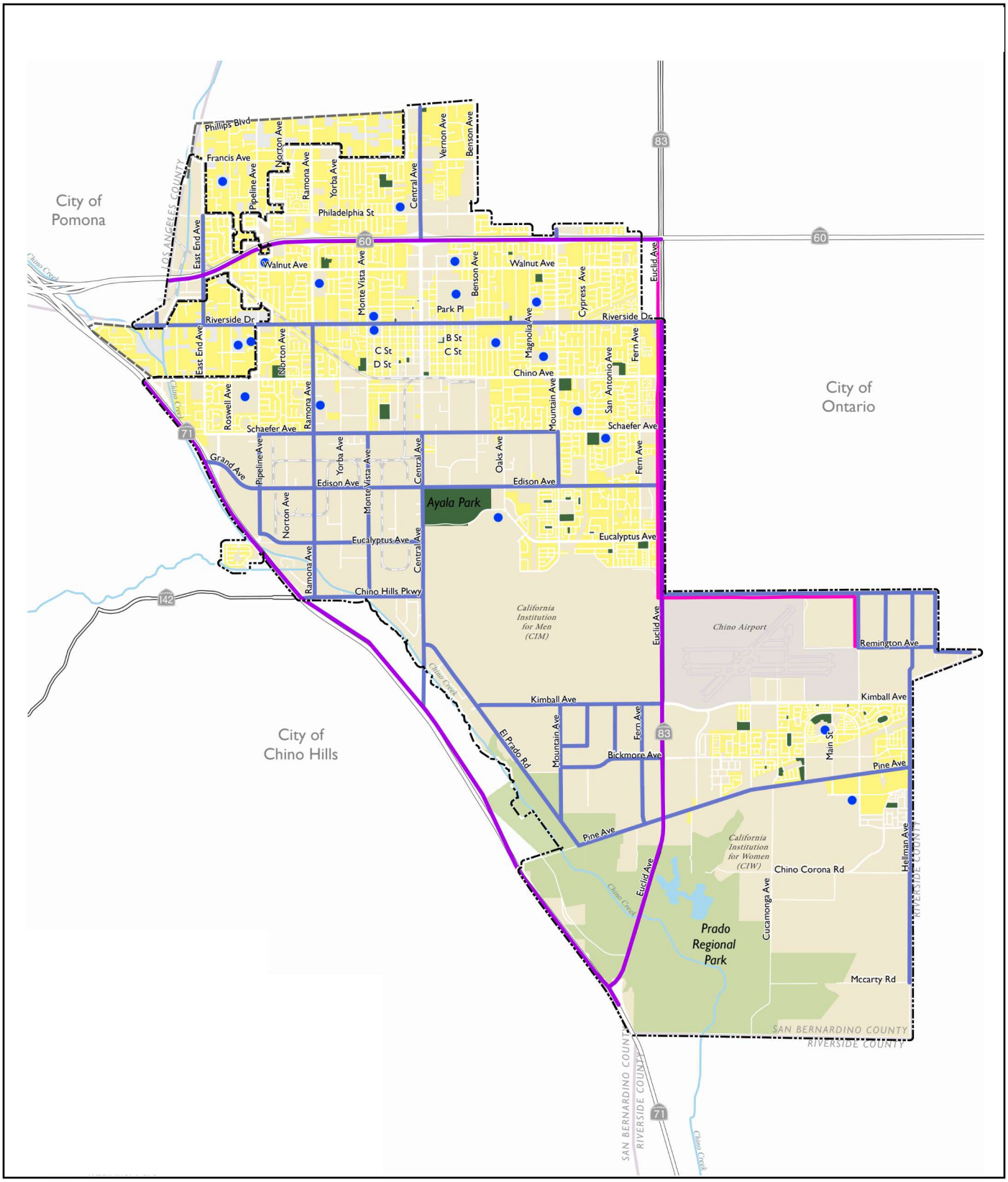

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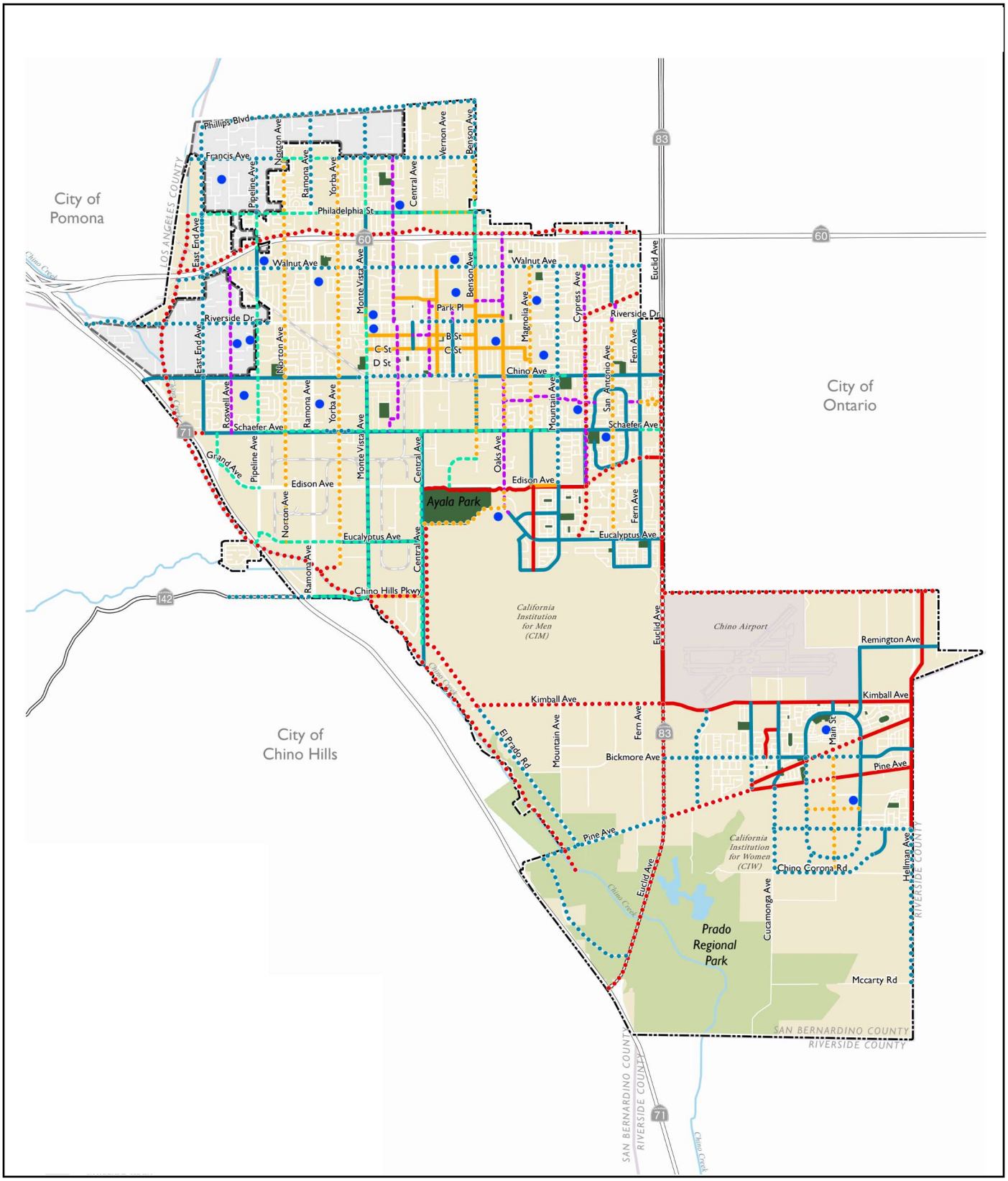
FIGURE 4.13-2
Designated Truck Routes



Existing Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes

Proposed Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IV Protected Bike Lanes/Cycle Tracks
- Bicycle Boulevards

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

0 Miles 1.5

RECON

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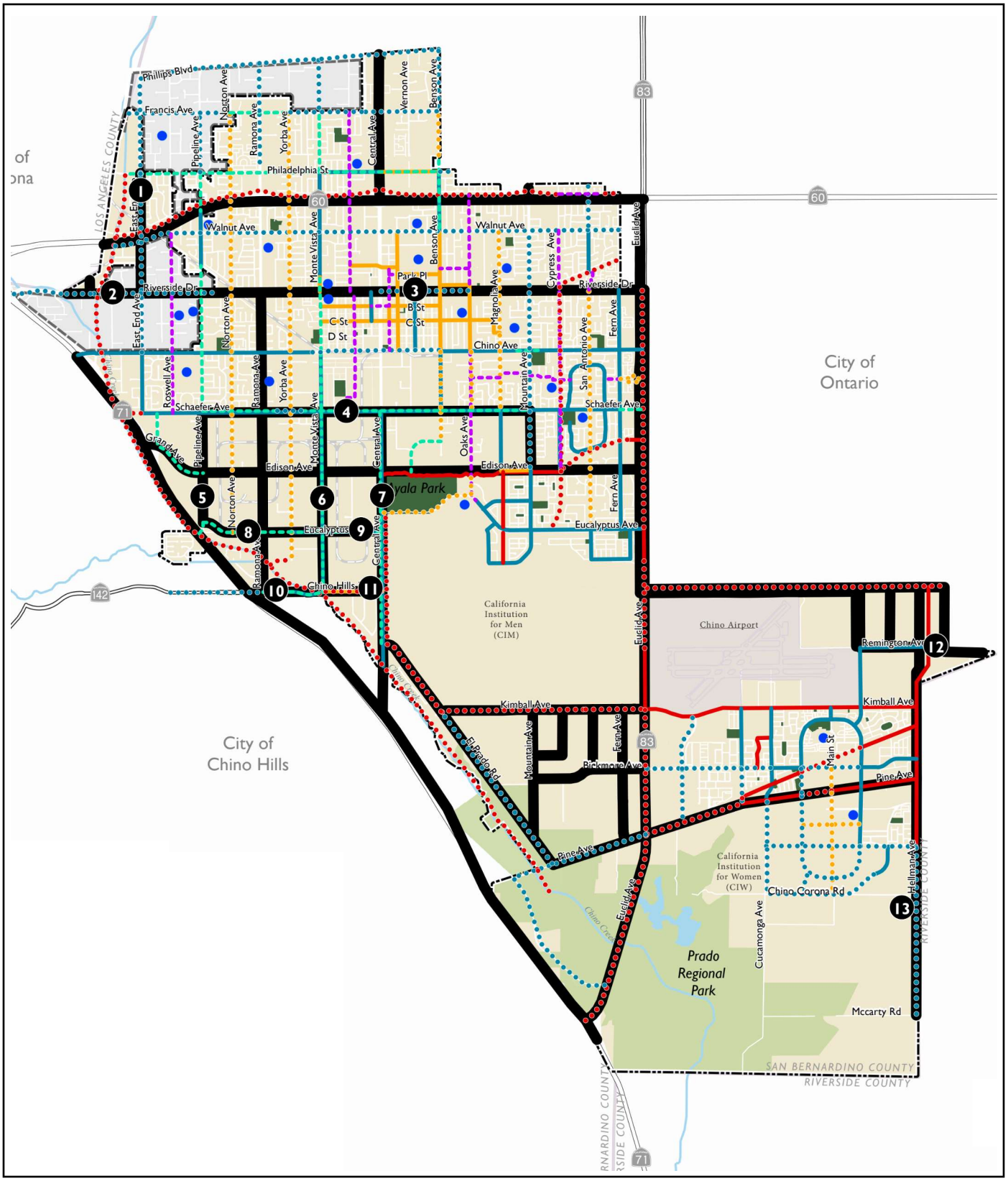
FIGURE 4.13-3
Existing and Proposed Bicycle Network



Truck Routes

Existing Bicycle Facilities

- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes

Proposed Bicycle Facilities

- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IV Protected Bike Lanes/Cycle Tracks
- Bicycle Boulevards

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

0 Miles 1.5

RECON

FIGURE 4.13-4

Segments with Overlapping Truck Routes and Bicycle Facilities

M:\JOBS6\10105\env\graphics\EIR\4.13-4_BicycleNetwork_TruckRoutes.afdesign 08/14/2025 msg

Table 4.13-1 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 bicycle 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	As proposed by the project (see Figure 4.13-3), enhance existing Class II bicycle lane by adding buffers or converting it 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	The existing constrained right-of-way limits opportunities for Class II bicycle 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	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle 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 and lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	As proposed by the project (see Figure 4.13-3), convert the existing Class II bicycle 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	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle 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 and lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	As proposed by the project (see Figure 4.13-3), 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 bicycle lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bicycle lane (on the south side of the roadway) by adding buffers or convert it to a Class IV cycle track with physical barriers. Install new Class II bicycle 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

Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
		driveways and intersections, leading bike intervals, and additional signage and lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing bicycle 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 shared use path 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~~	~~Flight Avenue between Kimball Avenue and Remington Avenue~~	~~The existing variable right-of-way limits the possibility of bike lane separation without widening the roadway. Consider investing in a Class I share use on one side of the roadway or rerouting cyclists to the Class I share use path along Hellman Avenue to the east of Flight Avenue.~~
~~14~~13	Hellman Avenue between River Road and Walters Street	The existing 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.

Summary of Staff Initiated Changes to the Project

In addition to the changes made to address the comment letters submitted during public review of the Draft PEIR described above, City staff revised the text of the General Plan Update elements as presented in the bullet list below. The changes listed below represent minor edits for clarification purposes and do not trigger any additional revisions to the Final PEIR beyond that presented above.

- Action LCC-3.C was revised to add off-site bicycle and trail facilities as a desired community benefit to be offered in exchange for bonus floor area ratio in the Boulevard Mixed Use and Regional Mixed Use districts.

- Action HEQ-2.C was deleted, which called for the establishment of a Safe Routes To School Advisory Committee and replaced with new Policy HEQ-2.6, recognizing that the standing Traffic Advisory Committee can fulfill the role envisioned for the proposed committee.

- New Action HEQ-4.D was added calling for the City to consider amending the Zoning Code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food.

- Action HSN-1.K was revised to reflect that the Municipal Code already prohibits the use of fireworks in areas of elevated wildfire risk.

- New Action HSN-2.G was added that calls for exploring the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.

- Text in the Parks, Recreation and Community Services Element and in the Health and Environmental Quality Element was revised to clarify the acreage of the Prado Regional Park and that the park is overseen by the San Bernardino County Regional Parks Department, who lease the land from the U.S. Army Corps of Engineers and further sublease portions of that land to partner recreational organizations and businesses.

- Policies INF-4.11, HEQ-8.15, and PRC-1.8 were revised to add text clarifying that local multi-use trail planning should be coordinated with regional trail planning initiatives to support a comprehensive active transportation network.

- Map INF-1 of the Infrastructure Element was revised to correctly present roadway classifications on the proposed circulation network.

- Maps INF-2 and INF-3 of the Infrastructure Element were revised to correctly represent planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan.

- Various photographs were replaced and various typographical errors and omissions were corrected in elements of the project.

Finding Related to Recirculation

The minor changes to the Final PEIR presented above do not constitute a new significant environmental impact or a substantial increase in the severity of an environmental impact which would trigger the requirement to recirculate the PEIR pursuant to Section 15088.5 of the California Environmental Quality Act Guidelines. All changes listed above were made to clarify or to provide minor corrections to the project.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

RESPONSES TO COMMENTS RECEIVED DURING PUBLIC REVIEW

Chino 2045 General Plan Update
Program Environmental Impact Report
SCH #2024090833

Letters of Comment and Responses

The following letters of comment were received from state and local agencies during the public review period of the Draft Program Environmental Impact Report (PEIR) beginning on June 20, 2025, and ending on August 4, 2025. A copy of each comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter. Some of the comments received resulted in changes to the Draft PEIR text. These text changes are indicated by strikeout (deleted) and underline (inserted) markings in the Final PEIR text. Revisions to the Draft PEIR are intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the document.

Letter	Author	Page Number
A	South Coast Air Quality Management District	RTC-2
B	City of Ontario	RTC-11
C	City of Chino Hills	RTC-12
D	City of Pomona	RTC-13
E	California Department of Transportation	RTC-17
F	Riverside County Airport Land Use Commission	RTC-23

Letter A

South Coast
Air Quality Management District
South Coast AQMD
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: Revised, July 31, 2025
mhitz@cityofchino.org
Michael Hitz, AICP, Principal Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Draft Program Environmental Impact Report (Draft PEIR) for the 2045 Chino General Plan Update (Proposed Project) (SCH No: 2024090833)

A-1 South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The City of Chino is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

Summary of Proposed Project Information in the Draft PEIR

Based on the Draft PEIR, the 2045 Chino General Plan Update (Proposed Project) represents a comprehensive, citywide update to the City of Chino's Adopted General Plan. The updated plan extends the City's planning and policy framework through the year 2045 and is intended to serve as a long-range, programmatic guide for land use, housing, transportation, infrastructure, open space, and environmental quality.[1] The Proposed Project is a policy document which serves the following purposes:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide the use of City resources and funds in a fiscally sustainable manner;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- Plan in a manner that addresses future land needs and economic opportunities, based on the projected population, housing, and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the unique 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, subdivision regulations, specific and master plans, and the Capital Improvement Program.[2]

As a programmatic environmental document, the Draft PEIR evaluates the environmental impacts of the General Plan Update as a whole, recognizing that future development projects will require

[1] Draft PEIR, p. 3-1.
[2] Draft PEIR, p. 3-6.

A-1 Introductory comment. See responses to specific comments below.

tiered, project-level CEQA review.[3] The Project also anticipates addition of industrial and logistics-related development through 2045.[4]

A-2 **South Coast AQMD Comments**

CARB and South Coast AQMD's Guidance Documents

The Lead Agency is recommended to follow CARB and South Coast AQMD land-use guidance to ensure that sensitive receptors are not heavily affected by the warehouse truck activities and freeway emissions. This guidance includes:

1) The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[5] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.[6]

2) The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[7] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

By adhering to these guidance documents and implementing proactive Mitigation Measures (MMs), the lead agency can avoid, eliminate or reduce the adverse impacts of warehouse and truck activities on public health, ensuring that vulnerable communities are adequately protected from disproportionate exposure to air pollution.

A-3 *Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program*

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of NOx and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by

[3] Draft PEIR, p. 3-31.
[4] Draft PEIR, p. 3-1.
[5] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf.
[6] CARB's Technical Advisory can be found at: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways | California Air Resources Board.
[7] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.

A-2 Section 4.2.2.2(b) and Section 4.2.7.1(b) of the Final Program Environmental Impact Report (PEIR) reference the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*. This includes a discussion of (non-mandatory) measures that could be incorporated into future development. It also discusses minimum efficiency reporting value 13 filters that would be required per the California Green Building Standards Code. The Final PEIR determined that impacts would remain significant and unavoidable at this program level of review because the scale and extent of exposure of future development and redevelopment under the Chino 2045 General Plan Update (project) to mobile sources of toxic air contaminants (TACs) cannot be known at this time.

While the PEIR does not specifically reference the South Coast Air Quality Management District's (SCAQMD) *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, the project includes numerous polices that would reduce harmful air quality emissions consistent with the goals of this document. Section 4.2.2.4(b) provides a list of the project's policies and actions that would reduce harmful air quality emissions.

A-3 The project includes policies addressing emissions generated by warehouses. Consistent with Land Use and Community Character Element Policy LCC-6.2, the City will 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. Similarly, consistent with Land Use and Community Character Element Action LCC-6.A, the City will 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. Additionally, Section 4.2.7.1(b) of the Final PEIR has been revised to state that site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project will result in an increase in the development of light industrial warehouses, South Coast AQMD recommends the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators.[8] In addition, South Coast AQMD recommends that Rule 2305 compliance be integrated into the 2045 Chino General Plan Update as a programmatic policy requirement and as part of mitigation commitments in the Final PEIR. This could include adopting policies or implementation programs requiring new warehouse development to demonstrate how they will support tenant WAIRE compliance, such as installing infrastructure for electric vehicle charging, rooftop solar, or zero-emission equipment. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[9]

A-4 *Localized Significance Thresholds Analysis*

To ensure accurate evaluation of localized air quality impacts in future development projects, it is recommended that the Lead Agency clarify that the Localized Significance Threshold (LST) screening tables are not applicable for projects larger than five acres, consistent with Table 3-2 of the South Coast AQMD LST methodology in the Final PEIR for 2045 Chino General Plan Update.[10] Relying on these screening tables for projects exceeding five acres in size, involving substantial combustion sources, or located near sensitive receptors, may result in underestimation of localized air quality impacts. Therefore, South Coast AQMD staff recommends that the Lead Agency include a clarification that project-specific air dispersion modeling for projects larger than five acres, consistent with Table 3-2 of the South Coast AQMD LST methodology, during both construction and operational phases is required, to ensure accurate assessment of air quality impacts and protection of nearby sensitive populations.

A-5 *Air Quality Mitigation Measures for NOx and PM Emissions from Construction*

Given the long-range plan of the 20-year or longer construction period for the Proposed Project,[11] it is important that the Draft PEIR be updated to reflect the availability of future cleaner construction technologies. According to the CARB Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027 or 2028 and the Governor's Executive Order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035.[12] Considering the scope of the project, it is crucial to ensure that the levels of construction emissions, specifically NOx and PM_{10}, remain below

[8] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.
[9] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.
[10] Draft PEIR. p. 4.3-36.
[11] Draft PEIR, p. 4.2-38
[12] Presentation can be found at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf

A-4 Localized Significance Thresholds are discussed in Section 4.2.3.1(b) of the Final PEIR. Because this is a plan-level analysis, the screening tables are not specifically addressed. However, future site-specific projects would be required to prepare an air quality analysis consistent with SCAQMD requirements per Mitigation Measures AQ-1 and AQ-2. An additional discussion of the screening tables and requirements necessary for projects greater than five acres has been added to Section 4.2.3.1(b) of the Final PEIR.

A-5 Additional information about potential CARB Tier 5 and zero emission standards and their applicability to future construction has been added to Sections 4.2.6.1(a) and 4.2.7.1(b) of the Final PEIR. Future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

significant thresholds during the construction period for each proposed individual project. Moving towards achieving this goal, where feasible, involves opting for electric emission-free engines instead of diesel-fueled engines for the construction equipment. This proactive choice not only aligns with environmental concerns but also demonstrates a commitment to minimizing the project's environmental footprints. The abatement of NOx can also be pursued by enforcing greener constructions, such as, limiting the usage of older engines in favor of adopting the latest available technologies, or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook[13] for both operational and construction emissions.

A-6 *Recommended Air Quality and Greenhouse Gas Mitigation Measures and Project Design Features for Consideration*

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final PEIR.

A-7 Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require or incentivize the use of zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), where feasible.

   Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

2. Adopt a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

   Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final PEIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

4. Require electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

[13] South Coast AQMD's CEQA Air Quality Handbook, Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

A-6 Introductory comment regarding mitigation. See responses to specific comments below.

A-7 As a programmatic document, the PEIR identified a mitigation framework adaptable to future projects. Mitigation measure AQ-2 outlines potential reduction measures to be implemented by future projects for the reduction of operational mobile source emissions. The measure specifically states, "Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to…" The listed reduction measures set out in mitigation measure AQ-2 are not intended to be all-inclusive, rather they provide a framework for the development of reduction measures as applicable to future projects. Pursuant to mitigation measure AQ-2, future site-specific projects would be required to assess project level air quality impacts, including an evaluation of potential impacts associated with operational mobile sources. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. These measures would be developed on a case-by-case basis consistent with the requirements of CARB and state law. Therefore, the PEIR provides an adequate mitigation framework for a programmatic evaluation, and no revisions have been made per this comment.

A-8 Mitigation Measures to Reduce Operational Air Quality Impacts from Other Area Sources

1. Incorporate solar-ready or solar-mandated provisions for new commercial, industrial, and civic buildings.
2. Promote the use of high-albedo (light-colored) roofing and paving to reduce the urban heat island effect and decrease indirect energy consumption.
3. Require Energy Star-rated appliances and HVAC systems in all new development, particularly multifamily housing and public facilities.

A-9 Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Establish General Plan policies that require buffer zones or site design strategies to separate heavy truck routes from sensitive receptors (e.g., schools, daycares, housing
2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
3. Require on-site truck queuing and check-in areas to prevent queuing on public streets or near homes.
4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

A-10 Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporating additional mitigation measures as applicable to the Proposed Project in the Final PEIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[14]
2. South Coast AQMD 2022 Air Quality Management Plan,[15] specifically:
   a) Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures
   b) Appendix IV-B – CARB's Strategy for South Coast

[14] State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[15] South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

A-8 See response to comment A-7. Future site-specific projects would include an evaluation of potential impacts associated with operational area sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law. Furthermore, future site-specific development would be required to demonstrate consistency with the City's Climate Action Plan by implementing one or a combination of the following three options:

1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or
2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11, in effect at the time of development application submittal for discretionary review; or
3. Provide other equivalent greenhouse gas (GHG) reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, zero emission vehicle infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 metric tons of carbon dioxide equivalent per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Compliance with the City's Climate Action Plan would reduce operational emission generated by area sources. Finally, consistent with Land Use and Community Character Element Action LCC-6.A, the City will 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. Therefore, the PEIR provides adequate mitigation for a programmatic evaluation, and no revisions have been made per this comment.

A-9 Section 4.2.7.1(b) of the Final PEIR evaluated impacts associated with truck traffic. As noted in this section, the project includes the following policies that would serve to reduce health risks associated with air quality emissions:

1. Policy HEQ-5.3: Require new development that would locate sensitive uses adjacent to sources of TACs to be designed to minimize any potential health risks, consistent with state law.
2. Policy HEQ-5.5: Consistent with AB 98 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.
3. Policy 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.
4. Policy 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.
5. Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.
6. Action 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.

Furthermore, mitigation measure AQ-3 would require projects siting new sensitive land uses within 500 feet of State Route 71 or State Route 60 to prepare a health risk assessment evaluating the potential for sensitive receptors to be exposed to toxic air contaminants. Therefore, the PEIR provides adequate mitigation, consistent with the commenter's suggestions, for a programmatic evaluation, and no revisions have been made per this comment.

LETTER	RESPONSE
	A-10 Mitigation measures AQ-1 and AQ-2 identifies a framework for use by future site-specific projects for the reduction of construction emissions, and for the reduction of operational emissions. As required by the mitigation measures, future site-specific projects would include an evaluation of potential impacts associated with construction and operational sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law.

c) Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure

3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.[16]

A-11 *South Coast AQMD Air Permits and Role as a Responsible Agency*

The Final PEIR should clearly identify South Coast AQMD as a Responsible Agency pursuant to CEQA Guidelines Section 15096 if discretionary air permits are required for stationary sources, including generators, boilers, or other equipment. Additionally, South Coast AQMD recommends that the Final PEIR include a discussion of anticipated permit-triggering equipment types by land use or development type (e.g., fire stations, hospitals, industrial facilities).

Hence, if development of a Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document, should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to Construct,[17] Rule 203 – Permit to Operate,[18] Rule 401 – Visible Emissions,[19] Rule 402 – Nuisance,[20] Rule 403 – Fugitive Dust,[21] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[22] Rule 1113 – Architectural Coating,[23] Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil,[24] Rule 1179 – Publicly Owned Treatment Works Operations,[25] Regulation XIII – New Source Review,[26] Rule 1401 – New Source Review of Toxic Air Contaminants,[27] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[28] Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[29] etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further

[16] United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: https://www.epa.gov/mobile-source-pollution
[17] South Coast AQMD. Rule 201 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[18] South Coast AQMD. Rule 203 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[19] South Coast AQMD. Rule 401 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[20] South Coast AQMD. Rule 402 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[21] South Coast AQMD. Rule 403 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[22] South Coast AQMD. Rule 1110.2 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[23] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[24] South Coast AQMD. Rule 1166 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[25] South Coast AQMD. Rule 1179 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[26] South Coast AQMD. Regulation XIII available at: https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[27] South Coast AQMD. Rule 1401 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[28] South Coast AQMD. Rule 1466 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[29] South Coast AQMD. Rule 1470 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

A-11 Section 4.2.7.1(b) of the Final PEIR documents SCAQMD's role in issuing permits for future sources of toxic air contaminants by stating the following:

> Various uses, such as dry cleaners and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SCAQMD. Although future development and redevelopment under the project could be located near existing types of facilities, emissions of TACs are regulated by SCAQMD through permitting and monitoring requirements. The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk.

As described in Section 3.5 of the Final PEIR, the PEIR examines the potential environmental impacts of implementing the project and identifies mitigation measures required to address significant impacts, as necessary. This evaluation is programmatic and does not evaluate the potential project-specific environmental impacts of individual development proposals that may be allowed subsequent to project adoption. Consequently, site-specific development plans that may include stationary sources requiring discretionary air permits are not available for evaluation at this time.

Subsequent projects would be reviewed by the City for consistency with the project and the PEIR, and adequate project-level environmental review would be conducted as required under the California Environmental Quality Act. During this process, future site-specific projects requiring discretionary air permits would coordinate with SCAQMD as a Responsible Agency, as necessary, and would be required to comply with all SCAQMD rules and regulations and permitting requirements.

actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

A-12 Conclusion
As set forth in Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final PEIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final PEIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

A-13 Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jivar Afshar, Air Quality Specialist, at jafshar@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:JA

SBC250617-08
Control Number

A-12 The City will provide written responses ten days prior to certification of the Final PEIR.

A-13 Conclusory remarks.

Letter B

CITY OF ONTARIO
MEMORANDUM

Development Plan Review
Engineering Department:
Transportation Section

Project: City of Chino 2045 General Plan Update — Date: July 29, 2025

Location: City of Chino — By: Nathan Kuan

The Transportation Division recommends the following to be incorporated into the Project's Conditions-of-Approval:

B-1 Conditions:

1. Existing and Proposed Bicycle Network – Figure 4.13-3
   - Please note that the east side of Benson Avenue between Francis Street and Philadelphia Avenue is shown with a Class II Bike Lane per The Ontario Plan. The Chino 2045 General Plan Update shows the west side of Benson Avenue between Francis Street and Philadelphia Avenue with a Class III Bike Lane.
   - Please note that the north side of Merrill Avenue between Euclid Avenue and Hellman Avenue is shown with a Class II Bike Lane per The Ontario Plan. The Chino 2045 General Plan Update shows the south side of Merrill Avenue between Euclid Avenue and Hellman Avenue with a Class I Bike Lane.

nk;

B-1 Consistent with Infrastructure Element Action INF-2.E, the City of Chino (City) will review bike lane classifications with neighboring jurisdictions and seek agreement on actions needing coordination. Similarly, consistent with Infrastructure Element Action INF-4.D, the City will periodically update the Bicycle and Pedestrian Master Plan as necessary. Any changes, if necessary, would be made consistent with the dimensions documented in the City's Standard Drawings.

Letter C

City of Chino Hills

14000 City Center Drive
Chino Hills, CA 91709
(909) 364-2600
www.chinohills.org

August 4, 2025

Michael Hitz, Principal Planner
City of Chino Development Services Department
13220 Central Avenue
Chino, CA 91710

Subject: Comments on Draft Program Environmental Impact Report (PEIR) for the 2045 Chino General Plan Update

Dear Mr. Hitz,

C-1 Thank you for the opportunity to comment on the above-mentioned Draft PEIR. The City of Chino Hills (City) values the collaboration that we have with the City of Chino on issues that impact both communities. We appreciate that the Draft PEIR addresses the issues that were raised in our comment letter for the Notice of Preparation (NOP).

C-2 The City notes that under the traffic analysis, Chino acknowledges that the current roadway for Chino Hills Parkway between Monte Vista Avenue and our shared boundary may not be sufficient to accommodate traffic from anticipated growth unless the roadway is widened on the north side, where adjacent land within the City of Chino is currently undeveloped. The City requests future coordination with Chino on public improvements for the widening of this segment of roadway.

C-3 Concerning the components of the plan that address the Pine Avenue Connector, the City appreciates that a separate environmental analysis is required and is currently underway. We would like to reiterate that a portion of the proposed roadway alignment is within the City of Chino Hills boundaries, and that extensive coordination with the City will be required, in addition to Caltrans, Department of Fish and Wildlife, and the United States Army Corps of Engineers. The future environmental review will need to assess the impacts of traffic resulting from the connector project on roadways and intersections in Chino Hills.

C-4 Thank you again for the opportunity to comment on the Draft PEIR. If you have additional questions, please contact me at nliguori@chinohills.org or (909) 364-2740.

Sincerely,

Nicholas Liguori, AICP
Community Development Director

City Council: Art Bennett ▪ Brian Johsz ▪ Ray Marquez ▪ Cynthia Moran ▪ Peter J. Rogers

C-1 Introductory comment. See the responses to specific comments below.

C-2 The City of Chino (City) will coordinate with the City of Chino Hills regarding the segment of Chino Hills Parkway between Monte Vista Avenue and shared City boundary. Consistent with Infrastructure Element Policy INF-3.4, the City will investigate ways to improve roadway operations on Chino Hills Parkway, including widening, if feasible.

C-3 Comment noted. The City will coordinate with the City of Chino Hills regarding the ongoing environmental analysis for the Pine Avenue Connector Project.

C-4 Conclusory remarks.

Letter D

THE CITY OF
POMONA

BETTY DONAVANIK
Development Services Director

August 4, 2025

Michael Hitz
Principal Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Sent via e-mail to mhitz@cityofchino.org

Re: Chino 2045 General Plan Update – City of Pomona Comment Letter

Dear Michael Hitz:

D-1 The City of Pomona ("Pomona") appreciates the opportunity to comment on the Chino 2045 General Plan Update ("General Plan Update"). Pomona has reviewed the documents and is submitting this formal public comment letter on the proposed General Plan Update.

As we have stated in prior communication to other agencies, the City of Chino ("Chino") should be applauded for voluntarily partnering with Pomona and raising potential concerns that Pomona may have regarding industrial operations that are along the western Chino border. In fact, it should be noted that the East End Annexation Project was brought to the City of Pomona's attention specifically because Chino's staff proactively reached out.

We would like to publicly note that the General Plan Update advances several key land use, mobility, and environmental justice policies that Pomona wholeheartedly supports. This includes focusing on employment-based, mixed-use districts, complete streets and layered multi-modal approaches, and limiting the negative impact of heavy industrial on sensitive uses.

In addition, Pomona seeks to raise three points formally through the public comment process:

D-2 1. Chino should consider changing the "Heavy Industrial" land use designation on the western border of the City between Walnut and Philadelphia to "Business Park" or "Light Industrial," so as to further limit the possibility of heavy, trucks-based logistics and industrial facilities on our shared border.

D-3 2. Chino should consider the following definitions that were adopted in Pomona's most recent citywide zoning code update, as they provide a more nuanced and targeted set of tools to better regulate different industrial uses. While these would require a zoning code update,

D-1 Introductory comment. See the responses to specific comments below.

D-2 Comment noted. This comment does not address the adequacy of the environmental document. The Heavy Industrial designation of land along the western City of Chino (City) border between Walnut Street and Philadelphia Street predates the Chino 2045 General Plan Update (project). The Heavy Industrial Designation in this location is part of the exiting condition, and the project is not making changes to this area. Furthermore, the majority of land within this area is already built out. No changes have been made per this comment.

D-3 Comment noted. This comment does not address the adequacy of the environmental document. Please be advised that in the coming months, the City will be amending the Zoning Code to incorporate performance standards related to warehousing and logistics uses consistent with California General Plan Law (Assembly Bill 98). No changes have been made per this comment.

they can still be acknowledged formally in the General Plan Update as part of the Land Use Chapter.

Production Fulfillment
Any use that is primarily storage and direct distribution of products to end users within the supply chain ("business to business" or "business to consumer"), sorted, picked, and/or packed either manually or with automation, in either a traditional or a high-cube format. Includes receiving and processing of bulk goods and individual order processing. Excludes Retail and Large Format Retail. Includes e-commerce, third party logistics, on-demand transportation, and freight forwarding.

Production Transportation
Any facility that is involved in product fulfillment or product distribution of bulk goods primarily through the use of truck trailers and truck tractors for truckload services within the supply chain ("business to business" or "business to consumer"). Includes full truckload, less than truckload, trans-loading, consolidations, de-consolidations, cross-dock, and other on-demand transportation services.

Outdoor Storage
a. Workplace *The primary open outdoor storage of non-hazardous equipment and machinery for use in the production of goods or for the construction of development projects. Includes infrastructure related storage, contractor's storage, machinery rental, lumber storage. Excludes pallet yards.*

b. Container *The primary open outdoor storage of containers that are either empty or contain goods or materials. This includes standardized shipping containers, including twenty-foot equivalent units (TEUs).*

c. Vehicle *The primary open outdoor storage of passenger vehicles, commercial sized vehicles, heavy duty trucks, boats, recreation vehicles, chassis, trailers, and other oversized vehicles. Includes draying and freight.*

D-4 3. Chino should remove official truck routes along east west corridors that cross into Pomona where Pomona does not also have such official truck routes. Specifically, Map INF-3 Segments with Overlapping Truck Routes and Bicycle Facilities Page 4-32. Remove the truck route along Philadelphia Street west of East End Avenue. Philadelphia Street is not a truck route on the City of Pomona's truck route map. Please see marked-up map (Attachment No. 1).

There are **four reasons** for Pomona's request:

1. Pomona's General Plan designates the parcels adjacent to the proposed annexation as "Workplace District," which, among other provisions, calls for the phase out of nuisance and polluting land uses.

D-4 Comment noted. This comment does not address the adequacy of the environmental document. However, the City has elected to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue, which is reflected in the revised Figure 4.13-2 and Figure 4.13-4 of the Final PEIR.

2. Pomona recently approved a new Pomona Zoning Ordinance which implements this Workplace District by permanently prohibiting the establishment of new Fulfillment-Oriented uses in the City, including Production Transportation and Production Fulfillment.

3. The most likely freeway on and off ramp that East End parcels would rely upon for industrial operations is Reservoir Street, which is within the City of Pomona jurisdiction. It is unlikely that East End parcels would travel east to rely upon Ramona Avenue for 60 freeway access. This can potentially increase the total number of heavy-duty truck trips on Pomona's streets, which impacts the maintenance of these roads, without mitigation. Furthermore, the Reservoir on/off ramp has not been evaluated for sufficient capacity to handle such trips.

4. The entirety of Pomona census tracts bordering the proposed project, as well as all of the census tracts located within the East End Annexation Project are identified as a disadvantaged community as defined by the CalEPA and SB 535. This means that these areas are already among the most environmentally burdened in the State, with cumulative air, noise, toxic substances, water quality, and other impacts.

D-5 The City of Pomona appreciates Chino as a good neighbor and engaging us in this process. We encourage you to continue collaborating with Pomona on pursuing meaningful industrial land use and mobility policies in the General Plan Update that reduce the cumulative environmental burden of our shared boundaries to benefit all of the residents in the region.

Sincerely,

Betty Donavanik
Development Services Director

CC: Warren Morelion, Development Services Director, City of Chino
Anita D. Scott, City Manager, City of Pomona
Sonia Carvalho, City Attorney, City of Pomona
Meg McWade, Public Works Director, City of Pomona
Ata Khan, Deputy Director, Office of Economic & Business Affairs
Geoffrey Starns, Planning Manager, City of Pomona
Vinny Tam, Supervising Planner, City of Pomona

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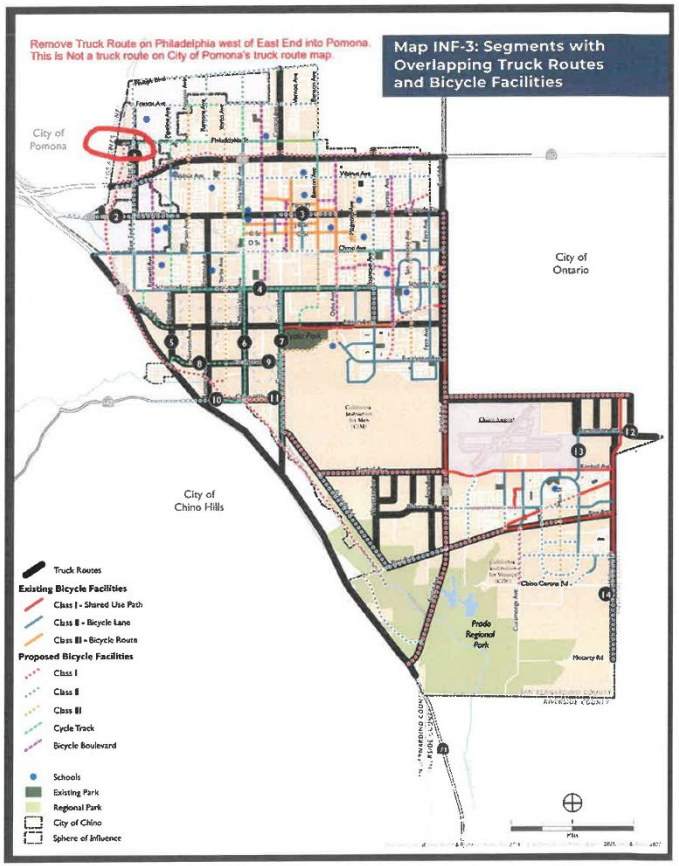
D-5 Conclusory remarks.

ATTACHMENT NO. 1



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Letter E

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO CA, 92401
(909) 925-7520
www.dot.ca.gov

August 7, 2025

Route & Postmile #: N/A - Citywide
Cross Street: N/A
GTS ID: 36800
SCH #: 2024090833

City of Chino
Director of Development Services
Attn: Warren Morelion
13220 Central Avenue
Chino, CA 91710

Subject: City of Chino General Plan Update 2045

E-1 The California Department of Transportation (Caltrans) Local Development Review (LDR) Branch has completed its evaluation of the Program Environmental Impact Report (PEIR) for the City of Chino General Plan and Zoning Map/Code Update.

Caltrans is committed to supporting a multimodal transportation system that serves local development projects. Planning for facilities that accommodate pedestrians, cyclists, transit riders, and car/vanpool users encourages more multimodal travel. This, in turn, helps reduce traffic congestion, vehicle miles traveled (VMT), greenhouse gas emissions, and the State's contribution to climate change.

The city is encouraged to implement active transportation strategies as part of the projects to reduce automobile dependency and promote sustainable mobility options.

The project proposes an update to the General Plan and provide direction for the repeal of three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the zoning and general plan updates, Furthermore, the project includes four new land use designations designed to promote a mix of uses in key opportunity areas including a Regional Mixed Use (RMU) designation, a Boulevard Mixed Use (BMU) designation, a new Downtown (DT) land use designation, and a new Employment Mixed Use (EMU) designation.

This project proposes the Preserve Specific Plan and the 2021-2029 Housing Element. The identified sites are as follows:

"Improving lives and communities through transportation"

1

E-1 Introductory comment. See the responses to specific comments below.

The Preserve Specific Plan
Housing Element and Mixed Use/Affordable Housing Overlays
Pine Avenue Connector
Euclid Avenue Relinquishment

Based on the information provided in the PEIR and its associated documents, we are submitting the following comments and recommendations for your consideration:

Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Reduction

E-2 1. Project proponents are encouraged to coordinate with nearby planned bike networks to contribute to a larger active transportation network. The City shall consider establishing a VMT Mitigation Impact Fee program to help mitigate potential impacts on the State Highway System.

E-3 2. Future developments must also consider the traffic safety impacts on the State Highway System resulting from new pedestrian and bicyclist needs, particularly where new origins or destinations intersect a State Route. Additionally, the analysis should address multimodal conflict points and changes in traffic composition, such as an increase in bicyclists or pedestrians, especially in areas where features like shoulders or sidewalks may not exist or are inconsistent with the facility's design.

E-4 3. The City must establish policies for the installation of Level 2 Electric Vehicle (EV) charging stations for both single- and multi-family residential units.

E-5 4. Caltrans recommends that the project implement multimodal strategies, such as those derived from Transit-Oriented Development (TOD), to further reduce the traffic-related impacts of future projects.

5. Active Transportation Plans and Smart Growth initiatives play a key role in supporting the state's 2050 Climate goals. Caltrans supports efforts to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by promoting strategies that encourage greater use of, and benefits from, a multimodal transportation network.

E-6 6. Early engagement with Caltrans is strongly recommended for future projects that may impact state right-of-way. Additionally, before initiating the traffic study, please ensure that Caltrans is included in the scoping process.

E-7 **Traffic Operations**

1. Please provide the completed Traffic Analysis Report for any of the proposed project sites separately. Each Traffic Report should include findings and recommendations for opening year and horizon year if applicable.
2. Each individual Traffic Report should also include Traffic Safety Evaluation at each proposed project sites and provide potential safety counter measures if appliable.
3. Provide the cumulative Traffic Report, which combines all the proposed project sites. The report should reflect the entire roadway network improvements and involve implementations of Pedestrian facility, Bicycle facility, Sidewalk, and Crosswalk if necessary, and please update the General Plan accordingly.
4. Once plans for each project site are available, please provide appropriate mitigation measures for each site to reduce VMT impacts.
5. For locations with significant VMT impact, we recommend changes in the proposed project or mitigation which would reduce VMT impact to less than significant.

"Improving lives and communities through transportation"

2

E-2 The City of Chino (City) has a Bicycle and Pedestrian Master Plan with numerous bicycle facilities, including some that connect with bicycle lanes in neighboring jurisdictions. Consistent with Infrastructure Element Action INF-4.D, the City will periodically update the Bicycle and Pedestrian Master Plan as necessary. Consistent with Infrastructure Element Policy INF-3.6, the City will support regional efforts for the development of a Vehicle Miles Traveled (VMT) Mitigation Bank in coordination with the San Bernardino County Transportation Authority.

E-3 As described in Section 4.13.7.1 of the Final Program Environmental Impact Report (PEIR), the Infrastructure Element includes the following policies related to safety:

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

Additionally, Table 4.13-1 identifies potential bicycle and truck conflicts and outlines potential strategies the City has developed that are documented in the Infrastructure Element that would serve to reduce these conflicts. Furthermore, any future site-specific projects that would impact the State Highway System would require an evaluation of traffic safety related to pedestrian and bicycle needs, including multimodal conflict points and changes in traffic composition, as appropriate.

E-4 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Consistent with Infrastructure Element Policy INF-3.22, the City will continue to incentivize the use of electric and hybrid vehicles by expanding the availability of electric vehicle charging infrastructure in City parking lots and structures and/or by providing priority parking locations for electric and hybrid vehicles.

LETTER	RESPONSE
	E-5 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. The Infrastructure Element includes the policies listed below that would support development of multimodal transportation within the Planning Area. Implementation of these policies would also help to reduce VMT and greenhouse gas emissions within the Planning Area. • Policy 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. • Policy 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 to ensure the right tree, is placed in the right place, for the right reason. • Policy 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. • Policy 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 half-mile walk of mixed-use areas.

E-5 (cont.)

- Policy 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.
- Policy 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.
- Policy 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.
- Policy 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.
- Policy 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.

E-5 (cont.)

- Policy 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.
- Policy 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.
- Policy 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.

E-6 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Following City procedure, future site-specific projects that may impact state right-of-way would initiate early engagement with Caltrans, including California Department of Transportation (Caltrans) participation in the scoping process, as appropriate.

E-7 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis, which would include the components suggested in this comment, as appropriate.

E-8 **Traffic Forecasting**

1. Provide recommended mitigation measures for the proposed sites.
2. Provide VMT Screening models for the cumulative VMT impact.
3. Recommendation to use the project level analysis. Please provide the rationale for the overriding consideration, if any.

E-9 **Equitable Access**

If any Caltrans facilities are impacted by the project, they must comply with American Disabilities Act (ADA) Standards upon project completion. Additionally, the project must ensure the maintenance of bicycle and pedestrian access throughout the construction phase. These access considerations align with Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

E-10 **Caltrans Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (ROW) requires a requires a Caltrans-issued encroachment permit.

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
D8.E-permits@dot.ca.gov
https://dot.ca.gov/programs/traffic-operations/ep

E-11 Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-925-7520.

Sincerely,

Janki Patel

Janki Patel
Branch Chief - Local Development Review
Division of Transportation Planning
Caltrans District 8

"Improving lives and communities through transportation"

3

E-8 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis that includes an evaluation of impacts related to VMT, consistent with the City's guidelines and screening criteria. Future site-specific transportation analyses would also propose mitigation and discuss overriding considerations, as appropriate.

E-9 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. If any future site-specific projects would impact a Caltrans facility, they would be required to comply with the Americans with Disabilities Act, as required by Caltrans. Future site-specific projects would also maintain bicycle and pedestrian access through the construction process, as appropriate.

E-10 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. If any future site-specific projects would encroach into Caltrans' right-of-way, the project applicant would be required to obtain a Caltrans-issued encroachment permit.

E-11 Conclusory remarks.

Letter F

Subject: Chino 2045 General Plan Update Project

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Friday, June 20, 2025 12:33 PM
To: Hitz, Michael <MHitz@cityofchino.org>
Subject: Chino 2045 General Plan Update Project

Hello,

F-1 Thank you for transmitting the above referenced project to ALUC for review. Please note that the proposed project is located outside of County boundary and therefore, review by the ALUC is not required.

However, Please double check neighboring airports compatibility plans and safety regarding development around airports.

Should you have any questions, please contact me.

Jackie Vega
Associate Planner

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

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County of Riverside California

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F-1 Comment noted.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

Section 21081.6 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation measures that have been identified to address potential impacts that would result from adoption of the City of Chino (City) 2045 General Plan Update (project) and future site-specific development. The MMRP additionally identifies the entity responsible for implementing and/or monitoring the mitigation; and when in the process it should be accomplished.

The Program EIR (PEIR) prepared for the project focuses on issues determined to be potentially significant by the City. The issues addressed in the PEIR include aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts were identified for air quality, biological resources, cultural and tribal cultural resources, geology and soils, GHG emissions, noise, and transportation.

Implementation of the mitigation measures identified in this PEIR would reduce potentially significant impacts, but not to below a level of significance for all the environmental issue areas. Mitigation measures have been identified for significant impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), biological resources (special status species, sensitive riparian habitats, jurisdictional wetlands and waters), cultural and tribal cultural resources (historic resources; archaeological resources; tribal cultural resources), geology and soils (paleontological resources), GHG emissions (GHG emissions; policy consistency), and noise (ambient noise [traffic noise/land use compatibility/stationary noise/construction noise]; groundborne noise and vibration). No feasible mitigation was identified for impacts to transportation (circulation system: roadway system vehicle miles traveled). Impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), cultural and tribal resources (historic resources), greenhouse gas (emissions; policy consistency), noise (ambient noise: traffic noise/land use compatibility; groundborne noise and vibration: construction), and transportation (circulation system: roadway system; vehicle miles traveled) would remain significant and unavoidable at the program level.

The MMRP for the project is under the jurisdiction of the City. As specified in Table 1, the MMRP summarizes the potentially significant impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented.

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Air Quality			
Issue 1: Conflict with Air Quality Plan: Construction Emissions	**AQ-1: Construction Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to: • During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions. • During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions. • During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust. • During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403. • During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	• During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust. • During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned. • During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer. • During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads. • During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. • During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of		

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.		
Issue 1: Conflict with Air Quality Plan: Operational Emissions	AQ-2: Operational Air Quality Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure. • Implementation of transportation demand management measures. • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update. • Expand and facilitate completion of planned networks of active transportation infrastructure. • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards. • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Cumulative Net Increases in Criteria Pollutants: Construction Emissions	See mitigation measure AQ-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 2: Cumulative Net Increases in Criteria Pollutants: Operational Emissions	See mitigation measure AQ-2 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 3: Expose Sensitive Receptors to Substantial Pollutant Concentrations	AQ-3: Health Risk Assessment For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Biological Resources			
Issue 1: Special Status Species	**BIO-1: Biological Assessment and Mitigation** Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 1: Special Status Species	**BIO-2: Nesting Birds** Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests. If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Sensitive Vegetation Communities	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 3: Wetlands	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Cultural Resources			
Issue 1: Historic Resources	CUL-1: Historic Evaluation Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Architectural Historian, Applicant
Issue 2: Archaeological Resources	CUL-2: Cultural Resources Assessment Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals: 1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations 2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material, 3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and 4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.		
Issue 4: Tribal Cultural Resources	See mitigation measure CUL-2 above.	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant
Geology and Soils			
Issue 6: Paleontological Resources and Unique Geology	GEO-1: Paleontological Resources Evaluation Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Paleontologist, Applicant

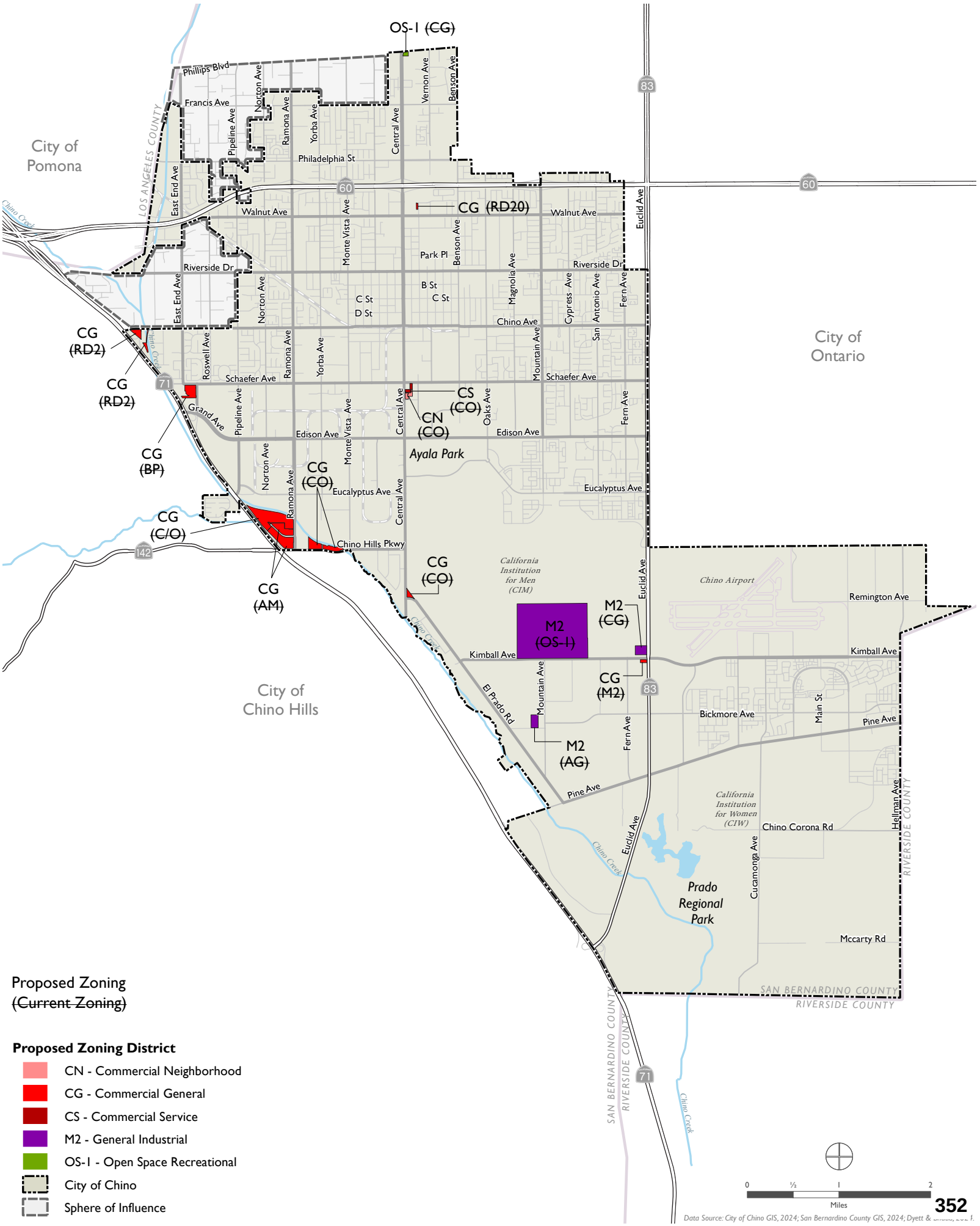
Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Greenhouses Gas Emissions			
Issue 1: GHG Emissions	**GHG-1: Greenhouse Gas** All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions. Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options: 1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or 2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or 3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year. Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions	Refer to mitigation measure GHG-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Noise			
Issue 1: Increase in Ambient Noise: Traffic Noise	NOI-1: Exterior Noise Analysis Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Increase in Ambient Noise: Land Use Compatibility	NOI-2: Interior Noise Analysis Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Noise Standards: Increase in Ambient Noise: Stationary Noise	NOI-3: Stationary Noise Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.		
Issue 1: Noise Standards: Increase in Ambient Noise: Construction Noise	NOI-4: Construction Noise Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City: • The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses. • Stockpiling shall be located as far as feasible from nearby noise sensitive land uses. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the	Prior to project approvals, at least 10 days prior to the start of construction activities, during construction	Director of the Development Services Department or their designee, Construction Contractors, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.		
Issue 2: Groundborne Noise and Vibration: Construction	NOI-5: Construction Vibration Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	Prior to project approvals and prior to issuance of a building permit	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

Proposed Zoning Map Amendments



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

Exhibit A.2 - List of Parcels to be Rezoned			
APN	ADDRESS	CURRENT ZONING	PROPOSED ZONING
1014-052-03-0000	5325 PHILLIPS BLVD	CG	OS-1
1015-281-24-0000	10TH ST	RD20	CG
1019-331-01-0000	3321 CHINO AVE	RD2	CG
1019-331-02-0000	3417 CHINO AVE	CG	CG
1019-331-07-0000	3415 CHINO AVE	RD2	CG
1021-031-17-0000	5345 SCHAEFER AVE	CS	CS
1021-031-22-0000	CENTRAL AVE	CO	CS
1021-031-25-0000	13759 CENTRAL AVE	CO	CN
1021-031-26-0000	13779 CENTRAL AVE	CO	CN
1022-051-07-0000	ROSWELL AVE	BP	CG
1022-051-10-0000	13700 ROSWELL AVE	BP	CG
1022-051-11-0000	13788 ROSWELL AVE	BP	CG
1022-051-13-0000	13768 ROSWELL AVE 1 #105	BP	CG
1022-051-14-0000	13768 ROSWELL AVE 2 #103	BP	CG
1022-051-15-0000	13768 ROSWELL AVE 3 #102	BP	CG
1022-051-16-0000	13768 ROSWELL AVE 4 #101	BP	CG
1022-051-17-0000	13768 ROSWELL AVE 5 #100	BP	CG
1022-051-18-0000	13768 ROSWELL AVE 6 #111	BP	CG
1022-051-19-0000	13768 ROSWELL AVE 7 #112	BP	CG
1022-051-20-0000	13768 ROSWELL AVE 8 #115	BP	CG
1022-051-21-0000	13768 ROSWELL AVE 9 #116	BP	CG
1022-051-22-0000	13768 ROSWELL AVE 117	BP	CG
1022-051-23-0000	13768 ROSWELL AVE 118	BP	CG
1022-051-24-0000	13768 ROSWELL AVE 119	BP	CG
1022-051-25-0000	13768 ROSWELL AVE 120	BP	CG
1022-051-26-0000	13768 ROSWELL AVE 121	BP	CG
1022-051-27-0000	13768 ROSWELL AVE 122	BP	CG
1022-051-28-0000	13768 ROSWELL AVE 110	BP	CG
1022-051-29-0000	13768 ROSWELL AVE 109	BP	CG
1022-051-30-0000	13768 ROSWELL AVE 108	BP	CG
1022-051-31-0000	13768 ROSWELL AVE 107	BP	CG
1022-051-32-0000	13768 ROSWELL AVE 106	BP	CG
1022-051-33-0000	13768 ROSWELL AVE 205	BP	CG
1022-051-34-0000	13768 ROSWELL AVE 203	BP	CG
1022-051-35-0000	13768 ROSWELL AVE 202	BP	CG
1022-051-36-0000	13768 ROSWELL AVE 201	BP	CG
1022-051-37-0000	13768 ROSWELL AVE 200	BP	CG
1022-051-38-0000	13768 ROSWELL AVE 211	BP	CG
1022-051-39-0000	13768 ROSWELL AVE 212	BP	CG
1022-051-40-0000	13768 ROSWELL AVE 215	BP	CG
1022-051-41-0000	13768 ROSWELL AVE 216	BP	CG
1022-051-42-0000	13768 ROSWELL AVE 217	BP	CG
1022-051-43-0000	13768 ROSWELL AVE 218	BP	CG
1022-051-44-0000	13768 ROSWELL AVE 219	BP	CG
1022-051-45-0000	13768 ROSWELL AVE 220	BP	CG

Exhibit A.2 - List of Parcels to be Rezoned			
APN	ADDRESS	CURRENT ZONING	PROPOSED ZONING
1022-051-46-0000	13768 ROSWELL AVE 221	BP	CG
1022-051-47-0000	13768 ROSWELL AVE 222	BP	CG
1022-051-48-0000	13768 ROSWELL AVE 210	BP	CG
1022-051-49-0000	13768 ROSWELL AVE 209	BP	CG
1022-051-50-0000	13768 ROSWELL AVE 208	BP	CG
1022-051-51-0000	13768 ROSWELL AVE 207	BP	CG
1022-051-52-0000	13768 ROSWELL AVE 206	BP	CG
1022-051-53-0000	13768 ROSWELL AVE	BP	CG
1025-092-02-0000	14670 RAMONA AVE	C/O	CG
1025-121-08-0000	RAMONA AVE	C/O	CG
1025-151-07-0000	CHINO HILLS PKWY	C/O	CG
1025-151-08-0000	CHINO HILLS PKWY	C/O	CG
1025-191-06-0000	CHINO HILLS PKWY	C/O	CG
1025-211-12-0000	CORPORATE CENTER AVE	C/O	CG
1025-211-16-0000	CORPORATE CENTER AVE	AM	CG
1025-211-18-0000	RAMONA AVE	C/O	CG
1025-211-19-0000	RAMONA AVE	C/O	CG
1025-211-22-0000	RAMONA AVE	C/O	CG
1025-211-23-0000	14726 RAMONA AVE	C/O	CG
1025-211-24-0000	14740 RAMONA AVE	AM	CG
1025-211-26-0000	4325 CORPORATE CENTER AVE	C/O	CG
1025-211-28-0000	14740 RAMONA AVE	AM	CG
1025-211-29-0000	CORPORATE CENTER AVE	AM	CG
1025-211-30-0000	4480 CHINO HILLS PKWY	AM	CG
1025-482-01-0000	CHINO HILLS PKWY	C/O	CG
1025-491-01-0000	CHINO HILLS PKWY	C/O	CG
1026-101-05-0000	15180 EUCLID AVE	CG	M2
1026-101-06-0000	15180 EUCLID AVE	CG	M2
1026-101-07-0000	15180 EUCLID AVE	CG	M2
1026-101-09-0000	15616 EUCLID AVE	CG	M2
1026-101-10-0000	15180 EUCLID AVE	CG	M2
1026-101-12-0000	15180 EUCLID AVE	OS-1	M2
1028-202-21-0000	EL PRADO RD	CO	CG
1056-061-04-0000	7031 KIMBALL AVE	M2	CG
A portion of the following parcels is proposed for rezoning as shown on the attached map.			
1026-111-01-0000	KIMBALL AVE	OS-1	M2; OS-1
1027-211-05-0000	FLOWERS ST	AG	M2
1026-071-02-0000	EUCLID AVE	OS-1	OS-1; M2
1026-031-01-0000	15180 EUCLID AVE	OS-1	OS-1; M2

RESOLUTION NO. PC2025-020

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHINO RECOMMENDING THE CITY COUNCIL CERTIFY THE EIR, ADOPT THE MITIGATION AND MONITORING AND REPORTING PROGRAM, AND ADOPT THE ENVIRONMENTAL FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE CITY OF CHINO 2045 GENERAL PLAN UPDATE (SCH NO. 2024090833).

WHEREAS, in compliance with the California Environmental Quality Act ("CEQA") in 2024, the City of Chino initiated the preparation of a Draft Program Environmental Impact Report (EIR) for the City of Chino 2045 General Plan Update dated June 2025 by RECON Environmental, Inc, for approval of PL23-0128 (General Plan Amendment) and PL23-1029 (Zone Change) (the "Project") to disclose potential effects of the Project, measures to mitigate those effects, and an analysis of alternatives to the Project; and

WHEREAS, on September 23, 2024, the City published a Notice of Preparation (NOP) with the Governor's Office of Land Use and Climate Innovation (LCI) (State Clearinghouse #2024090833) and the City solicited input on the scope and content of the EIR in accordance with CEQA Guidelines Section 15082. The NOP was circulated for 30 days from September 23, 2024, through October 24, 2024, to public agencies and other interested parties to solicit comments and inform the public of the proposed Project; and

WHEREAS, a scoping meeting was held on October 17, 2024, in which the public was invited to review the NOP, 12 comments were received at a scoping meeting and issues were discussed; and

WHEREAS, consistent with Section 15168 of the CEQA Guidelines, a Draft Environmental Impact Report (Draft EIR) was prepared that provides a programmatic analysis of the environmental impacts associated with implementation of the goals, policies, and actions and the projected buildout of the 2045 General Plan Update (Proposed Plan). The Draft EIR evaluates potentially significant environmental impacts associated with the adoption and implementation of the Proposed Plan. The Program EIR examines the potential effects resulting from implementing designated land uses and policies in the Proposed Plan. The impact assessment evaluates the Proposed Plan as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess project-specific impacts that may result from developments pursuant to the Proposed Plan. To the extent that any future development project made possible by the Proposed Plan may have individual, site-specific impacts not addressed in this program EIR, such projects would be subject to separate, project- level environmental review, as required by State law; and

WHEREAS, the California Environmental Quality Act (CEQA) Guidelines section 15126.2(a)(c) requires an Environmental Impact Report to identify and focus on any

significant environmental effects of the proposed General Plan update, including effects that cannot be avoided if the Proposed Plan is implemented; and

WHEREAS, based on the analysis contained in the Draft EIR, the City has determined that the Proposed Plan update would result in the significant and unavoidable impacts associated with air quality, greenhouse gas emissions, historic resources, and transportation; and

WHEREAS, based on the analysis contained in the Draft EIR, the City has determined that the Proposed Plan update could result in significant direct and/or cumulative impacts that would be mitigated to less than significant levels with respect to the following issues: biological resources; cultural and tribal cultural resources; geology, soils, and seismicity; and noise. Mitigation Measures to address these impacts were incorporated into the Draft EIR. The EIR includes the following: Draft EIR, Final EIR, Findings of Fact and Statement of Overriding Considerations, and a Mitigation and Monitoring Reporting Program (MMRP); and

WHEREAS, on June 20, 2025, the City published a Notice of Availability and Notice of Completion for the 2045 General Plan Update Draft EIR and filed these notices with LCI under State Clearinghouse No. 2024090833. The DEIR was released for public review for a 45-day public comment period from June 20, 2025, through August 4, 2025. The City requested consultation with and comments on the DEIR from all applicable parties in compliance with CEQA Guidelines Section 15086. Following the procedures under CEQA Guidelines 15087 and 15105, the NOA and DEIR were released for public review on June 20, 2025, for a 45-day comment period from June 20, 2025, through August 4, 2025. 6 (Six) comment letters, containing over 35 unique comments, were received on the Draft EIR; and

WHEREAS, as required by the CEQA Guidelines Section 15132, a Final EIR has been prepared responding to comments on significant environmental points raised in the review and consultation process of the EIR; and

WHEREAS, the City of Chino has made available for public review the proposed Final EIR; and

WHEREAS, the City of Chino on August 14 in accordance with Section 15088 of the CEQA Guidelines, provided written responses to the public agencies and other entities that provided written comments on the Draft EIR; and

WHEREAS, the Final EIR (including the Draft EIR) was presented to the Planning Commission of the City of Chino and the Planning Commission reviewed and considered the information contained in the Final EIR prior to recommending approval of the Project; and

WHEREAS, pursuant to Public Resources Code section 21092.5, the City will provide copies of its responses to commenting public agencies at least ten (10) days prior to the City Council's consideration of the Final EIR; and

WHEREAS, copies of the Draft EIR responses to comments received on the draft environmental documents were made available for review at the following locations: City of Chino Development Services Department at Chino City Hall, 13220 Central Avenue, Chino and the Chino Branch Library, 13180 Central Avenue, Chino, the City's website and are set forth in Exhibit B.4 to the August 20, 2025, agenda report and this resolution; and

WHEREAS, all of the requirements of State law have been satisfied by the City in connection with the preparation of the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the project have been adequately evaluated; and

WHEREAS, the City has made certain findings of fact, based upon the oral and written evidence presented to it as a whole and the entirety of the administrative record for the project, which are incorporated herein by this reference; and

WHEREAS, the cumulative impacts of the project are identified in the EIR, set forth in Exhibit B.1 to the agenda report and this resolution; and

WHEREAS, the irreversible impacts of the project are identified in the EIR, and are set forth in Exhibit B.1 to the August 20, 2025, agenda report and this resolution; and

WHEREAS, the findings of fact are set forth in Exhibit B.2 to the August 20, 2025, agenda report and this resolution; and

WHEREAS, an Errata has been prepared that outlines the changes made to the EIR set forth in Exhibit B.3 to the August 20, 2025, agenda report and this resolution; and

WHEREAS, all the mitigation measures identified in the EIR that are necessary to reduce the potentially significant impacts of the project to a level of less than significant are set forth in the Mitigation and Monitoring and Reporting Program (MMRP) as set forth in Exhibit B.5 to the August 20, 2025, agenda report and this resolution; and

WHEREAS, projects consistent with the Proposed Plan and the findings of this EIR may also be eligible for streamlined environmental review as permitted under CEQA. This EIR represents the City's best effort to evaluate the implementation and buildout of the Proposed Plan through its horizon year of 2045. While it is anticipated that conditions may change, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development; and

WHEREAS, on August 20, 2025, the City of Chino Planning Commission conducted a duly noticed public hearing regarding the adequacy of the Final EIR, at which time all interested parties were given the opportunity to be heard; and

WHEREAS, prior to taking action, the City has heard, been presented with, reviewed and considered all of the information and data in the administrative record,

including but not limited to the EIR, and all oral and written evidence presented to it during all meetings and hearings; and

WHEREAS, the EIR reflects the independent judgment of the City and is deemed adequate for purposes of making decisions on the merits of the project; and

WHEREAS, no comments made in the public hearings conducted by the City and no additional information submitted to the City have produced substantial new information requiring recirculation of the EIR or additional environmental review of the Proposed Plan under Public Resource Code section 21092.1 and State CEQA Guidelines Section 15088.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF CHINO that the above Recitals are true and correct, are adopted, and have served, together with the supporting documents, as the basis for the findings and approvals set forth in this Resolution and the Planning Commission recommends the City Council certify the EIR, adopt the MMRP, and adopt the environmental findings of fact and statement of overriding considerations for the City of Chino 2045 General Plan Update based on the following Findings:

1. The Planning Commission determines that each of the recitals set forth above are true and correct and incorporated herein by reference.

2. The Planning Commission hereby finds that it has been presented with the EIR, set forth as Exhibit B.1 to the August 20, 2025 agenda report and incorporated herein by reference, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA and the State CEQA Guidelines. The Planning Commission finds that the EIR reflects the independent judgment and analysis of the City. The Planning Commission declares that no evidence of new significant impacts or any new information of “substantial importance” as defined by State CEQA Guidelines Section 15088.5, has been received by the City after circulation of the Draft EIR that would require recirculation. Therefore, the Planning Commission hereby recommends the City Council certifies the EIR based on the entirety of the record of proceedings.

3. The Planning Commission hereby recommends adopting the CEQA “Findings of Fact” set forth in Exhibit B.2 to the August 20, 2025, agenda report and incorporated herein by reference, pursuant to State CEQA Guidelines Section 15091.

4. The Planning Commission hereby recommends adoption of the Statement of Overriding Considerations set forth in Exhibit B.2 to the August 20, 2025, agenda

report and incorporated herein by reference, for the project as supported by substantial evidence in the record pursuant to CEQA Section 15093.

5. The Planning Commission hereby recommends that the City Council adopt the MMRP and make implementation of the mitigation measures contained in the MMRP a condition of approval of the project. (Exhibit B.5 to the August 20, 2025, agenda report and this resolution). In the event of inconsistencies between the mitigation measures set forth in the EIR or the Findings of Fact and MMRP, the MMRP shall control.

6. The documents and materials that constitute the record of proceedings on which this Resolution has been based are in the custody of the City Clerk, City of Chino, and are located at 13220 Central Avenue, Chino, 91710. This information is provided pursuant to Public Resources Code section 21081.6(a)(2).

7. The Proposed Plan is a document, set forth in Exhibit A.1 to the August 20, 2025, agenda report and incorporated by reference herein, to be adopted by the City Council that serves the following objectives:

    a. Promote a balanced community with a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

    b. Focus future population, housing and employment growth into Key Opportunity Areas while preserving and enhancing the community's distinctive small town feel that comes from strong community bonds and a respect for the community's agricultural roots.

    c. Position Downtown 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.

    d. Revitalize older shopping centers and commercial corridors so that they feature a range of new uses to serve community needs and act as vital activity hubs and social gathering places that contribute to local character and quality of life.

    e. Prioritize business attraction and retention to foster a strong, stable economy that welcomes innovation and promoting entrepreneurship.

    f. Reinforce connections to the regional transportation network.

    g. Strengthen the network of safe streets and multi-use trails that link neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.

h. Enhance neighborhood livability by promoting active, healthy lifestyles with indoor and outdoor recreational amenities and by prioritizing clean air, water, fresh food, and community health.

i. Protect the community from natural hazards, build resilience to climate change, and promote emergency preparedness.

PASSED, APPROVED AND ADOPTED THIS 20TH DAY OF AUGST 2025.

_____
PLANNING COMMISSION CHAIRPERSON

ATTEST:

_____
SECRETARY, PLANNING COMMISSION

State of California)
County of San Bernardino) §
City of Chino)

I hereby certify the foregoing Resolution was duly adopted by the City of Chino Planning Commission at a regular meeting held on the 20th day of August 2025 and entered in the minutes of said Commission.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
SECRETARY, PLANNING COMMISSION

Attachments:

A.1 2045 General Plan (link below)
B.1 Final 2045 General Plan Update PEIR (link below)
B.2 Findings of Fact and Statement of Overriding Considerations
B.3 Errata
B.4 Response to Comments
B.5 Mitigation Monitoring and Reporting Program (MMRP)

https://www.cityofchino.org/591/Environmental-Documents

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

CANDIDATE CEQA FINDINGS OF FACT

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I. INTRODUCTION

A. California Environmental Quality Act

The California Environmental Quality Act (CEQA; Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (CEQA Guidelines; 14 California Code of Regulations Section 15000, et seq.) promulgated thereunder, require that the environmental impacts of a project or program be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the State CEQA Guidelines require that certain findings be made before project approval. While staff of a decision-making body can assist in recommending adoption of findings to proceed on a project subject to a certified Environmental Impact Report (EIR), only the decision-making body has the authority to make such findings. Specifically, State CEQA Guidelines Section 15091 (a) states that no public agency shall approve or carry out a project or program for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless such public agency makes one or more of the following findings for each potentially significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can or should be, adopted by that other agency; or

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

CEQA also requires that the findings made pursuant to Section 15091 of the CEQA Guidelines be supported by substantial evidence in the record (Section 15091(b) of the CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (Section 15384 of the CEQA Guidelines).

When making the findings required in CEQA Guidelines Section 15091 (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

The following Candidate Findings of Fact (Findings) have been submitted to the City Council of the City of Chino (City), as the decision-making body, to be approved for the Chino 2045 General Plan Update (project) pursuant to CEQA. The project, as detailed below, would result in significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is included herein (Section XI), as part of the project's Findings.

Having received, reviewed, and considered the Final Program Environmental Impact Report (PEIR) for the project, State Clearinghouse Number 2024090833, as well as all other information in the Record of Proceedings (as defined below) on this matter, the following Findings are hereby adopted by the City in its capacity as the CEQA lead agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the program.

B. Project Background

The City has prepared a PEIR as defined in Section 15168 of the State CEQA Guidelines. A PEIR is the appropriate environmental document under CEQA for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the project consists of a long-term plan that would be implemented as a policy document guiding future development activities, and this PEIR includes a mitigation framework that would ensure mitigation would be implemented by future projects, a program approach is appropriate. The Final PEIR may serve as the environmental document for subsequent activities or implementing actions. If, in examining future actions for development within the City, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this Final PEIR, the City can approve the activity as being within the scope covered by the Final PEIR and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from the Final PEIR pursuant to State CEQA Guidelines Sections 15152, 15153, 15168, and 15183 (e.g., through the preparation of a Mitigated Negative Declaration, Addendum, or Supplemental or Subsequent EIR).

These Findings are made relative to the specific conclusions of the Final PEIR prepared for the project.

C. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the project;
- Comments received on the NOP;
- The Draft PEIR for the project;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review and comment period for the Draft PEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);

- All documents, studies, EIRs, or other materials incorporated by reference or cited to in the Draft PEIR and the Final PEIR;
- All supplemental documents prepared for the PEIR and submitted to the City Council prior to this hearing;
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings;
- City staff report prepared for this hearing related to the proposed project and any exhibits thereto;
- Project permit conditions; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The Draft PEIR and all related appendices were made available for review during the public review period at City Hall, located at 13220 Central Avenue, Chino, California. A copy of the Draft PEIR was also available for review at the Chino Branch Library, located at 13180 Central Avenue, Chino, California.

The Draft PEIR was also available for review on the City's Community Development Department website: https://www.cityofchino.org/591/Environmental-Documents.

D. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at City Hall, located at 13220 Central Avenue, Chino, California. The Community Development Department is the custodian of the administrative record for the project.

Copies of these documents, which constitute the Record of Proceedings, are, and at all relevant and required times have been and will be, available upon request at the offices of the Community Development Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and State CEQA Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The project would update the City's Adopted General Plan and would guide future land use decisions, providing a long-term vision for the City, guiding growth and development within the City and its Sphere of Influence, collectively known as the Planning Area, through the planning horizon year of 2045. 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 agency's judgment bears relation to

its planning" (California Government Code Section 65300). The City is located within San Bernardino County in the state 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.

The northern portion of the City is bisected by State Route (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. SR-71 generally forms the City's western boundary, providing connections to Pomona to the north and job centers in Orange County to the south via SR-91. SR-83, known locally as Euclid Avenue, generally forms the eastern boundary of the northern part of the City, providing connections to the City of Ontario to the north.

B. Project Description

The project would update the City's Adopted General Plan to incorporate strategies addressing multimodal mobility, environmental justice, climate vulnerability, and emergency evacuation, among other topics. The project would serve as the blueprint for the City's future and would focus on Key Opportunity Areas where change is foreseeable. These are generally areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. Outside of these Key Opportunity Areas, the 2045 General Plan would maintain the existing urban form and enhance the character and quality of life in the City's established neighborhoods and would support continued implementation of The Preserve Specific Plan. Key project components include the following:

- Four new land use designations are designed to promote a vibrant mix of uses in Key Opportunity Areas including a Regional Mixed Use (RMU) designation, a Boulevard Mixed Use (BMU) designation, a new Downtown (DT) land use designation, and a new Employment Mixed Use (EMU) designation.
- An updated circulation diagram with new roadway classifications for mixed-use boulevards and Downtown streets that emphasize walkability and roadway safety.
- Completion of the Pine Avenue Connector, linking SR-71 with Euclid Avenue.
- Strategies for effectively managing truck traffic to minimize conflicts with bicycles, pedestrians, and local traffic while optimizing access to the regional network.
- Establishing "good neighbor" policies and performance standards for light industrial and manufacturing uses, particularly where adjacent to residential neighborhoods. These policies and standards would govern screening, landscaping, architectural design, noise, air quality, traffic, and access.
- Streetscape improvements to improve bicycle/pedestrian safety and enhance walkability along segments of Riverside Drive, including wider sidewalks, landscaped buffers between pedestrians and traffic, the addition of bicycle lanes, and the conversion of the ends of some alleyways into pocket parks/plazas.

- A new Community Health and Environmental Justice Element with strategies to promote active, healthy lifestyles, reduce exposure to air pollution, mitigate urban heat in summertime, and improve roadway safety, particularly around schools and community centers.

- Strategies to incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the northern part of the city where there is a need for new parks and recreational spaces.

- Policy guidance for future uses on the former Ayala Park driving range, including providing on site food and beverage vending for game and event days and/or constructing a water park.

Additionally, it is envisioned that the project would provide direction for the repeal of the following three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the Zoning Code: the Central Avenue Specific Plan, the Eucalyptus Business Park Specific Plan, and the Spectrum Center Specific Plan. The Proposed Planning Area comprises a total of 20,626 acres (32.23 square miles) of both incorporated and unincorporated land bearing relation to the City's future growth.

The project would also modify the organizational structure of the Adopted General Plan. Some chapters were combined and renamed to better reflect community priorities identified through the process and to incorporate new requirements established in state law. The chapters of the project would be organized as follows:

- Introduction
- Land Use and Community Character
- Economic Development
- Infrastructure
- Parks, Recreation and Community Services
- Hazards, Safety, and Noise
- Health and Environmental Quality
- Implementation

C. Statement of Objectives

As described in Section 3.2 of the Final PEIR, the following objectives are identified for the project:

1. Promote a balanced community with a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

2. Focus future population, housing and employment growth into Key Opportunity Areas while preserving and enhancing the community's distinctive small town feel that comes from strong community bonds and a respect for the community's agricultural roots.

3. Position Downtown 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.

4. Revitalize older shopping centers and commercial corridors so that they feature a range of new uses to serve community needs and act as vital activity hubs and social gathering places that contribute to local character and quality of life.

5. Prioritize business attraction and retention to foster a strong, stable economy that welcomes innovation and promoting entrepreneurship.

6. Reinforce connections to the regional transportation network.

7. Strengthen the network of safe streets and multi-use trails that links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.

8. Enhance neighborhood livability by promoting active, healthy lifestyles with indoor and outdoor recreational amenities and by prioritizing clean air, water, fresh food, and community health.

9. Protect the community from natural hazards, build resilience to climate change, and promote emergency preparedness.

The City has considered the statement of objectives sought by the project and hereby adopts these objectives as part of the project.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

A. Notice of Preparation

In accordance with State CEQA Guidelines Section 15082, the City distributed an NOP of a Draft PEIR to the State Clearinghouse, local and regional responsible agencies, and other interested parties. The NOP was circulated for public comment on September 23, 2024, and a scoping meeting held on October 17, 2024. Comment letters received during the NOP review period are included in the Final PEIR as Appendix A.

B. Public Review of PEIR

The Draft PEIR for the project was prepared and circulated for review and comment by the public, agencies, and organizations for a public review period that began on June 20, 2025, and concluded on August 4, 2025. A Notice of Completion of the Draft PEIR was sent to the State Clearinghouse and the Draft PEIR was circulated to state agencies for review through the State Clearinghouse, Office of Planning and Research.

A Notice of Availability of the Draft PEIR for review was provided to organizations and parties expressing interest in the project, was posted on the City's website, and was published in a newspaper of general circulation. Comments submitted to the City during the public review of the Draft PEIR have received formal responses as required by CEQA. Those responses to comments have been incorporated into the Final PEIR.

C. Decision-Making Process

The project will be formally heard before the City Council on September 2, 2025, unless the same is continued or rescheduled subject to the provision of notice as required by law, when an ultimate disposition (approval/denial of the project and certification of the Final PEIR) will be determined.

IV. GENERAL FINDINGS

The City hereby finds as follows:

- Pursuant to State CEQA Guidelines Sections 15050 and 15051, the City is the Lead Agency for the project.
- The Draft PEIR and Final PEIR were prepared in compliance with CEQA, CEQA Guidelines, and any City CEQA Significance Determination Thresholds.
- The City has independently reviewed and analyzed the Draft PEIR and Final PEIR, and these documents reflect the independent judgment of the City.
- An MMRP has been prepared for the project, which the City has adopted or made a condition of approval of the project. That MMRP is incorporated herein by reference and is considered part of the Record of Proceedings for the project.
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures. The City will serve as the MMRP Coordinator.
- In determining whether the project has a significant impact on the environment, and in adopting these Findings pursuant to Public Resources Code Section 21081, the City has based its decision on substantial evidence and has complied with Public Resources Code Sections 21081.5 and 21082.2 and State CEQA Guidelines Section 15901(b).
- The impacts of the project have been analyzed to the extent feasible at the time of certification of the Final PEIR.
- The City reviewed the comments received on the Draft PEIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts associated with the project. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the Final PEIR.
- The responses to comments on the Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Draft PEIR, and do not result in new information being added to the Final PEIR which would require recirculation pursuant to CEQA Guidelines Section 15088.5(a).

- The City has made no decisions that constitute an irretrievable commitment of resources toward the project prior to certification of the Final PEIR, nor has the City previously committed to a definite course of action with respect to the project.

- Copies of all the documents incorporated by reference in the Draft PEIR and/or Final PEIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials.

- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the project and finds as stated in these Findings.

V. FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects[…]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects or programs and the feasible alternatives or feasible mitigation measures that will avoid or substantially lessen such significant effects. Public Resources Code Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects."

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects or programs for which EIRs are required. For each significant environmental effect identified in an EIR for a proposed project or program, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" (State CEQA Guidelines Section 15091(a)(1)). The second permissible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency" (State CEQA Guidelines Section 15091 (a)(2)). The third potential conclusion is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR" (State CEQA Guidelines Section 15091(a)(3)). Public Resources Code Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." State CEQA Guidelines Section 15364 adds another factor: "legal" considerations (see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however, where such changes are infeasible or where the exclusive jurisdiction and responsibility for modifying the project lies and has been implemented by another agency (State CEQA Guidelines Section 15091, subdivisions (a), (b), and (c)).

A. Legal Effects of Findings

To the extent that these Findings conclude that various design features incorporated into the program and mitigation measures outlined in the Final PEIR are feasible and have not been modified, superseded, or withdrawn, the City hereby binds itself to implement these design features and mitigation measures. These Findings, therefore, constitute a binding set of obligations that will come into effect when the City formally approves the project.

The project design features and adopted mitigation measures are included in the MMRP adopted concurrently with these Findings and will be effectuated both through the process of constructing and implementing the project.

VI. MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6 (a)(1), the City, in adopting these Findings, also concurrently adopts an MMRP. The program is designed to ensure that during project implementation, all responsible parties comply with the feasible mitigation measures identified below. The MMRP is described in the document entitled "Mitigation Monitoring and Reporting Program," included as Chapter 8 of the Final PEIR. The City will use the MMRP to track compliance with required mitigation measures. The MMRP will be available for the public to review by request during the mitigation compliance period, which is ongoing following program approval and through buildout of future projects implemented under the conditions of the program.

The MMRP will serve the dual purpose of verifying the completion of the mitigation measures for the program and generating information on the effectiveness of the mitigation measures to guide future decisions.

VII. SUMMARY OF IMPACTS

The Final PEIR contains an environmental analysis of the potential impacts associated with project implementation. The Final PEIR concludes that the project would have **no significant impacts and require no mitigation measures** associated with the following issues:

- Aesthetics (Issue 1-Scenic Vistas; Issue 2-Scenic Resources, Issue 3-Visual Character, and Issue 4-Light and Glare)
- Air Quality (Issue 4-Odors)
- Biological Resources (Issue 4-Wildlife Movement and Corridors, Issue 5-Habitat Conservation Planning, and Issue 6-Policies and Ordinances Protecting Biological Resources)
- Cultural and Tribal Resources (Issue 3-Human Remains)
- Geology and Soils (Issue 1-Seismic Hazards, Issue 2-Soil Erosion, Issue 3-Unstable Geology, Issue 4-Expansive Soils, and Issue 5-Septic Tanks)
- Hazards and Hazardous Materials (Issues 1-Transport, Use, or Disposal of Hazardous Materials, Issue 2-Accidental Release, Issue 3-Emissions Near a School, Issue 4-Hazardous

Material Sites, Issue 5-Airport Hazards, Issue 6-Emergency Response, and Issue 7-Wildland Fires)

- Hydrology/Water Quality (Issue 1-Water Quality Standards, Issue 2-Groundwater, Issue 3-Drainage Patterns/Storm Water Runoff, Issue 4-Flood Hazard, and Issue 5-Water Quality Control Plans)
- Land Use/Planning (Issue 1-Physically Divide an Established Community and Issue 2-Conflict with Applicable Plans and Policies)
- Noise (Issue 1-Increase in Ambient Noise: Railroad Noise, Issue 2-Vibration: Railroad/ Stationary Sources, and Issue 3: Aircraft Noise)
- Population and Housing (Issue 1-Population Growth and Issue 2-Displace People or Housing)
- Public Services and Recreation (Issue 1-Public Services, Issue 2-Increased Use of Parks/Recreational Facilities, and Issue 3-Construction/Expansion of Recreational Facilities)
- Transportation (Issue 1-Circulation System: Public Transit and Bicycle and Pedestrian Facilities, Issue 3-Hazards Due to a Design Feature, and Issue 4-Emergency Access)
- Utilities and Service Systems (Issue 1-Utility Infrastructure, Issue 2-Water Supply, Issue 3-Wastewater Treatment, Issue 4-Solid Waste Capacity, and Issue 5-Solid Waste Management)
- Wildfire (Issue 1-Emergency Response Plans, Issue 2-Wildfire, Issue 3-Infrastructure, and Issue 4-Flooding or Landslide)

The Final PEIR concludes that implementation of the project would result in **significant direct and/or cumulative impacts that would be mitigated to less than significant levels** with respect to the following issues:

- Biological Resources (Issue 1-Special Status Species, Issue 2-Sensitive Riparian Habitats, and Issue 3-Jurisdictional Wetlands and Waters) (Direct and Cumulative)
- Cultural and Tribal Resources (Issue 2-Archeological Resources and Issue 4-Tribal Cultural Resources) (Direct and Cumulative)
- Geology and Soils (Issue 6-Paleontological Resources) (Direct and Cumulative)
- Noise (Issue 1-Increase in Ambient Noise: Stationary Noise/Construction Noise (Direct and Cumulative)

The Final PEIR concludes that implementation of the project would result in **significant and unavoidable direct and/or cumulative impacts** with respect to the following issues:

- Air Quality (Issue 1-Air Quality Plans, Issue 2- Criteria Pollutants, and Issue 3-Sensitive Receptors) (Direct and Cumulative)
- Cultural and Tribal Cultural Resources (Issue 1-Historic Resources) (Direct and Cumulative)
- Greenhouse Gas (Issue 1-Greenhouse Gas (GHG) Emissions, Issue 2-Policies, Plans, and Regulations Intended to Reduce GHG Emissions) (Direct and Cumulative)
- Noise (Issue 1-Increase in Ambient Noise: Traffic Noise/Land Use Compatibility, Issue 2-Vibration: Construction) (Direct and Cumulative)
- Transportation (Issue 1-Circulation System: Roadway System and Issue 2-Vehicle Miles Traveled) (Direct and Cumulative)

VIII. LESS THAN SIGNIFICANT IMPACTS

The City finds the characterization of impacts in the Final PEIR with respect to issue areas identified as less than significant have been described accurately and would result in less than significant impacts as so described in the Final PEIR. This finding applies to the impacts evaluated in the Final PEIR and determined to be less than significant, as stated under Section VII.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

A. Impacts Mitigated to Less than Significant Levels: Findings Pursuant to State CEQA Guidelines Section 15091(a)(1)

1. Biological Resources

Significance Determinations Threshold 1: Sensitive Species

Pursuant to Issue 1, a significant impact would occur if the project resulted in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact

As described in Section 4.3.4 of the Final PEIR, buildout of the project would have the potential to directly and/or indirectly impact candidate, sensitive, or special status species. Potential direct impacts would include the removal of habitat through future development and redevelopment of project sites that support sensitive species. The project has been designed to minimize impacts to sensitive species by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, some sensitive species observations have occurred within the central and northern portions of the Planning Area, including within the Key Opportunity Areas.

Furthermore, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive species. Future development and redevelopment may also result in indirect impacts to sensitive plant or wildlife species due to excess noise, lighting, or runoff generated during construction of projects both within and outside the Key Opportunity Areas. Furthermore, project construction could result in direct impacts to nesting or migratory birds from the removal of mature trees and/or native vegetation within project areas during the typical bird breeding season (January 15 to September 15). Therefore, impacts to sensitive species would be potentially significant.

Mitigation Framework

The following mitigation measures would apply:

BIO-1: Biological Assessment and Mitigation

Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.

BIO-2: Nesting Birds

Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests.

If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measures BIO-1 and BIO-2 would require the identification of potential direct and indirect impacts to sensitive species and implement appropriate site-specific measures to reduce the impacts to below a level of significance. Implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts on sensitive and special status species to a less than significant level.

Reference

Final PEIR Section 4.3 Biological Resources

Significance Determination Threshold 2: Sensitive Riparian Habitats

Pursuant to Issue 2, a significant impact would occur if the project resulted in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact

As described in Section 4.3.5 of the PEIR, the majority of the land within the Key Opportunity Areas consists of urban/developed land. However, future development may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive natural communities and riparian habitat. Therefore, impacts to riparian and sensitive habitats would be potentially significant.

Mitigation Framework

See mitigation measure BIO-1.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure BIO-1 would require the identification of on-site biological resources and include specific avoidance, minimization, and mitigation measures for impacts to riparian and sensitive habitats. Implementation of mitigation measure BIO-1 would reduce impacts on riparian and sensitive habitats to a level less than significant.

Reference

Final PEIR Section 4.3 Biological Resources

Significance Determination Threshold 3: Jurisdictional Wetlands and Waters

Pursuant to Issue 3, a significant impact would occur if the project would result in a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact

As described in Section 4.3.6 of the Final PEIR, the project has been designed to minimize impacts to jurisdictional wetlands and waters by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with jurisdictional wetlands and waters. Therefore, impacts to jurisdictional wetlands and waters would be potentially significant.

Mitigation Framework

See mitigation measure BIO-1.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure BIO-1 would require identification of on-site biological resources and include specific avoidance, minimization, and mitigation measures for impacts on wetlands. Implementation of mitigation measure BIO-1 would reduce impacts on wetlands to a level less than significant.

Reference

Final PEIR Section 4.3 Biological Resources

2. Cultural and Tribal Cultural Resources

Significance Determination Threshold 2: Archaeological Resources

Pursuant to Issue 2, a significant direct and cumulative impact would occur if the project would result in a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5.

Impacts

As described in Section 4.4.6 of the Final PEIR, future development would be focused in urbanized areas and previous agricultural areas that have been disturbed and are therefore unlikely to possess native soil with intact buried archaeological resources. None of the Key Opportunity Areas possess known archaeological resources. Nonetheless, future development and redevelopment within the Planning Area would have the potential to impact undiscovered archaeological resources that have not been recorded or evaluated or may become eligible for listing in the future. Therefore, implementation of future projects could result in ground-disturbing activities within vacant land that could unearth unknown buried archaeological resources. Grading, excavation, and other ground disturbing activities associated with future development could expose buried archaeological resources and features. Therefore, impacts to archaeological resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

CUL-2: Cultural Resources Assessment

Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals:

1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations

2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material,

3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and

4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure CUL-2 would require project level surveys to determine the potential for archaeological resources, and if so determined, to include site-specific mitigation measures to reduce impacts on archaeological resources to a level less than significant. The implementation of mitigation measure CUL-2 would reduce impacts on cultural resources to a level less than significant.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

Significance Determination Threshold 4: Tribal Cultural Resources

Pursuant to Issue 4, a significant impact would occur if the project would result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is either:

- listed or eligible for listing in the California Register of Historical Resources, in a local register; or
- a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1 (c).

Impacts

As described in Section 4.4.8 of the Final PEIR, while much of the Key Opportunity Areas are urbanized or are former agricultural areas that have previously been disturbed, there is a potential for encountering undiscovered buried resources associated within Native American culture. The potential for intact tribal cultural deposits at depth exists at many locations where undocumented fill or alluvial deposition may mask buried resources, or in proximity to known recorded archaeological resources, which can also be tribal cultural resources as defined in CEQA (Public Resource Code Section 21074). The Native American Heritage Commission sacred lands search indicated the results are positive. Construction of future site-specific development and redevelopment under the project would have the potential to unearth unknown cultural resources, including religious or sacred uses. Where required under Assembly Bill 52, future site-specific development under the project would be subject to further consultation, which may identify unknown tribal cultural resources that have not been formally recorded during the consultation for the project. Nonetheless, grading or excavation

within native soils could also expose unknown buried tribal cultural resources and features, including sacred sites. Therefore, impacts to tribal cultural resources would be potentially significant.

Mitigation Framework

See mitigation measure CUL-2.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Where required under Assembly Bill 52, future projects would be required to consult with known Native American tribes resulting in further site-specific consideration of potential resources. Future projects would also implement mitigation measure CUL-2 requiring project level surveys to determine the potential for archaeological resources, and if so determined, to include site-specific mitigation measures to reduce impacts on tribal cultural resources to a level less than significant. Therefore, implementation of regulatory compliance and mitigation measure CUL-2 would reduce impacts on tribal cultural resources to a level less than significant.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

3. Geology and Soils

Significance Determination Threshold 6: Paleontological Resources

Pursuant to Issue 6, a significant impact would occur if the project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact

As described in Section 4.5.9 of the Final PEIR, the project has been designed to minimize impacts on paleontological resources by focusing future development and redevelopment within the Key Opportunity Areas, which consist primarily of developed land that has been disturbed previously and is unlikely to possess unknown paleontological resources. However, development throughout the broader Planning Area would have the potential to disturb native soils which may possess unknown paleontological resources. Therefore, impacts on paleontological resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

GEO-1: Paleontological Resources Evaluation

> Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure GEO-1 requires site-specific surveys of potential paleontological sensitivity, and if so determined, to include project-specific mitigation measures to reduce impacts on paleontological resources to a level less than significant. Implementation of mitigation measure GEO-1 would reduce impacts on paleontological resources to a level less than significant.

Reference

Final PEIR Section 4.5 Geology/Soils

4. Noise

Significance Determination Threshold 1: Increase in Ambient Noise: Stationary Noise/ Construction Noise

Pursuant to Issue 1, a significant impact would occur if the project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact (1c: Stationary Noise)

As described in Section 4.10.5 of the Final PEIR, land uses proposed under the project would be similar to land uses that currently exist within the Planning Area. Noise levels within the Planning Area are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, which would continue to be the primary source of noise under project buildout. Future development and redevelopment under the project would be required to comply with the City's Municipal Code and applicable policies in the Hazards, Safety, and Noise Element, which would reduce impacts associated with stationary sources of noise. However, because specific project details are not yet known, impacts associated with stationary sources of noise would be potentially significant.

Impact (1d: Construction Noise)

Implementation of the project may result in simultaneous construction of various development and redevelopment projects over the duration of project buildout. Future development and redevelopment under the project could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the Planning Area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be close to construction activities. hourly average noise levels would be approximately 83 A-weighted decibels [dB(A)] one-hour equivalent noise level (L_{eq}) at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 80 dB(A) L_{eq} at 70 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 70 feet of construction activities. The City regulates construction noise through Municipal Code Sections 9.40.060 and 15.44.030, which set noise standards for construction activities and limit construction to 7:00 a.m. and 8:00 p.m. Mondays through Saturday. Additionally, applicable policies in the Hazards, Safety, and Noise Element would require all construction activities to meet the City Municipal Code standards. Nonetheless, because construction activities may occur near noise sensitive land uses, and because noise disturbances could occur for prolonged periods of time or during noise sensitive hours of the day, construction noise associated with future site-specific projects could exceed the City's noise standards. Therefore, impacts related to construction noise would be potentially significant.

Mitigation Framework

The following mitigation measures would apply:

NOI-3: Stationary Noise

> Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating

walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.

NOI-4: Construction Noise

Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City:

- The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.
- Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses.
- Stockpiling shall be located as far as feasible from nearby noise sensitive land uses.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effects as identified in the Final PEIR to a level of insignificance.

Rationale

Implementation of mitigation measure NOI-3 would require site-specific noise studies to identify potentially significant project level noise impacts and implement reduction and mitigation measures to reduce impacts related to stationary noise to a level less than significant. Implementation of mitigation measure NOI-4 would require the inclusion of project-specific noise attenuation measures to reduce impacts related to construction noise to a level less than significant. Implementation of mitigation measures NOI-3 and NOI-4 would reduce noise impacts to a level less than significant.

Reference

Final PEIR Section 4.10 Noise

B. Impacts that Can Only be Mitigated to Less than Significant Levels by Another Jurisdiction: Findings Pursuant to State CEQA Guidelines Section 15091(a)(2)

No impacts that could only be mitigated to less than significant though the actions of another jurisdiction or public agency were identified in the Final PEIR.

C. Impacts that Would Remain Significant and Unavoidable Findings Pursuant to State CEQA Guidelines Section 15091(a)(3)

1. Air Quality

Significance Determination Threshold 1: Air Quality Plans

Pursuant to Issue 1, a significant impact would occur if the project would conflict with or obstruct the implementation of the applicable air quality plan.

Impact

The two principal criteria for evaluating conformance with an Air Quality Management Plan (AQMP) are (1) whether the project would exceed the assumptions in the AQMP and (2) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

Criteria 1: Exceed AQMP

As described in Section 4.2.5 of the Final PEIR, growth forecasting for the AQMP is based in part on the land uses established by local general plans, which would be the City's Adopted General Plan. The growth projections used by the South Coast Air Quality Management District (SCAQMD) to develop the AQMP emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the Southern California Association of Governments (SCAG) in the development of the regional transportation plans and sustainable communities strategy. When compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. This increase in development would also result in an increase in vehicle miles traveled (VMT). When compared to buildout of the Adopted General Plan, the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area. However, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

As shown in Tables 4.2-4a and 4.2-4b of the Final PEIR, buildout of the project would result in an increase in emissions of reactive organic gases (ROG), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and a decrease in emissions of nitrogen oxides (NO_X), carbon monoxide (CO), and sulfur oxides (SO_X) when compared to the existing condition. The decreases are mainly due to regulations that result in cleaner mobile sources over time. When compared to buildout under the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The increases in emissions of ROG and NOx would result in a conflict with the assumptions used to develop the AQMP. Therefore, because the project

would conflict with the implementation of the regional air quality strategy, air emissions associated with the adoption of the project could result in a cumulatively considerable effect on regional air quality, which would be considered potentially significant.

Criteria 2: Increase Air Quality Violations

The South Coast Air Basin (Basin) is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone (O_3) and $PM_{2.5}$ standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards. Because the project involves long-term growth associated with buildout of the Planning Area, cumulative emissions generated from operation of individual development projects would exceed the SCAQMD regional and localized thresholds (see Section 4.2.6.1 of the Final PEIR). Consequently, emissions generated during construction and operation of site-specific projects in addition to existing sources in the Planning Area are considered to cumulatively contribute to the nonattainment designations of the Basin. Future site-specific development and redevelopment would be required to implement best management practices at all construction sites consistent with SCAQMD rules and regulations, comply with California Code of Regulations, Title 13, Section 2449, which itself requires that nonessential idling of construction equipment be restricted to five minutes or less, and comply with California Code of Regulations, Title 24, and California Green Building Standards Code (CALGreen) mandatory measures the would require measures such as installing electric vehicle parking and increasing energy efficiency. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. Compliance with updated Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of improving air quality. Despite adherence to these goals, policies, and actions, buildout of the project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the ambient air quality standards or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the project would not be consistent with the AQMP, which would be considered a significant impact.

Mitigation Framework

The following mitigation measures would apply:

AQ-1: Construction Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts.

The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.
- During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.
- During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.
- During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.
- During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.
- During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust.
- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.
- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust.
- During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.
- During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.

- During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.

- During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads.

- During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.

AQ-2: Operational Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available California Emissions Estimator Model mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to:

- Demonstrate net zero energy expenditure.

- Implementation of transportation demand management measures.

- Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update.
- Expand and facilitate completion of planned networks of active transportation infrastructure.
- Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards.
- Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Buildout under the project would exceed the estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the Basin. Future discretionary projects would be reviewed for conformance with the goals, policies, and actions to reduce emissions within the Planning Area. Incorporation of General Plan goals, policies, and actions, as well implementation of mitigation measures AQ-1 and AQ-2 requiring project-specific air quality reports showing future project's compliance with relevant regulatory and site-specific mitigation measures to reduce criteria air pollutant emissions from construction and operation-related activities would recue significant impacts to the extent feasible. However, at this program level, site-specific development projects are not currently available, and there is a potential for construction and operational emissions to exceed the SCAQMD's significance thresholds. However, even with implementation of mitigation measures AQ-1 and AQ-2, impacts could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce impacts associated with inconsistency with the AQMP. The population and employment assumptions of the AQMP would continue to be exceeded until the AQMP is revised and incorporates the projections of the project. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

Significance Determination Threshold 2: Criteria Pollutants

Pursuant to Issue 2, a significant impact would occur if the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impact

Construction Emissions

As described in Section 4.2.6 of the Final PEIR, two construction scenarios were modeled to illustrate potential construction-related air quality impacts associated with future development under the project. These included a 383-unit multi-family project and a 171,289-square-foot light industrial project. For assessing the significance of the air quality emissions resulting during construction of the hypothetical projects, the construction emissions were compared to the SCAQMD Significance Thresholds. As shown in Table 4.2-5 of the Final PEIR, construction of the hypothetical projects would exceed the applicable threshold for VOC. This is due to the VOC content of architectural coatings. Additionally, if several future site-specific projects were to occur simultaneously, there is the potential to exceed significance thresholds. Therefore, construction emissions of criteria pollutants would be potentially significant.

Operational Emissions

At the program level, the analysis compares emissions generated by project buildout to emissions generated under buildout of the City's Adopted General Plan to determine if the emissions would exceed the emissions estimates included in the AQMP, and to determine whether it would obstruct attainment, or result in an exceedance of ambient air quality standards. As shown in Tables 4.2-4a and 4.2-4b of the Final PEIR, buildout of the project would result in an increase in emissions of ROG, PM_{10}, and $PM_{2.5}$ and a decrease in emissions of NO_X, CO, and SO_X when compared to the existing condition. When compared to the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The project would focus construction of new residential uses within Key Opportunity Areas, and this redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area, however, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

The regulations at the federal, state, and local levels provide a framework for developing project-level air quality protection measures for future site-specific projects that could be developed in the future. Compliance with updated Land Use and Community Character Element and Infrastructure Element goals, policies, and actions would serve to further support the City's goal of improving air quality. While individual site-specific projects may not exceed the SCAQMD regional significance thresholds, the scale and extent of emissions associated with buildout of the project may result in some instances where future development or redevelopment would exceed the relevant SCAQMD thresholds. Therefore, operational emissions of criteria pollutants would be potentially significant.

Mitigation Framework

See mitigation measures AQ-1 and AQ-2 above.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Buildout of the project would occur over a period of approximately 20 years or longer. Construction activities associated with buildout of the project could generate short-term emissions that exceed the SCAQMD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the Basin. Implementation of mitigation measure AQ-1 requiring project-specific air quality reports showing future project's compliance with relevant regulations and mitigation measure AQ-2 requiring site-specific mitigation measures would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for site-specific development and redevelopment projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. Therefore, despite adherence to mitigation measures AQ-1 and AQ-2, impacts associated with criteria pollutants could remain significant. There are no additional feasible mitigation measures available at this level of review, that would reduce the emission of criteria pollutants. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

Significance Determination Threshold 3: Sensitive Receptors

Pursuant to Issue 3, a significant impact would occur if the project would expose sensitive receptors to substantial pollutant concentrations.

Impact

As reflected in the California Air Resources Board (CARB) Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Specifically, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. Based on traffic modeling conducted for

the project, segments of SR-71 and SR-60 within the Planning Area currently carry more than 100,000 vehicles per day. The project has the potential for residential and mixed-use land uses to be located within 500 feet of these freeways. Specifically, these areas include the residential uses located adjacent to SR-71 between Schaefer Avenue and Riverside Drive, and residential and mixed-use land uses located adjacent to SR-60 between East End Avenue and Euclid Avenue. It is noted that CARB's position is that infill development, mixed-use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Measures are available that can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. However, the scale and extent of exposure of future development and redevelopment under the project to mobile sources of toxic air contaminants cannot be known at this time, and impacts would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Future projects would implement mitigation measure AQ-3, which would reduce exposure of sensitive receptors to mobile source toxic air contaminants (TACs) to the extent feasible. However, site-specific development plans are not currently available, and there is a potential for TAC exposure

to remain. Therefore, despite the application of CARB guidance, regulatory compliance, and adherence to mitigation measure AQ-3, impacts associated with exposure of sensitive receptors to mobile source TACs could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce the potential for TAC exposure. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

2. Cultural Resources

Significance Determination Threshold 1: Historic Resources

Pursuant to Issue 1, a significant direct and cumulative impact would occur if the project would result in a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5.

Impacts

As described in Section 4.4.5 of the Final PEIR, two Key Opportunity Areas have historic resources located within their boundaries. The Downtown Key Opportunity Area has four resources (Gray Building, First National Bank, Opera House, and Chino Valley Champion), and the Euclid/Bickmore Key Opportunity Area includes a property that was once part of the San Bernardino County Dairy Preserve. The four resources within the Downtown opportunity area are listed as significant resources by the Chino Valley Historical Society and the resource in the Euclid/Bickmore opportunity area has been recommended a significant resource under the National Register of Historic Places and the California Register of Historical Resources. Although there are no site-specific plans that would affect an identified historic resource, future site-specific development, both within the Key Opportunity Areas and outside of those areas, would have the potential to impact known historic or potentially historic resources, including unrecorded historical resources that have not been evaluated or may become eligible for listing in the future. Furthermore, development within vacant lands may result in indirect impacts to the visual and setting integrity to significant historic resources. Therefore, impacts on historical resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

CUL-1: Historic Evaluation

Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The

evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Implementation of the mitigation measure CUL-1 requires site-specific surveys of potentially historic structures would potentially reduce impacts on historic resources to a level less than significant. However, site-specific development plans are not currently available, and there is a potential for future construction to impact historic resources. Therefore, impacts associated with historic resources could remain significant. There are no additional feasible mitigation measures available at this program level to ensure that every future project could fully mitigate potentially significant impacts. Therefore, impacts on historic resources would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

3. Greenhouse Gas

Significance Determination Thresholds 1: GHG Emissions

Pursuant to Issue 1, a significant impact would occur if the project resulted in GHG emissions that may have a significant impact on the environment.

Impact

As described in Section 4.6.5 of the Final PEIR, buildout of the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types in comparison to buildout of the Adopted General Plan. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to

buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area; however, the increase in commercial and light industrial uses would lead to an increase in all other sources emissions. The modeled reduction in VMT indicates that the project would be a more efficient plan than the Adopted General Plan in terms of vehicular trips. The updated Infrastructure Element includes goals, policies, and actions that promote reduced mobile source emissions and reduced VMT. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the anticipated growth and corresponding GHG emissions would exceed the assumptions used in the City's Climate Action Plan (CAP). Therefore, impacts related to GHG emissions would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

GHG-1: Greenhouse Gas

All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions.

Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options:

1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or

2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or

3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Although project implementation would support CAP goals to reduce GHG emissions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Implementation of mitigation measure GHG-1 requiring future site-specific projects to demonstrate consistency with the CAP. However, site-specific development plans are not currently available, and there is a potential for GHG emissions to exceed City and regional significance thresholds. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with GHG emissions could remain significant. There are no additional feasible mitigation measures available at this level of review, to ensure CAP consistency. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.6 Greenhouse Gas Emissions

Significance Determination Thresholds 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions

Pursuant to Issue 2, a significant impact would occur if the project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Impact

As detailed in Section 4.6.6 of the Final PEIR, the City has adopted a CAP that includes measures and strategies to achieve a reduction goal of 46 percent below 2008 levels by 2030 which is in line with statewide goals. Implementation of the project would support the CAP's goals by reducing VMT and focusing housing within Key Opportunity Areas. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals,

policies, and actions of the project. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP. Therefore, impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs would be potentially significant.

Mitigation Framework

See mitigation measure GHG-1.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Future development would be reviewed for consistency with the City GPU policies that reflect the City's goal of reducing GHG emissions to achieve carbon neutrality, consistent with state GHG reduction targets, as well as applicable rules and regulations pursuant to the Energy and Green Building Codes. Future projects would implement mitigation measure GHG-1 which requires projects with the potential for GHG emissions to exceed the SCAQMD thresholds to prepare a technical assessment evaluating potential project GHG impacts. The technical assessment would include recommendations for design and/or mitigations measures to reduce GHG emissions to acceptable levels. Although project implementation would support citywide goals to reduce GHG emissions and the GPU includes goals and polices to support GHG emission reductions, the project does not include a quantified GHG emission reduction strategy to ensure statewide emission goals can be achieved by 2045. Although project implementation would support CAP goals to reduce GHG emissions, the project would conflict with implementation of the CAP and, despite application of the proposed mitigation framework, does not ensure statewide emission goals can be achieved by 2045. Implementation of mitigation measure GHG-1 would ensure future project consistency with the City's CAP. However, site-specific development plans are not currently available, and there is a potential for project emissions to exceed the assumptions used in the City's CAP creating a conflict with the City's GHG reduction plan. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce the potential conflict relating to GHG emissions. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.6 Greenhouse Gas Emissions

4. Noise

Significance Determination Threshold 1: Noise Generation: Traffic Noise

Pursuant to Issue 1, a significant impact would occur if the project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact (1a: Traffic Noise)

As detailed in Section 4.10.5 of the Final PEIR, long-term traffic noise that affects sensitive land uses would be considered substantial and constitute a significant noise impact if the project would:

- Increase noise levels by 5 decibels (dB) or more where the no project noise level is less than 60 community noise equivalent level (CNEL);
- Increase noise levels by 3 dB or more where the no project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no project noise level is greater than 65 CNEL.

The noise analysis is based on the baseline year 2024 condition and future year 2045 condition traffic volume data. Without the project, existing noise levels range from 50.5 to 75.8 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 79.4 to 85.3 CNEL at 100 feet from the freeways. With the project, future noise levels are expected to range from 47.5 to 77.7 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 80.9 to 85.9 CNEL at 100 feet from the freeways. Traffic noise level impacts would exceed the noise level increase thresholds along 34 roadway and freeway segments. Based on the significance criteria for off-site traffic noise, land uses adjacent to these study area roadway segments would experience a significant noise level increases due to the project-related traffic as compared to the existing traffic noise levels. Therefore, impacts related to increases in traffic noise would be potentially significant.

Impact (1b: Land Use Compatibility)

As detailed in Section 4.10.5 of the Final PEIR, noise levels for residential uses are normally acceptable up to 65 CNEL, conditionally acceptable with noise levels from 65 to 70 CNEL, normally unacceptable with noise levels from 70 to 75 CNEL, and clearly unacceptable above 75 CNEL. Compatibility levels for other land uses are generally greater than those for residential land uses. Noise sensitive land uses that are developed near higher-volume roadways could experience noise levels exceeding the City's noise compatibility standards, particularly those uses located near freeways. Future development and redevelopment under the project would be subject to applicable policies in the Hazards, Safety, and Noise Element. However, traffic noise would likely remain at levels that would

exceed exterior and interior standards. Therefore, impacts related to land use compatibility would be potentially significant.

Mitigation Framework

NOI-1: Exterior Noise Analysis

Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

NOI-2: Interior Noise Analysis

Prior to the issuance of building permits, site-specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Implementation of mitigation measures NOI-1 and NOI-2 requiring project-specific exterior and interior noise studies to ensure project compliance with City noise standards and regulations would reduce noise exposure for future development to the extent feasible. However, site-specific development plans are not currently available, and there is a potential for noise to exceed the City's noise standards. There are no additional feasible mitigation measures available at this level of review. Therefore, despite adherence to mitigation measures NOI-1 and NOI-2, impacts associated with increases in ambient noise related to traffic and land use compatibility would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.10 Noise

Significance Determination Threshold 2: Groundborne Noise and Vibration - Construction

Pursuant to Issue 2, a significant impact would occur if the project would result in generation of excessive groundborne vibration or groundborne noise levels.

Impact (2a: Construction)

As detailed in Section 4.10.6 of the Final PEIR, construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs close to structures. As shown in Table 4.10-8, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the Federal Transit Administration criteria for architectural damage (e.g., 0.12 peak particle velocity [PPV] for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Construction details and equipment for future site-specific projects is not known at this programmatic level of analysis. Therefore, impacts related to groundborne vibration and noise during construction would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

NOI-5: Construction Vibration

> Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Implementation of mitigation measure NOI-5 requires application of specific vibration reduction measures which would reduce exposure to construction vibration to the extent feasible. However, at this program level of review, site-specific development projects are not currently available, and there is a potential for construction vibration to exceed the applicable standards. There are no additional feasible mitigation measures available at this level of review. Therefore, despite adherence to mitigation measure NOI-5, impacts associated with construction vibration would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.10 Noise

5. Transportation

Significance Determination Threshold 1: Circulation System: Roadway System

Pursuant to Issue 1, a significant impact would occur if the project would conflict with a plan, ordinance, or policy addressing the circulation system.

Impact

As detailed in Section 4.13.5 of the Final PEIR, the Transportation Analysis completed for the project forecast daily traffic volumes for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The Transportation Analysis identified that under buildout of the project, all roadways would operate at a Level of Service (LOS) D or better, except for the following:

- Kimball Avenue from Mill Creek Avenue to Main Street (LOS F)
- Pine Avenue from El Prado Road to Euclid Avenue (LOS E)

The Transportation Analysis determined that roadway segment operations under the project would be better compared to the Adopted General Plan, under which a third roadway segment, Chino Hills Parkway from West City Limit to Monte Vista Avenue would also operate at LOS E. The project would result in improved circulation along this segment because it would upgrade the classification of Chino Hills Parkway from a Primary Arterial to a Major Arterial. However, notwithstanding future

implementation of Policy INF-2.4, the segments of Kimball Avenue and Pine Avenue identified above, are projected to operate unacceptable levels because roadway widenings may be infeasible at these locations due to adjacent land uses, capital improvement costs, and other modes the street serves (like bicycles and pedestrians). Therefore, these two roadway segments would operate at unacceptable levels under the project resulting in a conflict with City circulation standards. Therefore, impacts related to conflicts with the circulation plan related to the roadway system would be potentially significant.

Mitigation Framework

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E).

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E). Therefore, impacts to roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E) would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Chapter 4.13 Transportation

Significance Determination Threshold 2: Vehicle Miles Traveled

Pursuant to Issue 2, a significant impact would occur if the project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).

Impact

As detailed in Section 4.13.6 of the Final PEIR, the Transportation Analysis completed for the project conducted a VMT forecast for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The VMT forecast was based on the Origin/Destination (OD) method using VMT per service population (SP) within the County of San Bernardino jurisdictional boundary. The Transportation Analysis determined that buildout of the

project would generate 42.7 OD VMT/SP, slightly less than the 43.3 OD VMT/SP generated by buildout of the Adopted General Plan.

However, as described in greater detail in Section 4.13.6 of the Final PER, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate levels of VMT that would exceed the applicable threshold until the cumulative condition is reached.

Although the Transportation Analysis determined that the project would reduce VMT compared to buildout of the Adopted General Plan, using the best tool available in San Bernardino County, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT within the Planning Area. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate VMT that would exceed the applicable threshold until the cumulative condition is reached. Therefore, impacts related to projected VMT generated under buildout of the project would be potentially significant.

Mitigation Framework

No feasible mitigation exists to reduce VMT.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

No feasible mitigation exists to reduce VMT. Therefore, impacts related to VMT would remain significant and unavoidable at this program level of review.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Chapter 4.13 Transportation

X. FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the State CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice."

The objectives of the project are stated above in Section II.C. Statement of Objectives.

The City Council must consider the feasibility of any alternatives to the project, evaluating whether these alternatives could avoid or substantially lessen significant environmental effects while achieving most of the objectives of the program. The Final PEIR includes an analysis of three alternative program scenarios: No Project (Adopted General Plan) Alternative, Redistributed Housing Alternative, and the Increased Downtown Development Alternative.

A. No Project (Existing General Plan) Alternative

Under the No Project Alternative, the comprehensive update to the General Plan to address new state law and emerging issues and establish a planning and policy framework that extends to a horizon year of 2045 would not occur. Growth in the and development within the City and its Sphere of Influence, collectively known as the Planning Area, would continue to be guided by the existing land use and zoning established in the Adopted General Plan. The No Project Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be greater under the No Project Alternative because buildout of the adopted General Plan would generate a greater amount of VMT and future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Similarly, impacts related to energy, hazards and hazardous materials, hydrology and water quality, and wildfire would remain less than significant, but would be greater than the project because future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Furthermore, the No Project Alternative would not meet any of the project objectives.

Finding

The City Council, having reviewed and considered the information contained in the Final PEIR, rejects the No Project (Existing General Plan) Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet any of the project objectives; (2) the alternative fails to avoid or reduce the project's significant and unavoidable impacts; (3) the alternative would result in increased impacts related to air quality, GHG, noise, and transportation; and (4) future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts.

B. Redistributed Housing Alternative

The Redistributed Housing Alternative would transfer planned housing from interior locations within the Planning Area to the Philadelphia-Central Key Opportunity Area and the Spectrum Center located closer to SR-60 and SR-71. Both of these locations possess underutilized regional shopping centers that could be converted to new uses. Nearly 90 percent of employed City residents commute

to jobs in other communities each day. These commute trips are predominantly made by single occupant vehicles, starting on local roadways in the City, and then continue onto SR-60 and SR-71 to employment centers in Los Angeles and Orange counties. In the post-pandemic context with decreasing demand for suburban office space and an increase in remote work, projected demand for office space is limited within the City. Therefore, in order to reduce VMT per capita and address the significant impacts related to air quality, GHG emissions, noise, and transportation under the project, this alternative would increase the capacity for housing within the Philadelphia-Central Key Opportunity Area and the Spectrum Center, located immediately adjacent to SR-60 and SR-71. To achieve this goal, The Redistributed Housing Alternative would remove the existing Mixed Use and Affordable Housing Overlay from sites located along Riverside Drive, Ramona Avenue, and Schaefer Avenue within interior segments of the Planning Area and increase the housing capacity within the Philadelphia-Central Key Opportunity Area and the Spectrum Center by a commensurate amount.

Under the project, both the Philadelphia-Central Key Opportunity Area and the Spectrum Center were assigned the Regional Mixed Use land use designation, which permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and City residents, together with multi-family housing, where permitted under zoning. Under the Redistributed Housing Alternative, the Philadelphia-Central Key Opportunity Area and the Spectrum Center would retain the future Regional Mixed Use land use designation and would see an increase in the allowance for residential development.

Overall, buildout of this alternative through 2045 would result in the same number of new housing units and jobs as under the project. Changes compared to the project would be limited to an increase of 1,055 more housing units within the Philadelphia-Central Key Opportunity Area and the Spectrum Center that would be assigned the Mixed Use and Affordable Housing Overlay designation. Approximately 67 percent of these housing units would be transferred to the Philadelphia-Central Key Opportunity Area and the remaining 33 percent would be transferred to the Spectrum Center. The intent is to foster denser mixed-use nodes near the freeways in order to reduce commute trip length and promote active transportation for daily needs and recreation, while also supporting the vitality of existing retail in the regional centers consistent with the project objectives. It should be noted that both of these locations were identified as suitable for receiving additional housing through development of the City's 2021-2029 Housing Element. Subject to a successful Measure M vote, this alternative would seek to increase the number of units on, and adjacent, to sites that have already received the Mixed Use or Affordable Housing Overlay. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

The Redistributed Housing Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be incrementally less under the Redistributed Housing Alternative because redistributing planned housing to the Philadelphia Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Therefore, impacts related to all other environmental categories would remain the same as under the project.

Finding

The City Council rejects the Redistributed Housing Alternative because it would not meet the project objectives as well as the preferred alternative. The Redistributed Housing Alternative would not revitalize existing shopping centers and would not be as compact development footprint in comparison to the preferred alternative.

C. Increased Downtown Development Alternative

The Increased Downtown Development Alternative would focus more development in the centrally located Downtown Key Opportunity Area in order to promote a more compact development pattern that could reduce the need for vehicular travel. To accomplish this goal, the City would adopt a new Downtown Mixed Use zoning district in the Downtown Key Opportunity Area, creating capacity for 1,250 new housing units and 60,000 square feet of commercial development beyond the project, potentially including retail, restaurant, office, and entertainment uses. This alternative would go beyond the project by permitting additional residential and non-residential development capacity with a view to creating a vibrant downtown in the center of the Planning Area, consistent with project objectives. Policies in the Land Use and Community Character Element intended to preserve and protect historic buildings and structures and foster a heritage theme in new development would still apply under this alternative. Overall, this alternative would result in approximately 40,445 homes and 63,775 jobs in the Planning Area by 2045. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

The Increased Downtown Development Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation may be incrementally greater under the Increased Downtown Development Alternative because this alternative may on balance result in a slight increase in VMT within the Planning Area. Impacts related to all other environmental categories would remain the same as under the project.

Finding

The City Council rejects the Increased Downtown Development Alternative because it may incrementally increase impacts related to air quality, GHG, noise, and transportation in comparison to the preferred alternative.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and Section 15093 of the State CEQA Guidelines, when the lead agency approves a project that may result in significant effects that are identified in the Final EIR, but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the FEIR and/or other information in the record.

The City has adopted Findings Regarding Significant Effects for the project, which conclude that the project will have the following significant effects that are unavoidable even after incorporation of feasible mitigation measures: air quality, historic resources, GHG, noise, and transportation. The City has balanced the project's benefits against these unavoidable significant effects and determined that

they are acceptable due to each of the specific economic, legal, social, technological, or other benefits listed below which will result from approval and implementation of the project. All benefits are based on the facts in the CEQA Findings Regarding Significant Effects, the Final PEIR, and the record of proceedings for this project. Each of these benefits is a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit will occur and justifies project approval, the City determines that it would stand by its determination that the remaining benefits is or are sufficient to warrant project approval.

Overriding Benefits

The City therefore finds that for each of the significant impacts which are subject to a finding under Public Resources Code Section 21081(a)(3), that each of the following social, economic, and environmental benefits of the project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. Housing Benefits

    - The project would facilitate the construction of housing at varying affordability levels to meet the needs of current and future residents, including residents with varying income levels, seniors, persons with disabilities, large households, single-parent households, or people experiencing homelessness or at risk of homelessness.
    - The project would increase the City's affordable housing supply, including areas with access to employment centers, community facilities and services, retail, schools, and other amenities.
    - The project would address long-term goals of providing affordable housing in the City.

2. Benefits of Compliance with State Housing Law/Regional Housing Needs Allocation Compliance

    - The project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated Regional Housing Needs Allocation (RHNA) allocation of 6,978 units.

3. Land Use Benefits

    - The project will comply with state requirements and will provide a long-term plan that would be implemented as a policy document guiding future development activities within the Planning Area.
    - The project will address the continuing change, growth, and development of the City through 2045 and will provide a public policy framework for the future of the City.
    - The project will comply with the state requirement that all counties and cities "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning."

XII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

A. Growth Inducement

The PEIR evaluated the potential for the project to induce growth consistent with the requirements of Section 15126.2(e) of the CEQA Guidelines. Based on the discussion presented in Section 5.3 of the Final PEIR, the City finds that the project would not result in significant growth-inducing impacts. Implementation of the project would not induce direct population and housing growth in the City. The project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated RHNA allocation of 6,978 units. Because the housing assessment in the RHNA is based on SCAG's projections, future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 6,978 units as well as accommodate future population growth and housing needs projected in SCAG's growth projections. Furthermore, the project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Therefore, the City finds, consistent with the Final PEIR, that the project would accommodate projected population growth and would not be considered growth inducing.

The project does not propose or provide direct development rights to new major retail, commercial, or employment centers that would encourage substantial economic or employment growth. Rather, the project has developed a land use plan that includes future commercial and retail uses that would accommodate projected growth within the Planning Area. Therefore, future economic and employment growth associated with the project would not induce growth.

B. Significant Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to address any significant irreversible environmental changes that may occur because of project implementation. Consistent with the analysis in Section 5.2 of the Final PEIR, the City finds that implementation of the project would result in significant irreversible impacts to non-renewable resources. Construction and operation of future site-specific development would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses. These resources include (but are not limited to) lumber and other forested products; sand and gravel; asphalt; petrochemical construction materials; steel, copper, lead, other metals; and water. However, through required compliance with the building code in effect at the time of development, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources.

Additionally, the City finds, consistent with the Final PEIR, that the project would not result in secondary impacts from environmental changes resulting from the construction of new infrastructure. This is because the project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized

land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Future development outside of the Key Opportunity Areas would occur in areas that are already served by infrastructure and would not require extensions into unserved portions of the Planning Area.

XIII. DECISION AND EXPLANATION REGARDING RECIRCULATION OF THE EIR

Pursuant to the CEQA Guidelines, Section 15088.5(a), an agency is required to recirculate a Draft EIR when significant new information is added to the Draft EIR after public review of the Draft EIR, but before certification. Significant new information can include changes in the project or environmental setting, as well as additional data or other information. New information added to a Draft EIR is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including feasible alternatives) that the project's proponents have declined to implement. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

As described in the CEQA Guidelines Section 15088.5(a), "Significant new information" requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043).

The City hereby finds that recirculation of the Draft PEIR is not required for the following reasons:

Changes to the Draft PEIR were made to clarify, correct, or add to the environmental impact analysis for the proposed project. Such changes are a result of public review comments and/or further review of the Draft PEIR. <u>The changes do not constitute significant new information that would alter the outcome of the environmental analysis or require recirculation of the document</u>.

All feasible mitigation measures and alternatives have been identified that could reduce environmental impacts. No feasible project alternatives or mitigation measures have been identified that would clearly lessen environmental impacts of the project, and no major flaws or inadequacies have been identified in the PEIR based on comments received from public review. Therefore, consistent with State CEQA Guidelines 15088.5, recirculation of the PEIR is not required.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

ERRATA

ERRATA

Chino 2045 General Plan Update
Program Environmental Impact Report
SCH #2024090833

This Errata has been prepared for the Final Program Environmental Impact Report (PEIR) to summarize changes since public review of Draft PEIR that began on June 20, 2025, and concluded on August 4, 2025. Changes were made to the Final PEIR both in response to comments received on the Draft PEIR and as minor changes initiated by City of Chino (City) staff to clarify or correct information the Chino 2045 General Plan Update (project). Changes made to the Final PEIR in response to comments received on the Draft PEIR are presented first, followed by a summary of changes to the text of General Plan Update elements initiated by City staff that did not result in changes to the Final PEIR.

Executive Summary

Table S-1, mitigation measure AQ-3, was revised on page S-10 to clarify that building plans would be submitted specifically to the City Development Services Department:

Table S-1
Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.2 Air Quality			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.	**AQ-3: Health Risk Assessment** For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.	

2.0 Environmental Setting

Section 2.1.3 was revised on page 2-3 to clarify that Prado Regional Park is 2,200 acres in size.

4.1 Aesthetics

Section 4.1.1.3 was revised on page 4.1-6 to clarify that Prado Regional Park is 2,200 acres in size.

4.2 Air Quality

Section 4.2.2.4(b) was revised on page 4.2-21 to reflect an update to Policy INF-4.11:

- Policy 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.

Section 4.2.3.1(b) was revised on page 4.2-25 to clarify the following regarding South Coast Air Quality Management District's Final Localized Significance Threshold (LST):

> The LST Methodology includes screening tables that may be used for projects that are five acres or less in size. Project-specific air dispersion modeling may be necessary for projects that are greater than five acres in size, involve a substantial source of emissions, or are located near sensitive receptors.

Section 4.2.6.1(b) was revised on page 4.2-36 to clarify the following regarding construction emissions:

> Additionally, due to CARB's ongoing implementation of off-road emission standards, cleaner construction equipment would be available in the future. Potential amendments to the off-road diesel engine standards include Tier 5 rulemaking which would reduce NO_X and particulate matter emissions beyond the Tier 4 final emission standards. A September 2020 state executive order also requires CARB to develop and proposed a transition to zero

emissions by 2035. Future construction activities would be required to comply with all applicable regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding toxic air emissions during construction:

Further, as discussed in Section 4.2.6.1(a) above, future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding stationary sources of toxic air emissions:

Furthermore, future site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

4.2.7.3 Mitigation

Section 4.2.7.3, mitigation measure AQ-3, was revised on page 4.2-42 to clarify that building plans would be submitted specifically to the City Development Services Department:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.

4.6 Greenhouse Gas Emissions

Section 4.6.2.3(e) was revised on page 4.6-25 to reflect an update to Policy INF-4.11:

- Policy 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.

4.9 Land Use

Section 4.9.1.1 was revised on page 4.9-2 to clarify that Prado Regional Park is 2,200 acres in size.

4.12 Public Services and Recreation

Section 4.12.1.4 was revised on page 4.12-5 to clarify that Prado Regional Park is 2,200 acres in size.

Section 4.12.2.2(e) was revised on page 4.12-15 to reflect an update to Policy PRC-1.8:

- Policy 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.

4.13 Transportation

Figure 4.13-1 has been revised on page 4.13-2 to correctly present roadway classifications on the proposed circulation network. See revised Figure 4.13-1 below.

Figure 4.13-2 has been revised on page 4.13-5 to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue. See revised Figure 4.13-2 below.

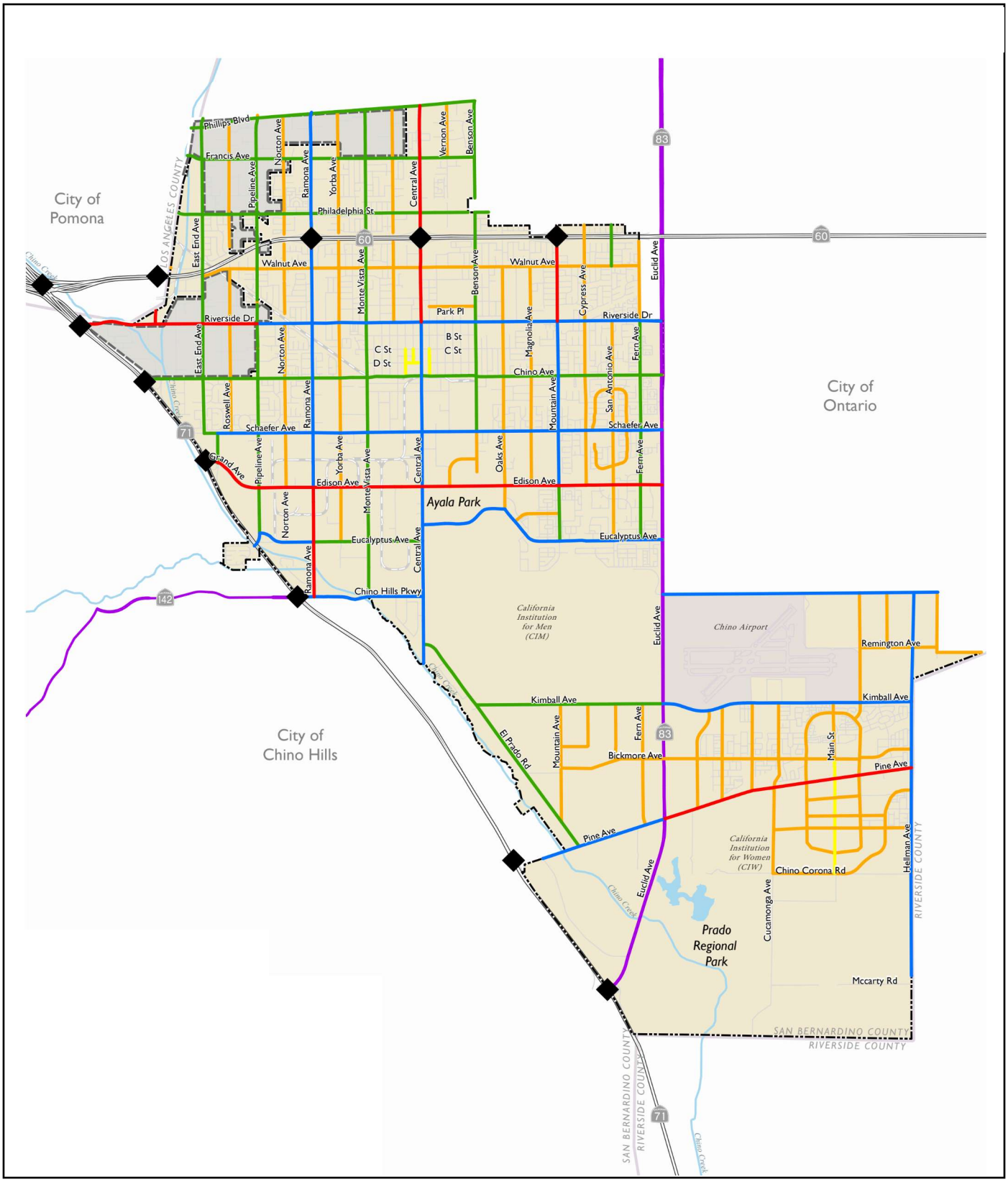
Figure 4.13-3 has been revised on page 4.13-7 to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-3 below.

Section 4.13.2.3(d) was revised on page 4.13-16 to reflect an update to Policy INF-4.11:

- Policy 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.

Figure 4.13-4 has been revised on page 4.13-21 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. Figure 4.13-4 has also been revised to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue and to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-4 below.

Table 4.13-1 has been revised on page 4.13-23 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. See revised Figure 4.13-4 below.



Classification

- Freeway
- Expressway
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Collector
- Downtown
- Interchange
- City of Chino
- Sphere of Influence

0 Miles 1.5

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FIGURE 4.13-1
Proposed Circulation Network

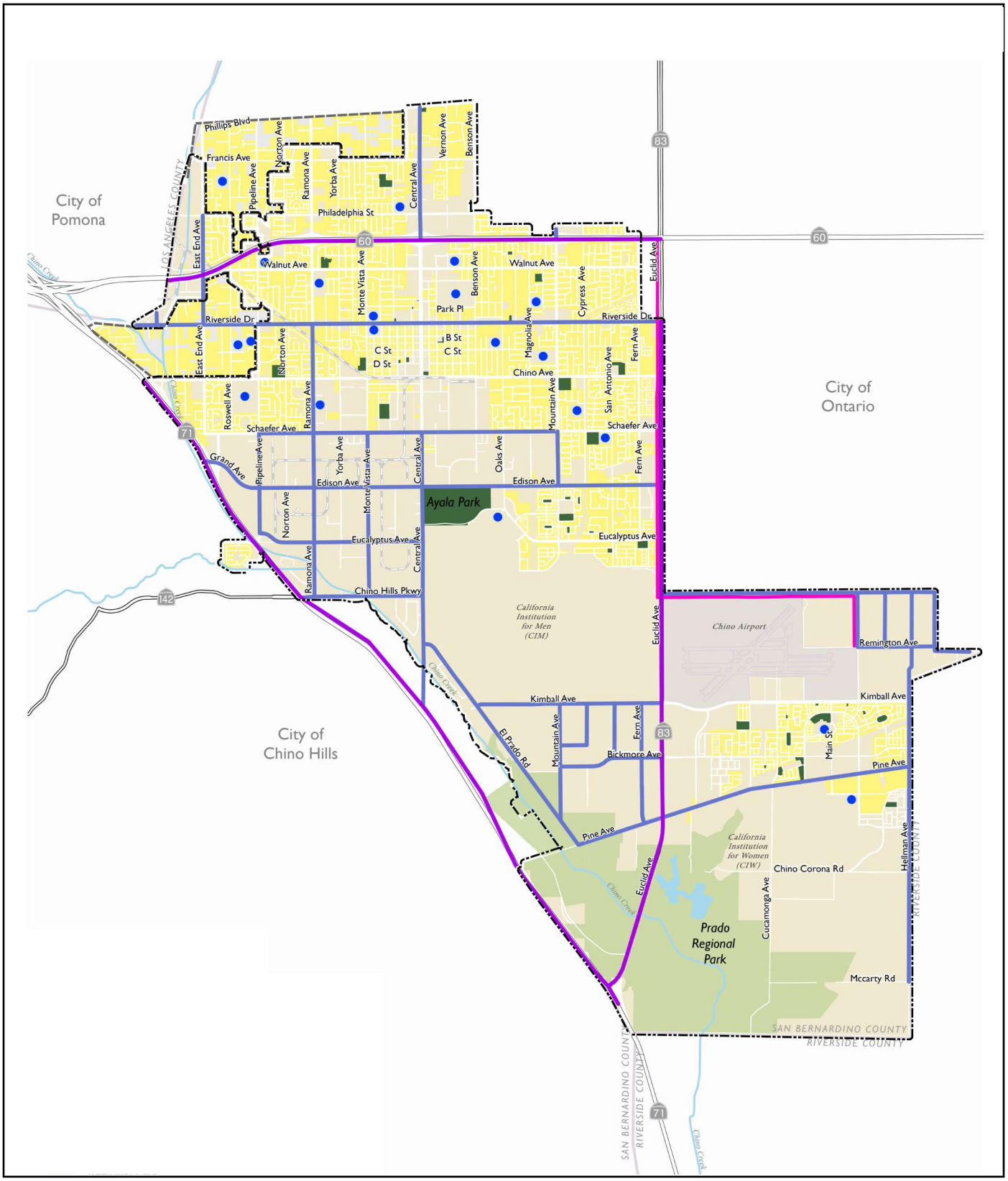

FIGURE 4.13-2
Designated Truck Routes

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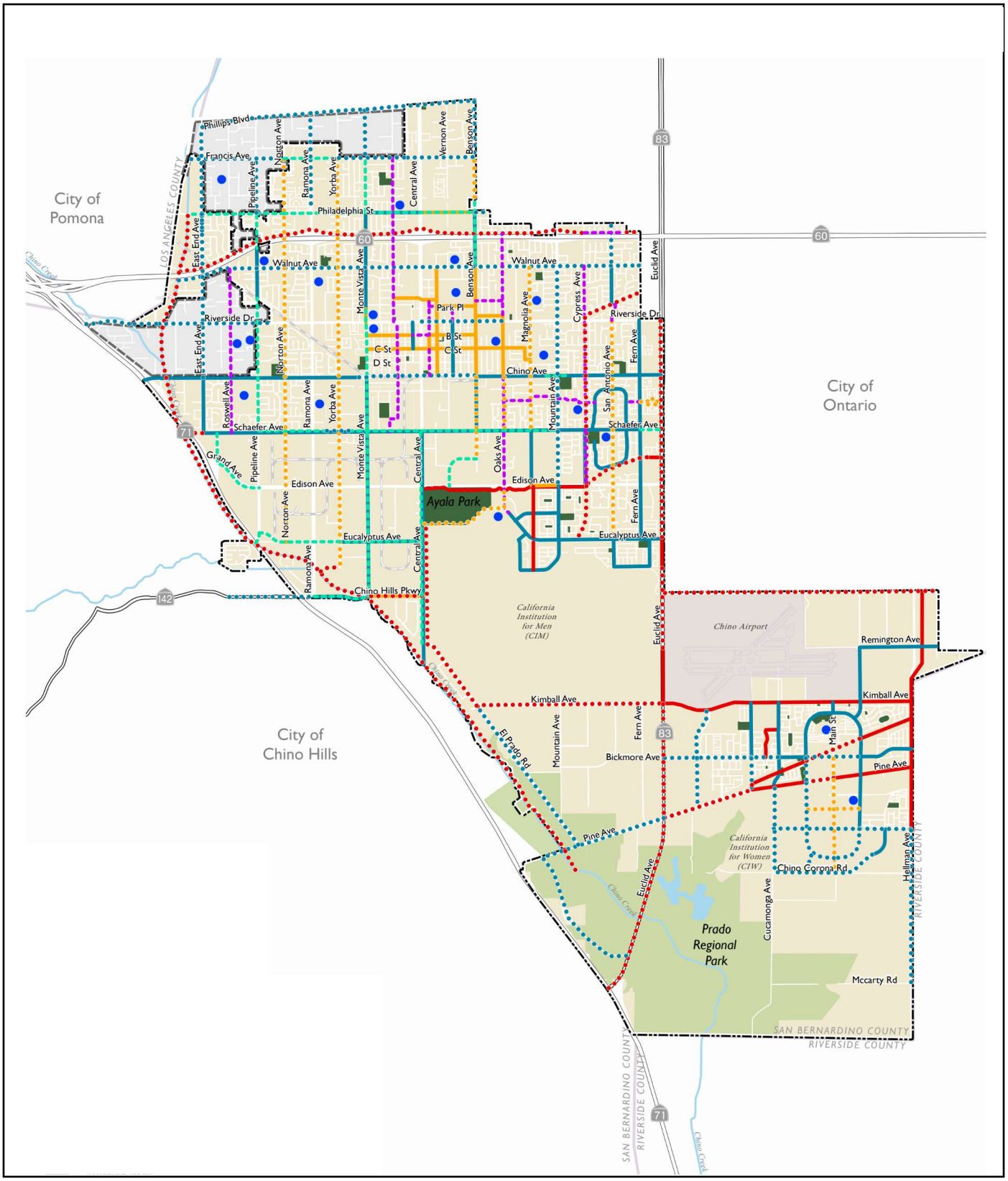

Existing Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes

Proposed Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IV Protected Bike Lanes/Cycle Tracks
- Bicycle Boulevards

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

0 Miles 1.5

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FIGURE 4.13-3
Existing and Proposed Bicycle Network

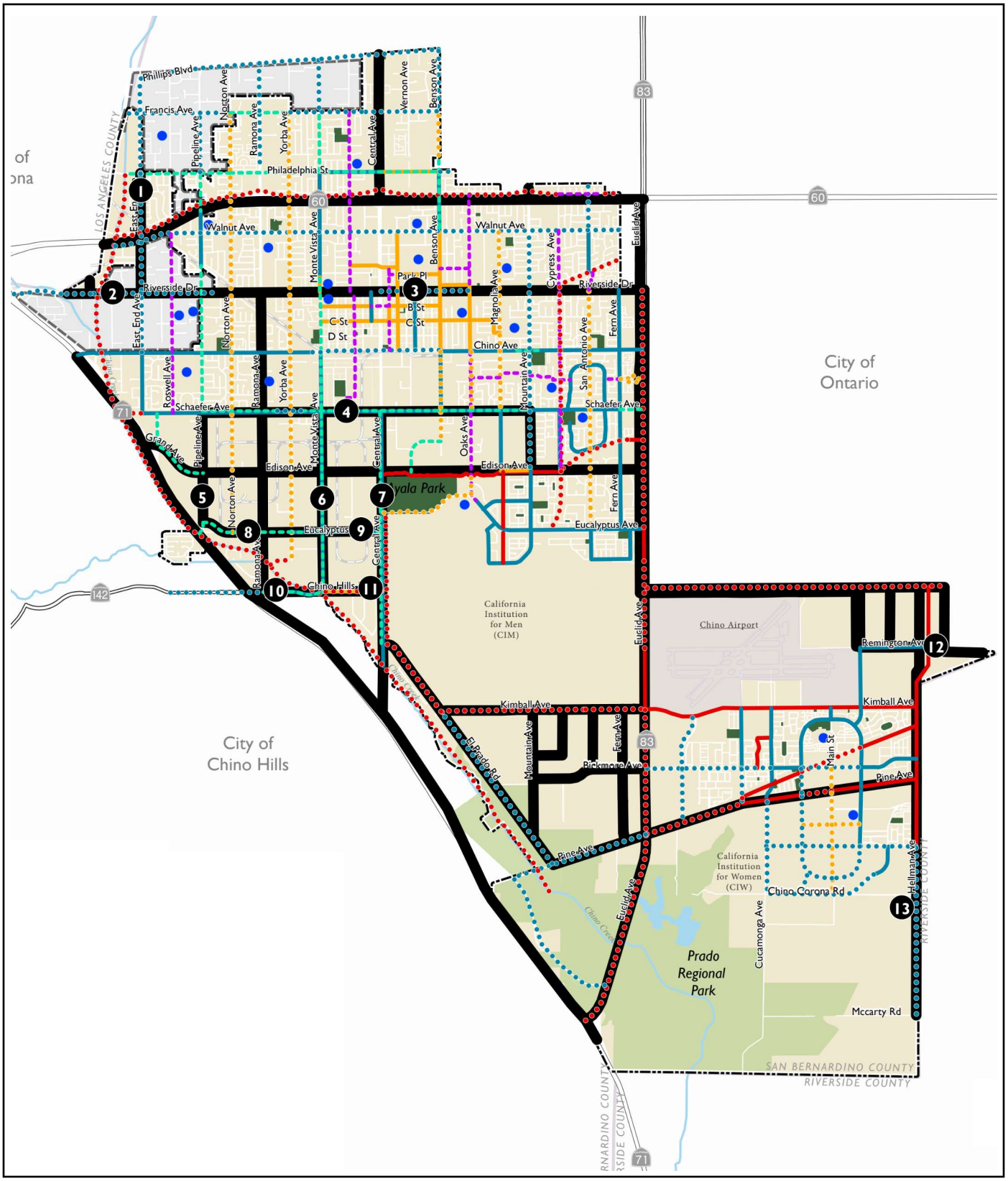

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FIGURE 4.13-4
Segments with Overlapping Truck Routes and Bicycle Facilities

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Table 4.13-1 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 bicycle 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	As proposed by the project (see Figure 4.13-3), enhance existing Class II bicycle lane by adding buffers or converting it 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	The existing constrained right-of-way limits opportunities for Class II bicycle 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	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle 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 and lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	As proposed by the project (see Figure 4.13-3), convert the existing Class II bicycle 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	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle 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 and lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	As proposed by the project (see Figure 4.13-3), 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 bicycle lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bicycle lane (on the south side of the roadway) by adding buffers or convert it to a Class IV cycle track with physical barriers. Install new Class II bicycle 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

Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
		driveways and intersections, leading bike intervals, and additional signage and lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing bicycle 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 shared use path 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~~	~~Flight Avenue between Kimball Avenue and Remington Avenue~~	~~The existing variable right-of-way limits the possibility of bike lane separation without widening the roadway. Consider investing in a Class I share use on one side of the roadway or rerouting cyclists to the Class I share use path along Hellman Avenue to the east of Flight Avenue.~~
~~14~~13	Hellman Avenue between River Road and Walters Street	The existing 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.

Summary of Staff Initiated Changes to the Project

In addition to the changes made to address the comment letters submitted during public review of the Draft PEIR described above, City staff revised the text of the General Plan Update elements as presented in the bullet list below. The changes listed below represent minor edits for clarification purposes and do not trigger any additional revisions to the Final PEIR beyond that presented above.

- Action LCC-3.C was revised to add off-site bicycle and trail facilities as a desired community benefit to be offered in exchange for bonus floor area ratio in the Boulevard Mixed Use and Regional Mixed Use districts.

- Action HEQ-2.C was deleted, which called for the establishment of a Safe Routes To School Advisory Committee and replaced with new Policy HEQ-2.6, recognizing that the standing Traffic Advisory Committee can fulfill the role envisioned for the proposed committee.

- New Action HEQ-4.D was added calling for the City to consider amending the Zoning Code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food.

- Action HSN-1.K was revised to reflect that the Municipal Code already prohibits the use of fireworks in areas of elevated wildfire risk.

- New Action HSN-2.G was added that calls for exploring the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.

- Text in the Parks, Recreation and Community Services Element and in the Health and Environmental Quality Element was revised to clarify the acreage of the Prado Regional Park and that the park is overseen by the San Bernardino County Regional Parks Department, who lease the land from the U.S. Army Corps of Engineers and further sublease portions of that land to partner recreational organizations and businesses.

- Policies INF-4.11, HEQ-8.15, and PRC-1.8 were revised to add text clarifying that local multi-use trail planning should be coordinated with regional trail planning initiatives to support a comprehensive active transportation network.

- Map INF-1 of the Infrastructure Element was revised to correctly present roadway classifications on the proposed circulation network.

- Maps INF-2 and INF-3 of the Infrastructure Element were revised to correctly represent planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan.

- Various photographs were replaced and various typographical errors and omissions were corrected in elements of the project.

Finding Related to Recirculation

The minor changes to the Final PEIR presented above do not constitute a new significant environmental impact or a substantial increase in the severity of an environmental impact which would trigger the requirement to recirculate the PEIR pursuant to Section 15088.5 of the California Environmental Quality Act Guidelines. All changes listed above were made to clarify or to provide minor corrections to the project.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

RESPONSES TO COMMENTS RECEIVED DURING PUBLIC REVIEW

Chino 2045 General Plan Update
Program Environmental Impact Report
SCH #2024090833

Letters of Comment and Responses

The following letters of comment were received from state and local agencies during the public review period of the Draft Program Environmental Impact Report (PEIR) beginning on June 20, 2025, and ending on August 4, 2025. A copy of each comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter. Some of the comments received resulted in changes to the Draft PEIR text. These text changes are indicated by strikeout (deleted) and underline (inserted) markings in the Final PEIR text. Revisions to the Draft PEIR are intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the document.

Letter	Author	Page Number
A	South Coast Air Quality Management District	RTC-2
B	City of Ontario	RTC-11
C	City of Chino Hills	RTC-12
D	City of Pomona	RTC-13
E	California Department of Transportation	RTC-17
F	Riverside County Airport Land Use Commission	RTC-23

Letter A

South Coast
Air Quality Management District
South Coast AQMD
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: Revised, July 31, 2025
mhitz@cityofchino.org
Michael Hitz, AICP, Principal Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Draft Program Environmental Impact Report (Draft PEIR) for the 2045 Chino General Plan Update (Proposed Project) (SCH No: 2024090833)

A-1 South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The City of Chino is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

Summary of Proposed Project Information in the Draft PEIR

Based on the Draft PEIR, the 2045 Chino General Plan Update (Proposed Project) represents a comprehensive, citywide update to the City of Chino's Adopted General Plan. The updated plan extends the City's planning and policy framework through the year 2045 and is intended to serve as a long-range, programmatic guide for land use, housing, transportation, infrastructure, open space, and environmental quality.[1] The Proposed Project is a policy document which serves the following purposes:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide the use of City resources and funds in a fiscally sustainable manner;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- Plan in a manner that addresses future land needs and economic opportunities, based on the projected population, housing, and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the unique 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, subdivision regulations, specific and master plans, and the Capital Improvement Program.[2]

As a programmatic environmental document, the Draft PEIR evaluates the environmental impacts of the General Plan Update as a whole, recognizing that future development projects will require

[1] Draft PEIR, p. 3-1.
[2] Draft PEIR, p. 3-6.

A-1 Introductory comment. See responses to specific comments below.

tiered, project-level CEQA review.[3] The Project also anticipates addition of industrial and logistics-related development through 2045.[4]

A-2 **South Coast AQMD Comments**

CARB and South Coast AQMD's Guidance Documents

The Lead Agency is recommended to follow CARB and South Coast AQMD land-use guidance to ensure that sensitive receptors are not heavily affected by the warehouse truck activities and freeway emissions. This guidance includes:

1) The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[5] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.[6]

2) The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[7] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

By adhering to these guidance documents and implementing proactive Mitigation Measures (MMs), the lead agency can avoid, eliminate or reduce the adverse impacts of warehouse and truck activities on public health, ensuring that vulnerable communities are adequately protected from disproportionate exposure to air pollution.

A-3 *Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program*

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of NOx and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by

[3] Draft PEIR, p. 3-31.
[4] Draft PEIR, p. 3-1.
[5] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf.
[6] CARB's Technical Advisory can be found at: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways | California Air Resources Board.
[7] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.

A-2 Section 4.2.2.2(b) and Section 4.2.7.1(b) of the Final Program Environmental Impact Report (PEIR) reference the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*. This includes a discussion of (non-mandatory) measures that could be incorporated into future development. It also discusses minimum efficiency reporting value 13 filters that would be required per the California Green Building Standards Code. The Final PEIR determined that impacts would remain significant and unavoidable at this program level of review because the scale and extent of exposure of future development and redevelopment under the Chino 2045 General Plan Update (project) to mobile sources of toxic air contaminants (TACs) cannot be known at this time.

While the PEIR does not specifically reference the South Coast Air Quality Management District's (SCAQMD) *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, the project includes numerous polices that would reduce harmful air quality emissions consistent with the goals of this document. Section 4.2.2.4(b) provides a list of the project's policies and actions that would reduce harmful air quality emissions.

A-3 The project includes policies addressing emissions generated by warehouses. Consistent with Land Use and Community Character Element Policy LCC-6.2, the City will 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. Similarly, consistent with Land Use and Community Character Element Action LCC-6.A, the City will 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. Additionally, Section 4.2.7.1(b) of the Final PEIR has been revised to state that site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project will result in an increase in the development of light industrial warehouses, South Coast AQMD recommends the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators.[8] In addition, South Coast AQMD recommends that Rule 2305 compliance be integrated into the 2045 Chino General Plan Update as a programmatic policy requirement and as part of mitigation commitments in the Final PEIR. This could include adopting policies or implementation programs requiring new warehouse development to demonstrate how they will support tenant WAIRE compliance, such as installing infrastructure for electric vehicle charging, rooftop solar, or zero-emission equipment. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[9]

A-4 *Localized Significance Thresholds Analysis*

To ensure accurate evaluation of localized air quality impacts in future development projects, it is recommended that the Lead Agency clarify that the Localized Significance Threshold (LST) screening tables are not applicable for projects larger than five acres, consistent with Table 3-2 of the South Coast AQMD LST methodology in the Final PEIR for 2045 Chino General Plan Update.[10] Relying on these screening tables for projects exceeding five acres in size, involving substantial combustion sources, or located near sensitive receptors, may result in underestimation of localized air quality impacts. Therefore, South Coast AQMD staff recommends that the Lead Agency include a clarification that project-specific air dispersion modeling for projects larger than five acres, consistent with Table 3-2 of the South Coast AQMD LST methodology, during both construction and operational phases is required, to ensure accurate assessment of air quality impacts and protection of nearby sensitive populations.

A-5 *Air Quality Mitigation Measures for NOx and PM Emissions from Construction*

Given the long-range plan of the 20-year or longer construction period for the Proposed Project,[11] it is important that the Draft PEIR be updated to reflect the availability of future cleaner construction technologies. According to the CARB Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027 or 2028 and the Governor's Executive Order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035.[12] Considering the scope of the project, it is crucial to ensure that the levels of construction emissions, specifically NOx and PM_{10}, remain below

[8] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.
[9] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.
[10] Draft PEIR. p. 4.3-36.
[11] Draft PEIR, p. 4.2-38
[12] Presentation can be found at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf

A-4 Localized Significance Thresholds are discussed in Section 4.2.3.1(b) of the Final PEIR. Because this is a plan-level analysis, the screening tables are not specifically addressed. However, future site-specific projects would be required to prepare an air quality analysis consistent with SCAQMD requirements per Mitigation Measures AQ-1 and AQ-2. An additional discussion of the screening tables and requirements necessary for projects greater than five acres has been added to Section 4.2.3.1(b) of the Final PEIR.

A-5 Additional information about potential CARB Tier 5 and zero emission standards and their applicability to future construction has been added to Sections 4.2.6.1(a) and 4.2.7.1(b) of the Final PEIR. Future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

significant thresholds during the construction period for each proposed individual project. Moving towards achieving this goal, where feasible, involves opting for electric emission-free engines instead of diesel-fueled engines for the construction equipment. This proactive choice not only aligns with environmental concerns but also demonstrates a commitment to minimizing the project's environmental footprints. The abatement of NOx can also be pursued by enforcing greener constructions, such as, limiting the usage of older engines in favor of adopting the latest available technologies, or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook[13] for both operational and construction emissions.

A-6 *Recommended Air Quality and Greenhouse Gas Mitigation Measures and Project Design Features for Consideration*

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final PEIR.

A-7 Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require or incentivize the use of zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), where feasible.

   Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

2. Adopt a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

   Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final PEIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

4. Require electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

[13] South Coast AQMD's CEQA Air Quality Handbook, Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

A-6 Introductory comment regarding mitigation. See responses to specific comments below.

A-7 As a programmatic document, the PEIR identified a mitigation framework adaptable to future projects. Mitigation measure AQ-2 outlines potential reduction measures to be implemented by future projects for the reduction of operational mobile source emissions. The measure specifically states, "Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to…" The listed reduction measures set out in mitigation measure AQ-2 are not intended to be all-inclusive, rather they provide a framework for the development of reduction measures as applicable to future projects. Pursuant to mitigation measure AQ-2, future site-specific projects would be required to assess project level air quality impacts, including an evaluation of potential impacts associated with operational mobile sources. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. These measures would be developed on a case-by-case basis consistent with the requirements of CARB and state law. Therefore, the PEIR provides an adequate mitigation framework for a programmatic evaluation, and no revisions have been made per this comment.

A-8 Mitigation Measures to Reduce Operational Air Quality Impacts from Other Area Sources

1. Incorporate solar-ready or solar-mandated provisions for new commercial, industrial, and civic buildings.
2. Promote the use of high-albedo (light-colored) roofing and paving to reduce the urban heat island effect and decrease indirect energy consumption.
3. Require Energy Star-rated appliances and HVAC systems in all new development, particularly multifamily housing and public facilities.

A-9 Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Establish General Plan policies that require buffer zones or site design strategies to separate heavy truck routes from sensitive receptors (e.g., schools, daycares, housing
2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
3. Require on-site truck queuing and check-in areas to prevent queuing on public streets or near homes.
4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

A-10 Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporating additional mitigation measures as applicable to the Proposed Project in the Final PEIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[14]
2. South Coast AQMD 2022 Air Quality Management Plan,[15] specifically:
   a) Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures
   b) Appendix IV-B – CARB's Strategy for South Coast

[14] State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[15] South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

A-8 See response to comment A-7. Future site-specific projects would include an evaluation of potential impacts associated with operational area sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law. Furthermore, future site-specific development would be required to demonstrate consistency with the City's Climate Action Plan by implementing one or a combination of the following three options:

1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or
2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11, in effect at the time of development application submittal for discretionary review; or
3. Provide other equivalent greenhouse gas (GHG) reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, zero emission vehicle infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 metric tons of carbon dioxide equivalent per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Compliance with the City's Climate Action Plan would reduce operational emission generated by area sources. Finally, consistent with Land Use and Community Character Element Action LCC-6.A, the City will 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. Therefore, the PEIR provides adequate mitigation for a programmatic evaluation, and no revisions have been made per this comment.

	A-9 Section 4.2.7.1(b) of the Final PEIR evaluated impacts associated with truck traffic. As noted in this section, the project includes the following policies that would serve to reduce health risks associated with air quality emissions: 1. Policy HEQ-5.3: Require new development that would locate sensitive uses adjacent to sources of TACs to be designed to minimize any potential health risks, consistent with state law. 2. Policy HEQ-5.5: Consistent with AB 98 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. 3. Policy 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. 4. Policy 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. 5. Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets. 6. Action 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. Furthermore, mitigation measure AQ-3 would require projects siting new sensitive land uses within 500 feet of State Route 71 or State Route 60 to prepare a health risk assessment evaluating the potential for sensitive receptors to be exposed to toxic air contaminants. Therefore, the PEIR provides adequate mitigation, consistent with the commenter's suggestions, for a programmatic evaluation, and no revisions have been made per this comment.

LETTER	RESPONSE
	A-10 Mitigation measures AQ-1 and AQ-2 identifies a framework for use by future site-specific projects for the reduction of construction emissions, and for the reduction of operational emissions. As required by the mitigation measures, future site-specific projects would include an evaluation of potential impacts associated with construction and operational sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law.

c) Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure

3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.[16]

A-11 *South Coast AQMD Air Permits and Role as a Responsible Agency*

The Final PEIR should clearly identify South Coast AQMD as a Responsible Agency pursuant to CEQA Guidelines Section 15096 if discretionary air permits are required for stationary sources, including generators, boilers, or other equipment. Additionally, South Coast AQMD recommends that the Final PEIR include a discussion of anticipated permit-triggering equipment types by land use or development type (e.g., fire stations, hospitals, industrial facilities).

Hence, if development of a Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document, should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to Construct,[17] Rule 203 – Permit to Operate,[18] Rule 401 – Visible Emissions,[19] Rule 402 – Nuisance,[20] Rule 403 – Fugitive Dust,[21] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[22] Rule 1113 – Architectural Coating,[23] Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil,[24] Rule 1179 – Publicly Owned Treatment Works Operations,[25] Regulation XIII – New Source Review,[26] Rule 1401 – New Source Review of Toxic Air Contaminants,[27] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[28] Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[29] etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further

[16] United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: https://www.epa.gov/mobile-source-pollution
[17] South Coast AQMD. Rule 201 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[18] South Coast AQMD. Rule 203 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[19] South Coast AQMD. Rule 401 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[20] South Coast AQMD. Rule 402 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[21] South Coast AQMD. Rule 403 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[22] South Coast AQMD. Rule 1110.2 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[23] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[24] South Coast AQMD. Rule 1166 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[25] South Coast AQMD. Rule 1179 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[26] South Coast AQMD. Regulation XIII available at: https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[27] South Coast AQMD. Rule 1401 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[28] South Coast AQMD. Rule 1466 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[29] South Coast AQMD. Rule 1470 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

A-11 Section 4.2.7.1(b) of the Final PEIR documents SCAQMD's role in issuing permits for future sources of toxic air contaminants by stating the following:

> Various uses, such as dry cleaners and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SCAQMD. Although future development and redevelopment under the project could be located near existing types of facilities, emissions of TACs are regulated by SCAQMD through permitting and monitoring requirements. The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk.

As described in Section 3.5 of the Final PEIR, the PEIR examines the potential environmental impacts of implementing the project and identifies mitigation measures required to address significant impacts, as necessary. This evaluation is programmatic and does not evaluate the potential project-specific environmental impacts of individual development proposals that may be allowed subsequent to project adoption. Consequently, site-specific development plans that may include stationary sources requiring discretionary air permits are not available for evaluation at this time.

Subsequent projects would be reviewed by the City for consistency with the project and the PEIR, and adequate project-level environmental review would be conducted as required under the California Environmental Quality Act. During this process, future site-specific projects requiring discretionary air permits would coordinate with SCAQMD as a Responsible Agency, as necessary, and would be required to comply with all SCAQMD rules and regulations and permitting requirements.

actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

A-12 Conclusion
As set forth in Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final PEIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final PEIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

A-13 Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jivar Afshar, Air Quality Specialist, at jafshar@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:JA

SBC250617-08
Control Number

A-12 The City will provide written responses ten days prior to certification of the Final PEIR.

A-13 Conclusory remarks.

Letter B

CITY OF ONTARIO
MEMORANDUM

Development Plan Review
Engineering Department:
Transportation Section

Project: City of Chino 2045 General Plan Update — Date: July 29, 2025

Location: City of Chino — By: Nathan Kuan

The Transportation Division recommends the following to be incorporated into the Project's Conditions-of-Approval:

B-1 Conditions:

1. Existing and Proposed Bicycle Network – Figure 4.13-3
   - Please note that the east side of Benson Avenue between Francis Street and Philadelphia Avenue is shown with a Class II Bike Lane per The Ontario Plan. The Chino 2045 General Plan Update shows the west side of Benson Avenue between Francis Street and Philadelphia Avenue with a Class III Bike Lane.
   - Please note that the north side of Merrill Avenue between Euclid Avenue and Hellman Avenue is shown with a Class II Bike Lane per The Ontario Plan. The Chino 2045 General Plan Update shows the south side of Merrill Avenue between Euclid Avenue and Hellman Avenue with a Class I Bike Lane.

nk;

B-1 Consistent with Infrastructure Element Action INF-2.E, the City of Chino (City) will review bike lane classifications with neighboring jurisdictions and seek agreement on actions needing coordination. Similarly, consistent with Infrastructure Element Action INF-4.D, the City will periodically update the Bicycle and Pedestrian Master Plan as necessary. Any changes, if necessary, would be made consistent with the dimensions documented in the City's Standard Drawings.

Letter C

City of Chino Hills

14000 City Center Drive
Chino Hills, CA 91709
(909) 364-2600
www.chinohills.org

August 4, 2025

Michael Hitz, Principal Planner
City of Chino Development Services Department
13220 Central Avenue
Chino, CA 91710

Subject: Comments on Draft Program Environmental Impact Report (PEIR) for the 2045 Chino General Plan Update

Dear Mr. Hitz,

C-1 Thank you for the opportunity to comment on the above-mentioned Draft PEIR. The City of Chino Hills (City) values the collaboration that we have with the City of Chino on issues that impact both communities. We appreciate that the Draft PEIR addresses the issues that were raised in our comment letter for the Notice of Preparation (NOP).

C-2 The City notes that under the traffic analysis, Chino acknowledges that the current roadway for Chino Hills Parkway between Monte Vista Avenue and our shared boundary may not be sufficient to accommodate traffic from anticipated growth unless the roadway is widened on the north side, where adjacent land within the City of Chino is currently undeveloped. The City requests future coordination with Chino on public improvements for the widening of this segment of roadway.

C-3 Concerning the components of the plan that address the Pine Avenue Connector, the City appreciates that a separate environmental analysis is required and is currently underway. We would like to reiterate that a portion of the proposed roadway alignment is within the City of Chino Hills boundaries, and that extensive coordination with the City will be required, in addition to Caltrans, Department of Fish and Wildlife, and the United States Army Corps of Engineers. The future environmental review will need to assess the impacts of traffic resulting from the connector project on roadways and intersections in Chino Hills.

C-4 Thank you again for the opportunity to comment on the Draft PEIR. If you have additional questions, please contact me at nliguori@chinohills.org or (909) 364-2740.

Sincerely,

Nicholas Liguori, AICP
Community Development Director

City Council: Art Bennett ▪ Brian Johsz ▪ Ray Marquez ▪ Cynthia Moran ▪ Peter J. Rogers

C-1 Introductory comment. See the responses to specific comments below.

C-2 The City of Chino (City) will coordinate with the City of Chino Hills regarding the segment of Chino Hills Parkway between Monte Vista Avenue and shared City boundary. Consistent with Infrastructure Element Policy INF-3.4, the City will investigate ways to improve roadway operations on Chino Hills Parkway, including widening, if feasible.

C-3 Comment noted. The City will coordinate with the City of Chino Hills regarding the ongoing environmental analysis for the Pine Avenue Connector Project.

C-4 Conclusory remarks.

Letter D

THE CITY OF
POMONA

BETTY DONAVANIK
Development Services Director

August 4, 2025

Michael Hitz
Principal Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Sent via e-mail to mhitz@cityofchino.org

Re: Chino 2045 General Plan Update – City of Pomona Comment Letter

Dear Michael Hitz:

D-1 The City of Pomona ("Pomona") appreciates the opportunity to comment on the Chino 2045 General Plan Update ("General Plan Update"). Pomona has reviewed the documents and is submitting this formal public comment letter on the proposed General Plan Update.

As we have stated in prior communication to other agencies, the City of Chino ("Chino") should be applauded for voluntarily partnering with Pomona and raising potential concerns that Pomona may have regarding industrial operations that are along the western Chino border. In fact, it should be noted that the East End Annexation Project was brought to the City of Pomona's attention specifically because Chino's staff proactively reached out.

We would like to publicly note that the General Plan Update advances several key land use, mobility, and environmental justice policies that Pomona wholeheartedly supports. This includes focusing on employment-based, mixed-use districts, complete streets and layered multi-modal approaches, and limiting the negative impact of heavy industrial on sensitive uses.

In addition, Pomona seeks to raise three points formally through the public comment process:

D-2 1. Chino should consider changing the "Heavy Industrial" land use designation on the western border of the City between Walnut and Philadelphia to "Business Park" or "Light Industrial," so as to further limit the possibility of heavy, trucks-based logistics and industrial facilities on our shared border.

D-3 2. Chino should consider the following definitions that were adopted in Pomona's most recent citywide zoning code update, as they provide a more nuanced and targeted set of tools to better regulate different industrial uses. While these would require a zoning code update,

City Hall, 505 South Garey Avenue, Box 660, Pomona, CA 91769 (909) 620-2421
Pomona • Vibrant • Safe • Beautiful

D-1 Introductory comment. See the responses to specific comments below.

D-2 Comment noted. This comment does not address the adequacy of the environmental document. The Heavy Industrial designation of land along the western City of Chino (City) border between Walnut Street and Philadelphia Street predates the Chino 2045 General Plan Update (project). The Heavy Industrial Designation in this location is part of the exiting condition, and the project is not making changes to this area. Furthermore, the majority of land within this area is already built out. No changes have been made per this comment.

D-3 Comment noted. This comment does not address the adequacy of the environmental document. Please be advised that in the coming months, the City will be amending the Zoning Code to incorporate performance standards related to warehousing and logistics uses consistent with California General Plan Law (Assembly Bill 98). No changes have been made per this comment.

they can still be acknowledged formally in the General Plan Update as part of the Land Use Chapter.

Production Fulfillment
Any use that is primarily storage and direct distribution of products to end users within the supply chain ("business to business" or "business to consumer"), sorted, picked, and/or packed either manually or with automation, in either a traditional or a high-cube format. Includes receiving and processing of bulk goods and individual order processing. Excludes Retail and Large Format Retail. Includes e-commerce, third party logistics, on-demand transportation, and freight forwarding.

Production Transportation
Any facility that is involved in product fulfillment or product distribution of bulk goods primarily through the use of truck trailers and truck tractors for truckload services within the supply chain ("business to business" or "business to consumer"). Includes full truckload, less than truckload, trans-loading, consolidations, de-consolidations, cross-dock, and other on-demand transportation services.

Outdoor Storage
a. Workplace *The primary open outdoor storage of non-hazardous equipment and machinery for use in the production of goods or for the construction of development projects. Includes infrastructure related storage, contractor's storage, machinery rental, lumber storage. Excludes pallet yards.*

b. Container *The primary open outdoor storage of containers that are either empty or contain goods or materials. This includes standardized shipping containers, including twenty-foot equivalent units (TEUs).*

c. Vehicle *The primary open outdoor storage of passenger vehicles, commercial sized vehicles, heavy duty trucks, boats, recreation vehicles, chassis, trailers, and other oversized vehicles. Includes draying and freight.*

D-4 3. Chino should remove official truck routes along east west corridors that cross into Pomona where Pomona does not also have such official truck routes. Specifically, Map INF-3 Segments with Overlapping Truck Routes and Bicycle Facilities Page 4-32. Remove the truck route along Philadelphia Street west of East End Avenue. Philadelphia Street is not a truck route on the City of Pomona's truck route map. Please see marked-up map (Attachment No. 1).

There are **four reasons** for Pomona's request:

1. Pomona's General Plan designates the parcels adjacent to the proposed annexation as "Workplace District," which, among other provisions, calls for the phase out of nuisance and polluting land uses.

D-4 Comment noted. This comment does not address the adequacy of the environmental document. However, the City has elected to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue, which is reflected in the revised Figure 4.13-2 and Figure 4.13-4 of the Final PEIR.

2. Pomona recently approved a new Pomona Zoning Ordinance which implements this Workplace District by permanently prohibiting the establishment of new Fulfillment-Oriented uses in the City, including Production Transportation and Production Fulfillment.

3. The most likely freeway on and off ramp that East End parcels would rely upon for industrial operations is Reservoir Street, which is within the City of Pomona jurisdiction. It is unlikely that East End parcels would travel east to rely upon Ramona Avenue for 60 freeway access. This can potentially increase the total number of heavy-duty truck trips on Pomona's streets, which impacts the maintenance of these roads, without mitigation. Furthermore, the Reservoir on/off ramp has not been evaluated for sufficient capacity to handle such trips.

4. The entirety of Pomona census tracts bordering the proposed project, as well as all of the census tracts located within the East End Annexation Project are identified as a disadvantaged community as defined by the CalEPA and SB 535. This means that these areas are already among the most environmentally burdened in the State, with cumulative air, noise, toxic substances, water quality, and other impacts.

D-5 The City of Pomona appreciates Chino as a good neighbor and engaging us in this process. We encourage you to continue collaborating with Pomona on pursuing meaningful industrial land use and mobility policies in the General Plan Update that reduce the cumulative environmental burden of our shared boundaries to benefit all of the residents in the region.

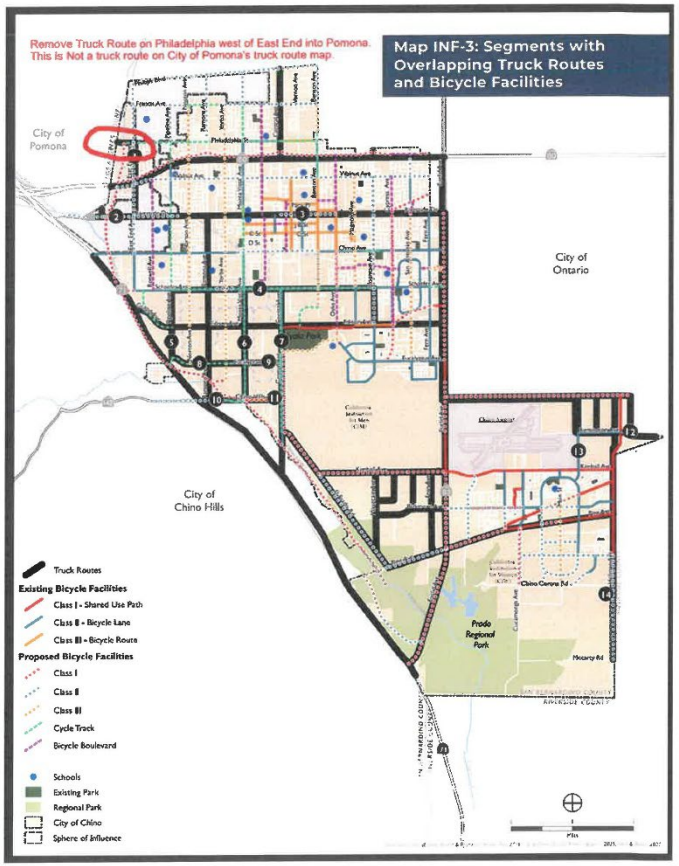
Sincerely,

Betty Donavanik
Development Services Director

CC: Warren Morelion, Development Services Director, City of Chino
Anita D. Scott, City Manager, City of Pomona
Sonia Carvalho, City Attorney, City of Pomona
Meg McWade, Public Works Director, City of Pomona
Ata Khan, Deputy Director, Office of Economic & Business Affairs
Geoffrey Starns, Planning Manager, City of Pomona
Vinny Tam, Supervising Planner, City of Pomona

D-5 Conclusory remarks.

ATTACHMENT NO. 1



Page 4 of 4

Letter E

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO CA, 92401
(909) 925-7520
www.dot.ca.gov

August 7, 2025

Route & Postmile #: N/A - Citywide
Cross Street: N/A
GTS ID: 36800
SCH #: 2024090833

City of Chino
Director of Development Services
Attn: Warren Morelion
13220 Central Avenue
Chino, CA 91710

Subject: City of Chino General Plan Update 2045

E-1 The California Department of Transportation (Caltrans) Local Development Review (LDR) Branch has completed its evaluation of the Program Environmental Impact Report (PEIR) for the City of Chino General Plan and Zoning Map/Code Update.

Caltrans is committed to supporting a multimodal transportation system that serves local development projects. Planning for facilities that accommodate pedestrians, cyclists, transit riders, and car/vanpool users encourages more multimodal travel. This, in turn, helps reduce traffic congestion, vehicle miles traveled (VMT), greenhouse gas emissions, and the State's contribution to climate change.

The city is encouraged to implement active transportation strategies as part of the projects to reduce automobile dependency and promote sustainable mobility options.

The project proposes an update to the General Plan and provide direction for the repeal of three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the zoning and general plan updates, Furthermore, the project includes four new land use designations designed to promote a mix of uses in key opportunity areas including a Regional Mixed Use (RMU) designation, a Boulevard Mixed Use (BMU) designation, a new Downtown (DT) land use designation, and a new Employment Mixed Use (EMU) designation.

This project proposes the Preserve Specific Plan and the 2021-2029 Housing Element. The identified sites are as follows:

"Improving lives and communities through transportation"

1

E-1 Introductory comment. See the responses to specific comments below.

The Preserve Specific Plan
Housing Element and Mixed Use/Affordable Housing Overlays
Pine Avenue Connector
Euclid Avenue Relinquishment

Based on the information provided in the PEIR and its associated documents, we are submitting the following comments and recommendations for your consideration:

Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Reduction

E-2 1. Project proponents are encouraged to coordinate with nearby planned bike networks to contribute to a larger active transportation network. The City shall consider establishing a VMT Mitigation Impact Fee program to help mitigate potential impacts on the State Highway System.

E-3 2. Future developments must also consider the traffic safety impacts on the State Highway System resulting from new pedestrian and bicyclist needs, particularly where new origins or destinations intersect a State Route. Additionally, the analysis should address multimodal conflict points and changes in traffic composition, such as an increase in bicyclists or pedestrians, especially in areas where features like shoulders or sidewalks may not exist or are inconsistent with the facility's design.

E-4 3. The City must establish policies for the installation of Level 2 Electric Vehicle (EV) charging stations for both single- and multi-family residential units.

E-5 4. Caltrans recommends that the project implement multimodal strategies, such as those derived from Transit-Oriented Development (TOD), to further reduce the traffic-related impacts of future projects.

5. Active Transportation Plans and Smart Growth initiatives play a key role in supporting the state's 2050 Climate goals. Caltrans supports efforts to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by promoting strategies that encourage greater use of, and benefits from, a multimodal transportation network.

E-6 6. Early engagement with Caltrans is strongly recommended for future projects that may impact state right-of-way. Additionally, before initiating the traffic study, please ensure that Caltrans is included in the scoping process.

E-7 **Traffic Operations**

1. Please provide the completed Traffic Analysis Report for any of the proposed project sites separately. Each Traffic Report should include findings and recommendations for opening year and horizon year if applicable.
2. Each individual Traffic Report should also include Traffic Safety Evaluation at each proposed project sites and provide potential safety counter measures if appliable.
3. Provide the cumulative Traffic Report, which combines all the proposed project sites. The report should reflect the entire roadway network improvements and involve implementations of Pedestrian facility, Bicycle facility, Sidewalk, and Crosswalk if necessary, and please update the General Plan accordingly.
4. Once plans for each project site are available, please provide appropriate mitigation measures for each site to reduce VMT impacts.
5. For locations with significant VMT impact, we recommend changes in the proposed project or mitigation which would reduce VMT impact to less than significant.

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E-2 The City of Chino (City) has a Bicycle and Pedestrian Master Plan with numerous bicycle facilities, including some that connect with bicycle lanes in neighboring jurisdictions. Consistent with Infrastructure Element Action INF-4.D, the City will periodically update the Bicycle and Pedestrian Master Plan as necessary. Consistent with Infrastructure Element Policy INF-3.6, the City will support regional efforts for the development of a Vehicle Miles Traveled (VMT) Mitigation Bank in coordination with the San Bernardino County Transportation Authority.

E-3 As described in Section 4.13.7.1 of the Final Program Environmental Impact Report (PEIR), the Infrastructure Element includes the following policies related to safety:

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

Additionally, Table 4.13-1 identifies potential bicycle and truck conflicts and outlines potential strategies the City has developed that are documented in the Infrastructure Element that would serve to reduce these conflicts. Furthermore, any future site-specific projects that would impact the State Highway System would require an evaluation of traffic safety related to pedestrian and bicycle needs, including multimodal conflict points and changes in traffic composition, as appropriate.

E-4 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Consistent with Infrastructure Element Policy INF-3.22, the City will continue to incentivize the use of electric and hybrid vehicles by expanding the availability of electric vehicle charging infrastructure in City parking lots and structures and/or by providing priority parking locations for electric and hybrid vehicles.

LETTER	RESPONSE
	E-5 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. The Infrastructure Element includes the policies listed below that would support development of multimodal transportation within the Planning Area. Implementation of these policies would also help to reduce VMT and greenhouse gas emissions within the Planning Area. • Policy 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. • Policy 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 to ensure the right tree, is placed in the right place, for the right reason. • Policy 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. • Policy 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 half-mile walk of mixed-use areas.

E-5 (cont.)

- Policy 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.
- Policy 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.
- Policy 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.
- Policy 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.
- Policy 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.

E-5 (cont.)

- Policy 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.
- Policy 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.
- Policy 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.

E-6 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Following City procedure, future site-specific projects that may impact state right-of-way would initiate early engagement with Caltrans, including California Department of Transportation (Caltrans) participation in the scoping process, as appropriate.

E-7 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis, which would include the components suggested in this comment, as appropriate.

E-8 **Traffic Forecasting**

1. Provide recommended mitigation measures for the proposed sites.
2. Provide VMT Screening models for the cumulative VMT impact.
3. Recommendation to use the project level analysis. Please provide the rationale for the overriding consideration, if any.

E-9 **Equitable Access**

If any Caltrans facilities are impacted by the project, they must comply with American Disabilities Act (ADA) Standards upon project completion. Additionally, the project must ensure the maintenance of bicycle and pedestrian access throughout the construction phase. These access considerations align with Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

E-10 **Caltrans Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (ROW) requires a requires a Caltrans-issued encroachment permit.

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
D8.E-permits@dot.ca.gov
https://dot.ca.gov/programs/traffic-operations/ep

E-11 Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-925-7520.

Sincerely,

Janki Patel

Janki Patel
Branch Chief - Local Development Review
Division of Transportation Planning
Caltrans District 8

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E-8 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis that includes an evaluation of impacts related to VMT, consistent with the City's guidelines and screening criteria. Future site-specific transportation analyses would also propose mitigation and discuss overriding considerations, as appropriate.

E-9 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. If any future site-specific projects would impact a Caltrans facility, they would be required to comply with the Americans with Disabilities Act, as required by Caltrans. Future site-specific projects would also maintain bicycle and pedestrian access through the construction process, as appropriate.

E-10 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. If any future site-specific projects would encroach into Caltrans' right-of-way, the project applicant would be required to obtain a Caltrans-issued encroachment permit.

E-11 Conclusory remarks.

Letter F

Subject: Chino 2045 General Plan Update Project

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Friday, June 20, 2025 12:33 PM
To: Hitz, Michael <MHitz@cityofchino.org>
Subject: Chino 2045 General Plan Update Project

Hello,

F-1 Thank you for transmitting the above referenced project to ALUC for review. Please note that the proposed project is located outside of County boundary and therefore, review by the ALUC is not required.

However, Please double check neighboring airports compatibility plans and safety regarding development around airports.

Should you have any questions, please contact me.

Jackie Vega
Associate Planner

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

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County of Riverside California

EXTERNAL EMAIL: Please verify sender email. If unknown, DO NOT open links/attachments. NEVER give out your user ID or password for any reason!

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F-1 Comment noted.

CHINO 2045 GENERAL PLAN UPDATE
PROGRAM ENVIRONMENTAL IMPACT REPORT
(SCH #2024090833)

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

Section 21081.6 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation measures that have been identified to address potential impacts that would result from adoption of the City of Chino (City) 2045 General Plan Update (project) and future site-specific development. The MMRP additionally identifies the entity responsible for implementing and/or monitoring the mitigation; and when in the process it should be accomplished.

The Program EIR (PEIR) prepared for the project focuses on issues determined to be potentially significant by the City. The issues addressed in the PEIR include aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts were identified for air quality, biological resources, cultural and tribal cultural resources, geology and soils, GHG emissions, noise, and transportation.

Implementation of the mitigation measures identified in this PEIR would reduce potentially significant impacts, but not to below a level of significance for all the environmental issue areas. Mitigation measures have been identified for significant impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), biological resources (special status species, sensitive riparian habitats, jurisdictional wetlands and waters), cultural and tribal cultural resources (historic resources; archaeological resources; tribal cultural resources), geology and soils (paleontological resources), GHG emissions (GHG emissions; policy consistency), and noise (ambient noise [traffic noise/land use compatibility/stationary noise/construction noise]; groundborne noise and vibration). No feasible mitigation was identified for impacts to transportation (circulation system: roadway system vehicle miles traveled). Impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), cultural and tribal resources (historic resources), greenhouse gas (emissions; policy consistency), noise (ambient noise: traffic noise/land use compatibility; groundborne noise and vibration: construction), and transportation (circulation system: roadway system; vehicle miles traveled) would remain significant and unavoidable at the program level.

The MMRP for the project is under the jurisdiction of the City. As specified in Table 1, the MMRP summarizes the potentially significant impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented.

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Air Quality			
Issue 1: Conflict with Air Quality Plan: Construction Emissions	**AQ-1: Construction Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to: • During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions. • During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions. • During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust. • During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403. • During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	• During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust. • During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned. • During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer. • During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads. • During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. • During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of		

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.		
Issue 1: Conflict with Air Quality Plan: Operational Emissions	AQ-2: Operational Air Quality Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure. • Implementation of transportation demand management measures. • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update. • Expand and facilitate completion of planned networks of active transportation infrastructure. • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards. • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Cumulative Net Increases in Criteria Pollutants: Construction Emissions	See mitigation measure AQ-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 2: Cumulative Net Increases in Criteria Pollutants: Operational Emissions	See mitigation measure AQ-2 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 3: Expose Sensitive Receptors to Substantial Pollutant Concentrations	AQ-3: Health Risk Assessment For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Biological Resources			
Issue 1: Special Status Species	**BIO-1: Biological Assessment and Mitigation** Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 1: Special Status Species	**BIO-2: Nesting Birds** Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests. If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Sensitive Vegetation Communities	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 3: Wetlands	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Cultural Resources			
Issue 1: Historic Resources	CUL-1: Historic Evaluation Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Architectural Historian, Applicant
Issue 2: Archaeological Resources	CUL-2: Cultural Resources Assessment Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals: 1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations 2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material, 3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and 4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.		
Issue 4: Tribal Cultural Resources	See mitigation measure CUL-2 above.	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant
Geology and Soils			
Issue 6: Paleontological Resources and Unique Geology	GEO-1: Paleontological Resources Evaluation Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Paleontologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Greenhouses Gas Emissions			
Issue 1: GHG Emissions	**GHG-1: Greenhouse Gas** All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions. Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options: 1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or 2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or 3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year. Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions	Refer to mitigation measure GHG-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Noise			
Issue 1: Increase in Ambient Noise: Traffic Noise	NOI-1: Exterior Noise Analysis Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Increase in Ambient Noise: Land Use Compatibility	NOI-2: Interior Noise Analysis Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Noise Standards: Increase in Ambient Noise: Stationary Noise	NOI-3: Stationary Noise Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.		
Issue 1: Noise Standards: Increase in Ambient Noise: Construction Noise	NOI-4: Construction Noise Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City: • The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses. • Stockpiling shall be located as far as feasible from nearby noise sensitive land uses. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the	Prior to project approvals, at least 10 days prior to the start of construction activities, during construction	Director of the Development Services Department or their designee, Construction Contractors, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.		
Issue 2: Groundborne Noise and Vibration: Construction	NOI-5: Construction Vibration Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	Prior to project approvals and prior to issuance of a building permit	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

RESOLUTION NO. PC2025-021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHINO RECOMMENDING THE CITY COUNCIL ADOPT THE 2045 GENERAL PLAN, REPEAL THE EUCALYPTUS BUSINESS PARK SPECIFIC PLAN, THE MAJESTIC SPECTRUM SPECIFIC PLAN, THE CENTRAL AVENUE SPECIFIC PLAN, AND REPEAL THE 2025 GENERAL PLAN (EXCLUDING THE 2021-2029 HOUSING ELEMENT) PL23-0128 (GENERAL PLAN AMENDMENT).

WHEREAS, State law requires California cities to prepare and adopt a General Plan to guide future development of the City, including at least eight elements that address land use, circulation, housing, open space, conservation, safety, noise, and environmental justice; and

WHEREAS State law requires cities to keep general plans current through regular updates; and

WHEREAS, the City of Chino (the “City”) last adopted a comprehensive update to its General Plan in 2010; and

WHEREAS, the City initiated this comprehensive update to the General Plan in 2022; and

WHEREAS, the City in compliance with the California Environmental Quality Act (CEQA), has prepared a Final Environmental Impact Report (SCH No 2024090833) for the 2045 General Plan Update, which serves as the foundation document for environmental review; and

WHEREAS, pursuant to Chino Municipal Code (CMC) section 2.36 (Planning Commission), the Planning Commission is empowered to review and recommend adoption of a general plan in accordance with California Government Code sections 65300 through 65404, and to review and recommend to the city council applications for general plan amendments, specific plan amendments, zone changes, and zone ordinance amendments; and

WHEREAS Chino Municipal Code section 20.23.040 (General Plan Amendments) prescribes procedures for amending, supplementing or changing the general plan of the City of Chino, whenever the public necessity, convenience, general welfare or good planning practice so requires; and

WHEREAS the procedures established in Chino Municipal Code section 20.23.040 require that the Planning Commission make a written recommendation on a proposed general plan amendment based on upon the findings contained in section 20.23.040(G); and

WHEREAS the 2045 General Plan would replace the Central Avenue Specific Plan (adopted by the Chino City Council on October 6, 1982), the Eucalyptus Business Park Specific Plan (adopted by the Chino City Council on December 18, 1990, and subsequently amended) and the Majestic Spectrum Specific Plan (adopted by the Chino City Council on July 1, 1986, and subsequently amended); and

WHEREAS, as provided in Government Code Sections 65352 – 65352.5, the City referred the 2045 General Plan to all California Native American tribes on the contact list provided by the Native American Heritage Commission and to other entities and WHEREAS representatives contacted declined to consult; and

WHEREAS, the City adopted the 2025 Local Hazard Mitigation Plan is anticipated to be adopted by the end of 2025; and

WHEREAS the Local Hazard Mitigation Plan, that is anticipated to be adopted by the end of 2025, is hereby adopted into the Safety Element of the General Plan to be eligible for part or all of the local-share costs on eligible Public Assistance funding to be provided by the state though the California Disaster Assistance Act (CDAA), as permitted under Assembly Bill (AB) 2140; and

WHEREAS, the California Board of Forestry and Fire Prevention has reviewed the draft Safety Element and provided feedback at a public hearing on July 22, 2025, and by letter of July 29, 2025; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, the General Plan is consistent with the adopted 2021-2029 Housing Element; and

WHEREAS, the Planning Commission has completed its study of the proposed General Plan and related materials; and

WHEREAS, on August 20, 2025, The Planning Commission held a duly noticed public hearing for PL23-0128 (General Plan Amendment) in compliance with law, entertained the written and oral staff report, and took public testimony on the project; and

WHEREAS, all provisions of the California Government Code and Chino Municipal Code related to the 2045 General Plan have been complied with, including public hearings.

NOW, THEREFORE, the Planning Commission of the City of Chino, California, does hereby FIND, DETERMINE, and RESOLVE as follows:

A. The foregoing recitals are true and correct and incorporated herein.

B. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission makes the following findings and the following

recommendations to the Chino City Council on PL23-0128 (General Plan Amendment), repeal the Eucalyptus Business Park Specific Plan, The Majestic Spectrum Specific Plan, the Central Avenue Specific Plan and Repeal the 2025 General Plan (Excluding the 2021-2029 Housing Element):

1. PL23-0128 (General Plan Amendment)

   a. The proposed General Plan is internally consistent as required by State law, in that the 2045 General Plan, elements of the General Plan and all other parts thereof comprise an integrated, internally consistent and compatible statement of policies for the City of Chino; and

   b. The proposed General Plan will not be detrimental to the public interest, health, safety, convenience or welfare of the City. The 2045 General Plan includes goals, policies and implementing actions which enhance the public interest, health, safety, convenience and welfare of the city by updating land uses to respond to market conditions and opportunities; incorporating growth management strategies; ensuring consistency with other planning documents and initiatives; increasing community resilience to natural and humanmade hazards; fostering active, healthy lifestyles and improved health outcomes; addressing roadway safety and efficient circulation; reducing per capita vehicle miles traveled; promoting community-first economic development; and providing for high quality community services; and

   c. The proposed General Plan will maintain the appropriate balance of land uses within the City. The 2045 General Plan will maintain a balance of land uses within the city appropriately consistent with Chino's voter-approved residential growth control measure while also accommodating projected population and employment growth and providing revenue to support adequate community services; and

   d. The proposed General Plan land use designations apply to sites that are physically suitable, including, but not limited to parcel size, shape, access, availability of utilities and compatibility with adjoining land uses, for the requested land use modifications and anticipated development. The proposed changes to the 2045 General Plan Land Use Diagram focus on sites that can feasibly be developed with uses that respond to prevailing real estate market conditions and opportunities for the mutual benefit of the community and property owners and that related policies provide for land use compatibility with adjoining and surrounding uses.

2. CEQA Findings. An Environmental Impact Report (SCH No. 2024090833) (EIR) for the City of Chino 2045 General Plan Update Project has been prepared for the 2045 General Plan pursuant to Section 15168 of the California Environmental Quality Act (CEQA) Guidelines to address potential environmental effects associated with implementation of the City of Chino 2045 General Plan Update.

3. *Recommendation of Approval of PL23-0128 (General Plan Amendment).* The City Council has considered the recommendation of the Planning Commission and hereby recommends the City Council approve PL23-0128 (General Plan Amendment), updating the General Plan as outlined on the General Plan Map Exhibit “A” and the City of Chino 2045 General Plan Exhibit “B”.

4. *Actions by the Planning Commission Secretary*. The Planning Commission Secretary is hereby directed to attest as to the adoption of this Resolution as of the date set forth below.

APPROVED AND ADOPTED THIS 20TH DAY OF AUGUST 2025.

_____
PLANNING COMMISSION CHAIRPERSON

ATTEST:

_____
SECRETARY, PLANNING COMMISSION

State of California)
County of San Bernardino) §
City of Chino)

I hereby certify the foregoing Resolution was duly adopted by the City of Chino Planning Commission at a regular meeting held on the 20th day of August 2025 and entered in the minutes of said Commission.

AYES: COMMISSIONERS:

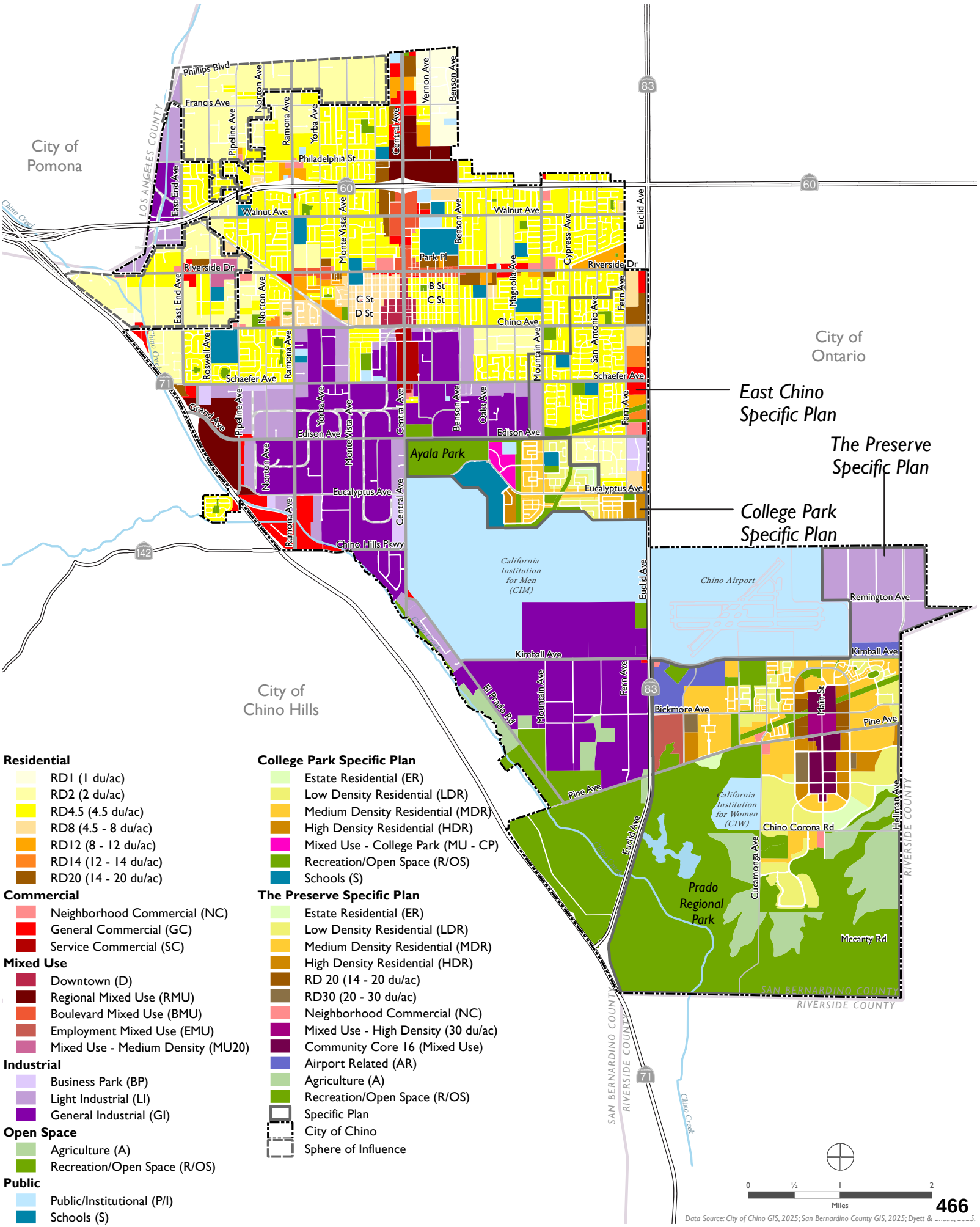
NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
SECRETARY, PLANNING COMMISSION

Attachments:
Exhibit "A" – City of Chino 2045 General Plan Map
Exhibit "B" – City of Chino 2045 General Plan (Link Below)
https://www.cityofchino.org/591/Environmental-Documents

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.

RESOLUTION NO. PC2025-022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CHINO, CALIFORNIA, RECOMMENDING THE CHINO CITY COUNCIL ADOPT AMENDMENT TO THE ZONING MAP (PL23-0129 (ZONE CHANGE)) TO INCORPORATE TARGETED ZONING MAP AMANDMENTS PROPOSED TO BETTER ALIGN ZONING WITH AS BUILT USES AND MARKET POTENTIAL FOR THE RESPECTIVE SITES, WHICH COMPRISE A CHANGE FROM ONE EXISTING ZONING DISTRICT TO ANOTHER AND ALL AMENDMENTS ARE CONSISTENT WITH THE REQUIREMENTS OF MEASURE M, THE CITY'S RESIDENTIAL GROWTH CONTRIOL MEASURE.

WHEREAS, the City of Chino has prepared the 2045 General Plan Update (Project) to satisfy the requirements of Government Code 65300 - 65303.4; and

WHEREAS, the changes to the Zoning Map and parcels identified in Exhibit A are needed for consistency with the Project; and

WHEREAS, pursuant to Chino Municipal Code section 2.36, the Planning Commission is empowered to review and recommend to the City Council general plan amendments, specific plan amendments, zone changes, and zone ordinance amendments; and

WHEREAS, the Planning Commission of the City of Chino has completed its study of the proposed zone changes and related materials; and

WHEREAS, The proposed zone changes will not adversely affect the harmonious relationship with the adjacent neighborhoods and land uses; and

WHEREAS, all provisions of the California Government Code and Chino Municipal Code related to the proposed zone change have been complied with; and

WHEREAS, on August 20, 2025, the Planning Commission held a duly noticed public hearing for the PL23-0129 (Zone Change) in compliance with law, including compliance with the relevant provisions of the California Government Code and Chino Municipal Code, entertained the written and oral report of staff, and considered public testimony on the Project.

NOW, THEREFORE, the Planning Commission of the City of Chino, California, does hereby FIND, DETERMINE, and RESOLVE as follows:

A. The foregoing recitals are true and correct and incorporated herein.

B. Based on substantial evidence, both written and oral, from the public hearing, the Planning Commission makes the following findings and takes the following to the City Council on PL23-0129 (Zoning Change):

1. The proposed zone changes are consistent with the goals and policies of the General Plan, as amended. An amendment to the General Plan has been processed concurrently for the Project and the proposed zone changes are consistent with the updated General Plan Land Use Diagram for the related parcels. Furthermore, the proposed zone changes are generally located within the City's established employment districts and would support Goal LCC-6 of the updated General Plan, which seeks to strengthen Chino's established employment districts and build the local employment base; and

2. The proposed zone changes are reasonable, beneficial, and in the interest of good zoning practice in that they are proposed to better align zoning for the subject sites with surrounding as-built uses and market potential for the respective sites. Furthermore, the proposed zone changes are consistent with the requirements of Measure M, the City's residential growth control measure; and

3. The proposed zone change will not have a significant adverse impact on the environment that has not been analyzed as part of the City of Chino 2045 General Plan Update Environmental Impact Report that has been prepared for the Project. Pursuant to Section 15162 of the CEQA Guidelines, staff has determined that this Project is within the scope of the EIR, and there are no changes to the Project from what was described and analyzed in the EIR; and

4. In the case of a zone change to a specific property, the changes will not adversely affect the harmonious relationship with adjacent parcels and land uses in that they are proposed to better align zoning for the subject sites with surrounding as-built uses and market potential for the respective sites; and

5. In the case of a zone change to a specific property, the subject sites have physical characteristics that are suitable, including, but not limited to parcel size, shape, access, availability of utilities and compatibility with adjoining land uses for the proposed zoning designation and anticipated development in that they are located on infill sites that generally contain comparable existing development today.

C. *CEQA Findings*. The City of Chino 2045 General Plan Update Environmental Impact Report (SCH No. 2024090833) has been prepared for the Project. Pursuant to Section 15162 of the CEQA Guidelines, staff has determined that this Project is within the scope of the EIR, and there are no changes to the Project from what was described and analyzed in the EIR. The proposed zone changes are consistent with the Project described in the EIR, and all mitigation measures from the EIR are incorporated as conditions of approval for the Project.

D. *Recommendation of Approval of PL23-0129 (Zone Change).* The Planning Commission hereby recommends the City Council approve PL23-0129 (Zone Change).

PASSED, APPROVED AND ADOPTED THIS 20TH DAY OF AUGUST 2025.

_____
PLANNING COMMISSION CHAIRPERSON

ATTEST:

_____
SECRETARY, PLANNING COMMISSION

State of California)
County of San Bernardino) §
City of Chino)

I hereby certify the foregoing Resolution was duly adopted by the Chino Planning Commission at a meeting held on the 20th day of August 2025 and entered in the minutes of said Commission.

AYES: COMMISSIONERS:

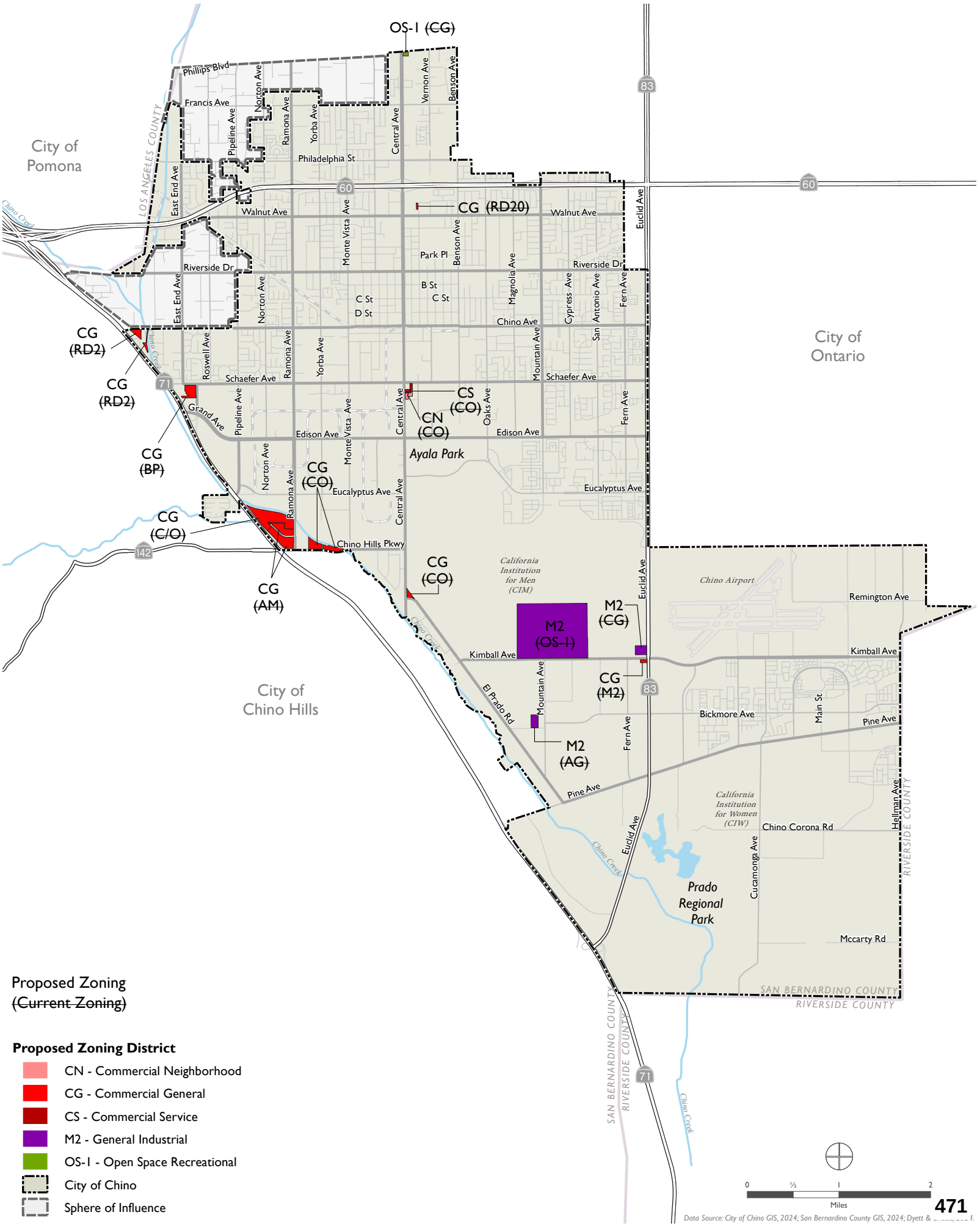
NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

_____
SECRETARY, PLANNING COMMISSION

Attachment:
Exhibit “A” – Parcel List and Map

Proposed Zoning Map Amendments



Proposed Zoning
(~~Current Zoning~~)

Proposed Zoning District

- CN - Commercial Neighborhood
- CG - Commercial General
- CS - Commercial Service
- M2 - General Industrial
- OS-I - Open Space Recreational
- City of Chino
- Sphere of Influence

Data Source: City of Chino GIS, 2024; San Bernardino County GIS, 2024; Dyett & [illegible]

Exhibit A.2 - List of Parcels to be Rezoned			
APN	ADDRESS	CURRENT ZONING	PROPOSED ZONING
1014-052-03-0000	5325 PHILLIPS BLVD	CG	OS-1
1015-281-24-0000	10TH ST	RD20	CG
1019-331-01-0000	3321 CHINO AVE	RD2	CG
1019-331-02-0000	3417 CHINO AVE	CG	CG
1019-331-07-0000	3415 CHINO AVE	RD2	CG
1021-031-17-0000	5345 SCHAEFER AVE	CS	CS
1021-031-22-0000	CENTRAL AVE	CO	CS
1021-031-25-0000	13759 CENTRAL AVE	CO	CN
1021-031-26-0000	13779 CENTRAL AVE	CO	CN
1022-051-07-0000	ROSWELL AVE	BP	CG
1022-051-10-0000	13700 ROSWELL AVE	BP	CG
1022-051-11-0000	13788 ROSWELL AVE	BP	CG
1022-051-13-0000	13768 ROSWELL AVE 1 #105	BP	CG
1022-051-14-0000	13768 ROSWELL AVE 2 #103	BP	CG
1022-051-15-0000	13768 ROSWELL AVE 3 #102	BP	CG
1022-051-16-0000	13768 ROSWELL AVE 4 #101	BP	CG
1022-051-17-0000	13768 ROSWELL AVE 5 #100	BP	CG
1022-051-18-0000	13768 ROSWELL AVE 6 #111	BP	CG
1022-051-19-0000	13768 ROSWELL AVE 7 #112	BP	CG
1022-051-20-0000	13768 ROSWELL AVE 8 #115	BP	CG
1022-051-21-0000	13768 ROSWELL AVE 9 #116	BP	CG
1022-051-22-0000	13768 ROSWELL AVE 117	BP	CG
1022-051-23-0000	13768 ROSWELL AVE 118	BP	CG
1022-051-24-0000	13768 ROSWELL AVE 119	BP	CG
1022-051-25-0000	13768 ROSWELL AVE 120	BP	CG
1022-051-26-0000	13768 ROSWELL AVE 121	BP	CG
1022-051-27-0000	13768 ROSWELL AVE 122	BP	CG
1022-051-28-0000	13768 ROSWELL AVE 110	BP	CG
1022-051-29-0000	13768 ROSWELL AVE 109	BP	CG
1022-051-30-0000	13768 ROSWELL AVE 108	BP	CG
1022-051-31-0000	13768 ROSWELL AVE 107	BP	CG
1022-051-32-0000	13768 ROSWELL AVE 106	BP	CG
1022-051-33-0000	13768 ROSWELL AVE 205	BP	CG
1022-051-34-0000	13768 ROSWELL AVE 203	BP	CG
1022-051-35-0000	13768 ROSWELL AVE 202	BP	CG
1022-051-36-0000	13768 ROSWELL AVE 201	BP	CG
1022-051-37-0000	13768 ROSWELL AVE 200	BP	CG
1022-051-38-0000	13768 ROSWELL AVE 211	BP	CG
1022-051-39-0000	13768 ROSWELL AVE 212	BP	CG
1022-051-40-0000	13768 ROSWELL AVE 215	BP	CG
1022-051-41-0000	13768 ROSWELL AVE 216	BP	CG
1022-051-42-0000	13768 ROSWELL AVE 217	BP	CG
1022-051-43-0000	13768 ROSWELL AVE 218	BP	CG
1022-051-44-0000	13768 ROSWELL AVE 219	BP	CG
1022-051-45-0000	13768 ROSWELL AVE 220	BP	CG

Exhibit A.2 - List of Parcels to be Rezoned			
APN	ADDRESS	CURRENT ZONING	PROPOSED ZONING
1022-051-46-0000	13768 ROSWELL AVE 221	BP	CG
1022-051-47-0000	13768 ROSWELL AVE 222	BP	CG
1022-051-48-0000	13768 ROSWELL AVE 210	BP	CG
1022-051-49-0000	13768 ROSWELL AVE 209	BP	CG
1022-051-50-0000	13768 ROSWELL AVE 208	BP	CG
1022-051-51-0000	13768 ROSWELL AVE 207	BP	CG
1022-051-52-0000	13768 ROSWELL AVE 206	BP	CG
1022-051-53-0000	13768 ROSWELL AVE	BP	CG
1025-092-02-0000	14670 RAMONA AVE	C/O	CG
1025-121-08-0000	RAMONA AVE	C/O	CG
1025-151-07-0000	CHINO HILLS PKWY	C/O	CG
1025-151-08-0000	CHINO HILLS PKWY	C/O	CG
1025-191-06-0000	CHINO HILLS PKWY	C/O	CG
1025-211-12-0000	CORPORATE CENTER AVE	C/O	CG
1025-211-16-0000	CORPORATE CENTER AVE	AM	CG
1025-211-18-0000	RAMONA AVE	C/O	CG
1025-211-19-0000	RAMONA AVE	C/O	CG
1025-211-22-0000	RAMONA AVE	C/O	CG
1025-211-23-0000	14726 RAMONA AVE	C/O	CG
1025-211-24-0000	14740 RAMONA AVE	AM	CG
1025-211-26-0000	4325 CORPORATE CENTER AVE	C/O	CG
1025-211-28-0000	14740 RAMONA AVE	AM	CG
1025-211-29-0000	CORPORATE CENTER AVE	AM	CG
1025-211-30-0000	4480 CHINO HILLS PKWY	AM	CG
1025-482-01-0000	CHINO HILLS PKWY	C/O	CG
1025-491-01-0000	CHINO HILLS PKWY	C/O	CG
1026-101-05-0000	15180 EUCLID AVE	CG	M2
1026-101-06-0000	15180 EUCLID AVE	CG	M2
1026-101-07-0000	15180 EUCLID AVE	CG	M2
1026-101-09-0000	15616 EUCLID AVE	CG	M2
1026-101-10-0000	15180 EUCLID AVE	CG	M2
1026-101-12-0000	15180 EUCLID AVE	OS-1	M2
1028-202-21-0000	EL PRADO RD	CO	CG
1056-061-04-0000	7031 KIMBALL AVE	M2	CG
A portion of the following parcels is proposed for rezoning as shown on the attached map.			
1026-111-01-0000	KIMBALL AVE	OS-1	M2; OS-1
1027-211-05-0000	FLOWERS ST	AG	M2
1026-071-02-0000	EUCLID AVE	OS-1	OS-1; M2
1026-031-01-0000	15180 EUCLID AVE	OS-1	OS-1; M2

ORDINANCE NO. 2025-XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CHINO, CALIFORNIA, APPROVING ZONE CHANGE (PL23-0129) AMENDING ORDINANCE NO. XXX, WHICH ESTABLISHED THE ZONING MAP, BY CHANGING THE DESIGNATION OF THE 81 PROPERTIES IDENTIFIED HEREIN.

WHEREAS, this proposed ordinance will not have a significant adverse impact on the environment, as an Environmental Impact Report (SCH No. 2024090833) has been prepared for the City of Chino 2045 General Plan Update Project (Project) and approved concurrently with the first reading of this Ordinance (Resolution 2025-XXX).

NOW, THEREFORE, the City Council of the City of Chino does hereby ordain as follows:

Section 1. Ordinance No. 2025-XXX is hereby amended to affect a Zone Change on the parcels within the City of Chino identified on the map and parcels identified in Exhibit A (attached).

Section 2. CEQA Findings. The City of Chino 2045 General Plan Update Environmental Impact Report (SCH No. 2024090833) has been prepared for the Project. Pursuant to Section 15162 of the CEQA Guidelines, the City Council has determined that this Project is within the scope of the EIR, and there are no changes to the Project from what was described and analyzed in the EIR. The proposed zone changes are consistent with the Project described in the EIR, and all mitigation measures from the EIR are incorporated as conditions of approval for the Project.

Section 2. Severability. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is held invalid or unconstitutional by any court of competent jurisdiction, such determination shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Chino declare that they would have enacted this Ordinance and each section, subsection, sentence, clause or phrase hereof irrespective of any determination of invalidity.

Section 3. Effective Date. This ordinance shall be in full force and effect thirty (30) days after its second reading and adoption.

Section 4. 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 a newspaper of general circulation, printed and published within the City in accordance with the provisions of the Government Code.

APPROVED AND ADOPTED THIS 16TH DAY OF SEPTEMBER 2025.

EUNICE M. ULLOA, MAYOR

ATTEST:

NATALIE GONZAGA, CITY CLERK

State of California)
County of San Bernardino) §
City of Chino)

I, Natalie Gonzaga, City Clerk of the City of Chino, do hereby certify the foregoing Ordinance was duly adopted by the Chino City Council at a regular meeting held on the 16th day of September 2025, by the following votes:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

NATALIE GONZAGA, CITY CLERK

Exhibit A – Map and List of Sites Receiving Zoning Amendments

Proposed Zoning Map Amendments

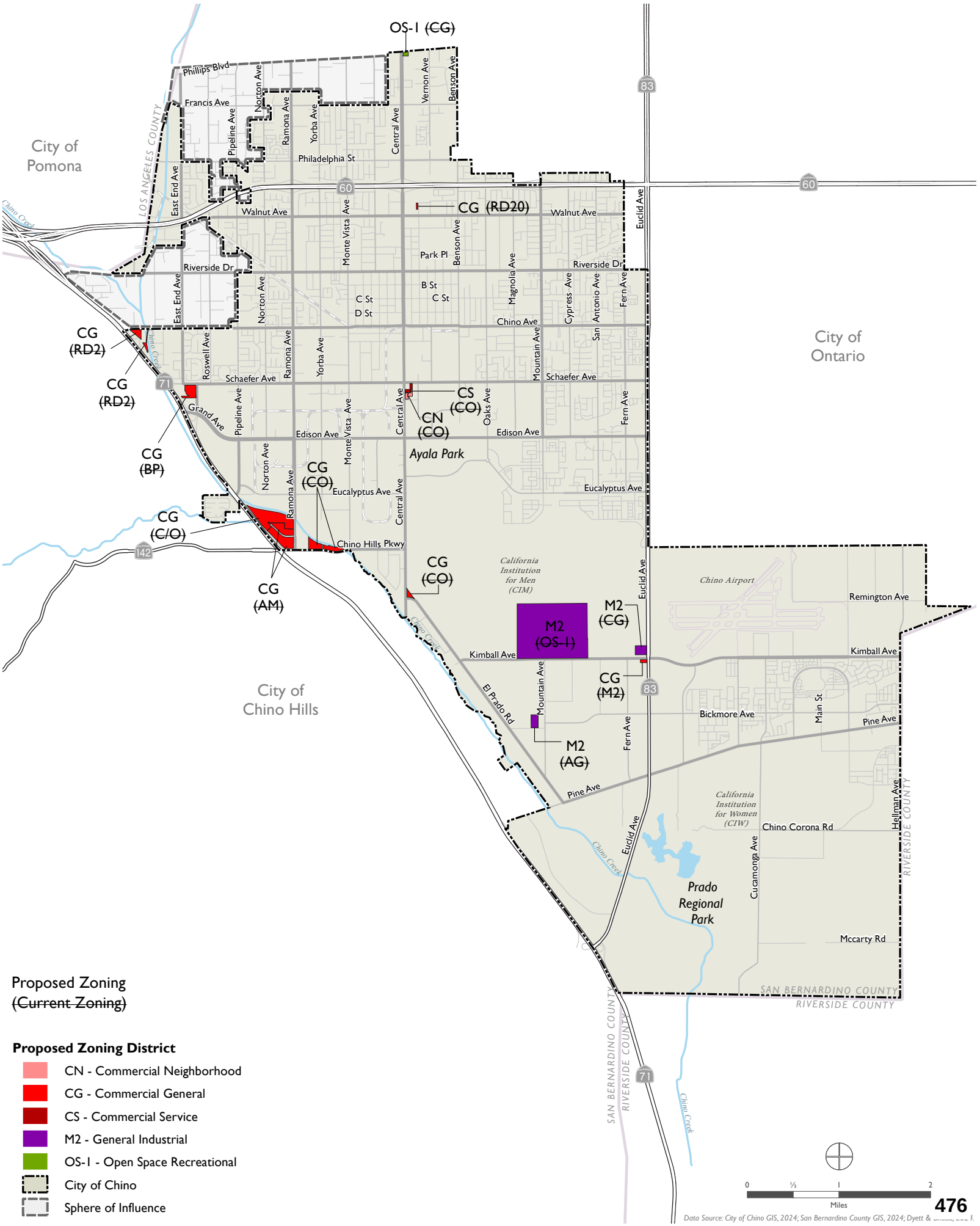


Exhibit A.2 - List of Parcels to be Rezoned			
APN	ADDRESS	CURRENT ZONING	PROPOSED ZONING
1014-052-03-0000	5325 PHILLIPS BLVD	CG	OS-1
1015-281-24-0000	10TH ST	RD20	CG
1019-331-01-0000	3321 CHINO AVE	RD2	CG
1019-331-02-0000	3417 CHINO AVE	CG	CG
1019-331-07-0000	3415 CHINO AVE	RD2	CG
1021-031-17-0000	5345 SCHAEFER AVE	CS	CS
1021-031-22-0000	CENTRAL AVE	CO	CS
1021-031-25-0000	13759 CENTRAL AVE	CO	CN
1021-031-26-0000	13779 CENTRAL AVE	CO	CN
1022-051-07-0000	ROSWELL AVE	BP	CG
1022-051-10-0000	13700 ROSWELL AVE	BP	CG
1022-051-11-0000	13788 ROSWELL AVE	BP	CG
1022-051-13-0000	13768 ROSWELL AVE 1 #105	BP	CG
1022-051-14-0000	13768 ROSWELL AVE 2 #103	BP	CG
1022-051-15-0000	13768 ROSWELL AVE 3 #102	BP	CG
1022-051-16-0000	13768 ROSWELL AVE 4 #101	BP	CG
1022-051-17-0000	13768 ROSWELL AVE 5 #100	BP	CG
1022-051-18-0000	13768 ROSWELL AVE 6 #111	BP	CG
1022-051-19-0000	13768 ROSWELL AVE 7 #112	BP	CG
1022-051-20-0000	13768 ROSWELL AVE 8 #115	BP	CG
1022-051-21-0000	13768 ROSWELL AVE 9 #116	BP	CG
1022-051-22-0000	13768 ROSWELL AVE 117	BP	CG
1022-051-23-0000	13768 ROSWELL AVE 118	BP	CG
1022-051-24-0000	13768 ROSWELL AVE 119	BP	CG
1022-051-25-0000	13768 ROSWELL AVE 120	BP	CG
1022-051-26-0000	13768 ROSWELL AVE 121	BP	CG
1022-051-27-0000	13768 ROSWELL AVE 122	BP	CG
1022-051-28-0000	13768 ROSWELL AVE 110	BP	CG
1022-051-29-0000	13768 ROSWELL AVE 109	BP	CG
1022-051-30-0000	13768 ROSWELL AVE 108	BP	CG
1022-051-31-0000	13768 ROSWELL AVE 107	BP	CG
1022-051-32-0000	13768 ROSWELL AVE 106	BP	CG
1022-051-33-0000	13768 ROSWELL AVE 205	BP	CG
1022-051-34-0000	13768 ROSWELL AVE 203	BP	CG
1022-051-35-0000	13768 ROSWELL AVE 202	BP	CG
1022-051-36-0000	13768 ROSWELL AVE 201	BP	CG
1022-051-37-0000	13768 ROSWELL AVE 200	BP	CG
1022-051-38-0000	13768 ROSWELL AVE 211	BP	CG
1022-051-39-0000	13768 ROSWELL AVE 212	BP	CG
1022-051-40-0000	13768 ROSWELL AVE 215	BP	CG
1022-051-41-0000	13768 ROSWELL AVE 216	BP	CG
1022-051-42-0000	13768 ROSWELL AVE 217	BP	CG
1022-051-43-0000	13768 ROSWELL AVE 218	BP	CG
1022-051-44-0000	13768 ROSWELL AVE 219	BP	CG
1022-051-45-0000	13768 ROSWELL AVE 220	BP	CG

Exhibit A.2 - List of Parcels to be Rezoned			
APN	**ADDRESS**	**CURRENT ZONING**	**PROPOSED ZONING**
1022-051-46-0000	13768 ROSWELL AVE 221	BP	CG
1022-051-47-0000	13768 ROSWELL AVE 222	BP	CG
1022-051-48-0000	13768 ROSWELL AVE 210	BP	CG
1022-051-49-0000	13768 ROSWELL AVE 209	BP	CG
1022-051-50-0000	13768 ROSWELL AVE 208	BP	CG
1022-051-51-0000	13768 ROSWELL AVE 207	BP	CG
1022-051-52-0000	13768 ROSWELL AVE 206	BP	CG
1022-051-53-0000	13768 ROSWELL AVE	BP	CG
1025-092-02-0000	14670 RAMONA AVE	C/O	CG
1025-121-08-0000	RAMONA AVE	C/O	CG
1025-151-07-0000	CHINO HILLS PKWY	C/O	CG
1025-151-08-0000	CHINO HILLS PKWY	C/O	CG
1025-191-06-0000	CHINO HILLS PKWY	C/O	CG
1025-211-12-0000	CORPORATE CENTER AVE	C/O	CG
1025-211-16-0000	CORPORATE CENTER AVE	AM	CG
1025-211-18-0000	RAMONA AVE	C/O	CG
1025-211-19-0000	RAMONA AVE	C/O	CG
1025-211-22-0000	RAMONA AVE	C/O	CG
1025-211-23-0000	14726 RAMONA AVE	C/O	CG
1025-211-24-0000	14740 RAMONA AVE	AM	CG
1025-211-26-0000	4325 CORPORATE CENTER AVE	C/O	CG
1025-211-28-0000	14740 RAMONA AVE	AM	CG
1025-211-29-0000	CORPORATE CENTER AVE	AM	CG
1025-211-30-0000	4480 CHINO HILLS PKWY	AM	CG
1025-482-01-0000	CHINO HILLS PKWY	C/O	CG
1025-491-01-0000	CHINO HILLS PKWY	C/O	CG
1026-101-05-0000	15180 EUCLID AVE	CG	M2
1026-101-06-0000	15180 EUCLID AVE	CG	M2
1026-101-07-0000	15180 EUCLID AVE	CG	M2
1026-101-09-0000	15616 EUCLID AVE	CG	M2
1026-101-10-0000	15180 EUCLID AVE	CG	M2
1026-101-12-0000	15180 EUCLID AVE	OS-1	M2
1028-202-21-0000	EL PRADO RD	CO	CG
1056-061-04-0000	7031 KIMBALL AVE	M2	CG
A portion of the following parcels is proposed for rezoning as shown on the attached map.			
1026-111-01-0000	KIMBALL AVE	OS-1	M2; OS-1
1027-211-05-0000	FLOWERS ST	AG	M2
1026-071-02-0000	EUCLID AVE	OS-1	OS-1; M2
1026-031-01-0000	15180 EUCLID AVE	OS-1	OS-1; M2