



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.

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, NOVEMBER 6, 2024 AT 6:00 PM

STUDY SESSION

AGENDA

Notice is hereby given that a Special Meeting of the Planning Commission of the City of Chino will be held on November 6, 2024, at 6:00 pm, in the Council Chambers located at 13220 Central Avenue, Chino, CA, to discuss those items listed on the Agenda as noted below.

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.

DISCUSSION

1. Study Session for the Comprehensive Zoning Code update related to Commercial and Residential Parking Standards and "Good Neighbor" Standards for Industrial, Manufacturing and Warehouse Uses. Study Session for the Comprehensive Zoning Code update related to Parking and Industrial "Good Neighbor" Standards

Staff Report By: Michael Hitz, Principal Planner, AICP

DIRECTOR'S REPORT

COMMISSION COMMENTS

ADJOURNMENT

Adjourn to a regular meeting of the Planning Commission on November 20, 2024 at 6 p.m. in these Council Chambers.

I, Natalie Gonzaga, City Clerk of the City of Chino, hereby declare that on October 31, 2024 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.



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: NOVEMBER 6, 2024

DATE: NOVEMBER 6, 2024
TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION
FROM: ANDREA GILBERT, CITY PLANNER

SUBJECT

Study Session for the Comprehensive Zoning Code update related to Commercial and Residential Parking Standards and "Good Neighbor" Standards for Industrial, Manufacturing and Warehouse Uses.

RECOMMENDATION

Receive a presentation on potential amendments to zoning standards and provide input to the Draft Zoning Code Update, anticipated for release in Spring 2025.

BACKGROUND

At a joint study session held on July 30, 2024, the City Council and Planning Commission reviewed the Preferred Land Use Plan and Key Strategies for the 2045 General Plan Update, directing staff to move forward with preparation of the Draft General Plan Update based on the amendments outlined in that plan. As part of the comprehensive General Plan Update, a comprehensive update to the Zoning Code is proposed. The Zoning Code implements the General Plan, so as the General Plan is revised, the Zoning Code also requires updating. Additionally, certain outdated aspects of the Zoning Code need to be modernized and updated for consistency with recent State laws.

Given the volume of detailed material to review, three study sessions with focused topics will be held with the Planning Commission. The intent at each study session is to provide an overview of proposed zoning amendments and provide an opportunity to discuss each topic prior to preparation of the Public Review Draft Zoning Code. No formal action will be taken by the Commission at the study sessions, which are intended as a forum for advance input from the Commission on the Draft Zoning Code Update.

The focus of the study sessions will be as follows:

- Study Session 1: Commercial and Residential Parking Standards; "Good Neighbor" Standards for Industrial, Manufacturing, and Warehouse Uses
- Study Session 2: Code Organization, Administrative Procedures, Master Plan Overlay, Planned Development Zoning District, and Other Amendments for Consistency with State Law
- Study Session 3: New Zoning Districts and Related Standards to Implement New General Plan Land Use Designations

Based on direction from the Commission, the Draft Zoning Code will be prepared and circulated

PLANNING COMMISSION MEETING DATE: NOVEMBER 6, 2024

TITLE: STUDY SESSION FOR THE COMPREHENSIVE ZONING CODE UPDATE RELATED TO COMMERCIAL AND RESIDENTIAL PARKING STANDARDS AND "GOOD NEIGHBOR" STANDARDS FOR INDUSTRIAL, MANUFACTURING AND WAREHOUSE USES.

PAGE: 2

for public review in the Spring of 2025. Formal adoption hearings for the Zoning Code Update are anticipated in Summer 2025, following adoption hearings for the 2045 General Plan and Environmental Impact Report.

ISSUES AND ANALYSIS

The focus of this first study session is on commercial and residential parking standards and "Good Neighbor" standards for industrial uses. To facilitate discussion, two informational memos are attached, providing context for potential zoning amendments on each topic.

Commercial and Residential Parking Standards

Parking standards for the following uses are outlined: shopping centers; residential neighborhoods; multifamily developments; downtown. The standards outlined reflect public input received to date through community outreach for the General Plan Update as well as the policy direction outlined in the Preferred Land Use Plan and Key Strategies. References to parking standards from peer communities are also provided for context.

"Good Neighbor" Standards for Industrial, Manufacturing, and Warehouse Uses

In September, the Governor signed Assembly Bill (AB) 98, setting statewide standards for warehouses and logistics uses which will apply in Chino when the law takes effect for Chino in 2026. The proposed "good neighbor" standards reflect the requirements of AB98 with some additional standards for buffering and screening of common lot line boundaries to address land use compatibility.

PUBLIC NOTICE

Information about this meeting was circulated on various City of Chino social media platforms and sent out to the General Plan update email list of interested individuals. Additionally, certain commercial, residential and industrial developers, and brokers that have recently worked on projects were invited to this meeting to help provide context related to the subjects being discussed.

Attachments:

- Approach to Parking in the General Plan and Zoning Code
- Proposed "Good Neighbor Standards for Industrial, Manufacturing, and Warehouse Uses

M E M O R A N D U M

To: Mike Hitz, Principal Planner, City of Chino
From: Michael Dyett and Andrew Hill
Re: Approach to Parking in the General Plan and Zoning Code
Date: October 28, 2024

This memo summarizes concepts for discussion with the Planning Commission at the upcoming study session. Parking policy and standards for the following contexts are outlined: shopping centers; residential neighborhoods; multifamily developments; downtown. For reference, a survey of parking standards in peer communities is provided at the end of this memo.

PARKING STANDARDS FOR SHOPPING MALLS

In focus group discussions with property owners, property managers, and brokers, representatives of regional shopping centers have indicated they believe they are "over-parked" in view of actual usage. Given that parking can account for as much as 15 percent of project costs in the case of new construction, "right-sizing" parking standards can help with the financial feasibility of redevelopment. Various strategies can be considered to achieve this aim, including parking reductions, shared parking, and revisions to standards that optimize the use of space.

Under Chapter 20.18 of the Chino Municipal Code, Chino currently requires 4 spaces for each 1,000 square feet of gross leasable floor area for shopping centers up to 300,000 square feet, and 3.75 spaces for each 1,000 square feet of gross leasable floor area for centers greater than 300,000 square feet. A review of peer communities in the Inland Empire indicates that many other cities similarly require 4 spaces per thousand square feet (KSF), but Pasadena only requires 3 spaces per KSF and Santa Monica goes a bit higher at 3.3. Chino can consider parking reductions consistent with what these jurisdictions have done in conjunction with other actions to optimize the use of parking spaces.

Shared parking is another strategy identified in the Preferred Plan to help "right-size" parking requirements for shopping centers and facilitate redevelopment with other uses to serve community needs. Shared parking involves the complementary uses of the same spaces by at different times of day to serve two or more individual land uses without conflict. It is typically implemented in areas with a mix of uses as a way to maximize the usage of parking spaces, as most parking spaces are only used part of the time by a particular user group or for a particular facility. Parking requirements for new development often do not take into account potential for shared uses, resulting in high costs for developers who must provide this unnecessary parking.

In Montgomery County, Maryland, the County conducted an inventory and use analysis of existing parking at different times of day to develop a shared parking forecast. This forecast informed shared parking ratios for new development that reduced the number of required

spaces. Under a shared parking arrangement, the minimum number of parking spaces required for a 200,000 square foot mixed-use office and retail development was reduced by approximately 30 percent, a cost savings of \$2.7 million.

The experience of Montgomery County indicates that shared parking standards can facilitate redevelopment and/or the construction of amenities by generating cost savings for property owners and can be an effective tool for achieving balance between parking and amenities for shoppers. Chapter 20.18.040 of the Chino Municipal Code establishes provisions for shared parking; however, the requirement that a written agreement by and between the City of Chino and all other affected parties be executed and recorded with the county recorder has been a deterrent. General Plan policy can provide more specific guidance for shared parking within shopping centers, which can be implemented through provisions in the Draft Zoning Code.

Additionally, Chino can consider amending dimensional standards to optimize the use of space in shopping centers and reduce costs of providing parking. Under Chino's current Zoning Code, parking stall sizes and resulting bays are generous. The stall dimensions for large cars in 90-degree parking with two-way aisles could be reduced from 9' x 19' to 8.5' x 17' or 18' because nearly all large cars can be accommodated.¹ Some cities have standards for large and small spaces or allow for a uniform space. The City's stall size for compact spaces (8.5' x 17') is the same as in some neighboring cities (e.g., Ontario) but larger than in cities that have updated parking standards. For example, both Oakland and Los Angeles set compact stalls at 7.5' x 15' while the International Zoning Code has a minimum width for compact stalls of 8'. Double-striping could be maintained. Bay size could be reduced from 64 ft. (two 19 ft. spaces plus 26 ft. aisle) to say 62 ft. which would provide some cost savings. Peer cities require the following bay sizes:

- Pomona (Ordinance just adopted): 60' bay with 8' x 18' stalls and a 24' aisle
- San Jose (Ordinance just adopted): 58' with 8.5 x 17' stalls with a 24' aisle
- San Diego: 62' bay with 9' x 18' stalls and 26' aisles

Los Angeles allows for a variable bay size, with reduced aisles for wider stalls and distinctions between one-way and two-way aisles. This would give shopping mall owners more flexibility in parking lot layout. Parking requirements could also be eliminated for small tenant spaces (for example, less than 5,000 or 7,500 square feet) as a way to incentivize attracting small, locally owned businesses to shopping centers. The City of Pomona exempts up to 15,000 square feet.

Chino also could update standards for overhangs, which allow stall depth to be reduced. For example, overhangs could only be allowed into landscaped areas that are a minimum width of 5 feet, but not into walkways. Alternatively, overhangs into walkways might be permitted provided a minimum width for pedestrian circulation of 4 or 5 feet is maintained. Finally, shopping mall owners might be required to identify long-term employee spaces and place these behind buildings to free up spaces for customers in more convenient locations.

¹ An 18' stall depth is 216 inches. Vehicle lengths (in inches) are: Jeep Grand Cherokee – 194", GMC Yukon – 210", Jeep Grand Wagoneer – 214", and Ford F-150 – 209".

NEIGHBORHOOD PARKING

A recurring theme of community comments during outreach conducted for the General Plan Update has to do with the availability of parking in residential neighborhoods. Several factors contribute to this situation, including multigenerational households with adult children living at home; a preference for trucks and SUVs; and the use of garages for storage. Community members most often cite the availability of parking in residential neighborhoods as an issue in The Preserve, where parking standards were set through the Specific Plan process and related development agreements with the objective of controlling the cost of new homes. Amended standards would not apply retroactively in established neighborhoods or areas where development agreements are already in place; however, consideration should be given to the standards applicable in areas where new single-family development is proposed. Additionally, the General Plan can provide policy-level direction for strategies to manage neighborhood parking, particularly in neighborhoods adjacent to mixed use and commercial areas.

As part of the Zoning Code Update, Chino could consider increasing the number of off-street spaces required for single-family housing development. Additionally, amendments could be made to reduce landscaping requirements in the front and corner side setbacks and permit parking in these areas. Adjustments in maximum driveway widths may be needed as well. This strategy could help to increase parking in areas where single-family housing will be developed in the coming years without adding significant cost; however, accompanying standards for aesthetic considerations would be needed.

For the management of on-street parking in established residential neighborhoods, particularly those adjacent to mixed use and commercial areas where the Mixed Use and Affordable Housing overlays permit the development of new multifamily housing, the expansion of residential permit parking can be considered. The City of Chino has designated certain residential neighborhoods within the city as "Residential Parking Permit Areas" where curbside parking is restricted to vehicles that properly display a City-issued parking permit. This is done to discourage overflow parking from local traffic generators such as hospitals, schools, or businesses on to residential streets and ensure that residents living in neighborhoods close to these types of uses can use the on-street parking adjacent to their homes. Permit parking requirements currently apply in neighborhoods adjacent to Chino High School and in proximity to Monte Vista Park. The General Plan can provide policy guidance for expanding the applicability of Residential Parking Permit areas and the Code can be updated to streamline and clarify the process for establishing them.

Another strategy for managing in-street parking supply in established neighborhoods is to require that construction management plans include transportation demand management (TDM) requirements for worker vehicles. This would effectively require carpooling and other strategies to limit the number of construction-related vehicles in neighborhoods as accessory dwelling units and new housing is constructed. Peer cities have found construction management plans with a parking component to be an effective tool to limit neighborhood impacts.

PARKING FOR MULTIFAMILY HOUSING

In 2023, for implementation of the Housing Element, Chino adopted two overlays that permit multifamily housing in established commercial districts and residential neighborhoods in the north of the city. These overlays create capacity for over 4,000 new housing units. At the same time, State law requires parking reductions for affordable housing, which poses a distinct challenge for a community like Chino with limited transit service and where most residents commute to work by car. As shown in the comparative table at the end of this memo, Chino's multifamily parking standards are generally in line with those of peer communities, but the number of guest parking spaces required is less than in many other communities. Currently, Chino's requirement of one guest parking space per 10 units is much less than other cities. Diamond Bar, Irvine, and Ontario, for example, requires one space for each 4 units, Rancho Cucamonga, one space for 3 units, and Corona, one space for 5 units. With this in mind, it would make sense to increase the guest parking requirement to 1 space for 5 units, with an additional space if there is no adjacent on-street parking.

Additionally, the Zoning Code Update should consider additional strategies to optimize the use of space for parking in multifamily developments and effectively manage on-street parking in the surrounding area. Tandem parking, where two spaces are provided one in front of the other such that they are configured as a single space that's double in length, can be used in a targeted way to optimize the use of space for parking in multifamily developments. Chino currently permits tandem parking for ADUs and JADUs. The Zoning Code could expand its application to multifamily developments, establishing tandem space dimensions and permitting it by right in certain circumstances. Parking lifts are another strategy that can help optimize the use of available space for parking. Parking lifts are mechanical devices that use hydraulics to raise vehicles for storage or servicing, similar to elevators. They are more economical than underground parking or parking structures, which are typically only feasible in developments with much greater density than permitted in Chino. The Zoning Code can incorporate standards for parking lifts, including standards that require screening from public view, limit the height and number of vehicles that can be stacked, and require manual override to access or remove a vehicle from the parking lift in the event of a power outage.

Reductions for common and shared parking could also be offered for projects with a certain percentage of affordable units, allowing a reduction if one of the required spaces is not assigned (for example, a 10 percent reduction in the total otherwise required as having a large number of unassigned spaces can optimize overall utilization).² The rationale is that parking standards typically include a vacancy factor, meaning more spaces are required than needed to meet the parking demand to ensure adequate parking is available when needed because of unoccupied units or residents away on vacation. Additionally, lower income households tend to have lower vehicle ownership rates.

² The City of San Diego evaluated the unassigned space option in 2011 and determined that allowing for unassigned spaces could optimize use of the overall parking provided on-site.
<https://www.sandiego.gov/sites/default/files/legacy/planning/programs/transportation/mobility/pdf/111231sdafhfinal.pdf>

The 2045 General Plan can also provide policy guidance for the expansion of the residential parking permit program to residential neighborhoods adjacent to where the overlays apply, as described above.

STANDARDS FOR PARKING DOWNTOWN AND IN THE RIVERSIDE/CENTRAL OPPORTUNITY AREA

The Preferred Plan lays out a long-term strategy for catalyzing creation of a vibrant downtown. A new zoning district and related development standards will be needed to implement that direction in the event of a successful Measure M vote. The Preferred Plan also calls for a comprehensive parking management strategy for downtown that involves angled parking on D Street, Seventh Street, and Chino Avenue as well as the construction of one or more parking structures and the implementation of a "park once" policy that encourages visitors to park once and walk when downtown.

The General Plan will implement this strategy by creating new and revised street typologies that permit angled parking and identify streets where off-street loading access is not allowed in the interest of walkability and downtown vibrancy. The Zoning Code Update will restrict loading access and parking structure access consistent with the General Plan. Additionally, it will provide incentives for small local business, such as reducing parking requirements for small retail spaces or providing an exemption for them to help attract small, locally owned businesses. Another option for Downtown would be to expand provisions for off-site parking and possibly allow for an in-lieu fee to help fund a public parking lot. Enabling provisions for an in-lieu fee could be established in the Zoning Code for areas where public parking districts are established.

The Zoning Code Update will also address an issue that has emerged on small, commercially zoned properties in the Downtown and Riverside/Central opportunity area. Currently, for full service and drive-through restaurants, the City's requirements are based on public seating area and one space is required for each 100 square feet, with a minimum of 10 spaces. In peer cities, the standard is the same (1 per 100 square feet), but it applies to gross floor, including outdoor seating space, and no minimum number is typically set.

- Pomona exempts restaurants from on-site parking requirements.
- Glendale sets a slightly higher standard for drive-through restaurants (12.5 spaces per 1,000 sq. ft.) but reduces the number to 1/200 sq. ft. for Downtown.
- Ontario sets a 1/100 sq. ft. standard, with a higher standard for fast-food restaurants (1/75 sq. ft.)
- Pasadena sets a 1/100 sq. ft. standard but allows fast-food restaurants to have less parking (only 4/1,000 sq. ft. up to 1,500 sq. ft. and 3/100 sq/ft. for restaurants that are larger than 1,500 sq. ft. up to a maximum number of 20 spaces)
- Riverside sets a 1/100 sq. ft. requirement for all types of restaurants.

Chino could consider a reduction in the off-street parking for restaurants to 1/200 square feet of seating area (1/250 square feet for small fast-food restaurants) as an option to promote this use. In shopping centers, small restaurants could be exempt along with small

retail space. Reductions or exemptions could also be offered when the retail or restaurant use is in proximity to a future downtown parking structure, once constructed.

CHINO PARKING COMPARISONS: SPACES REQUIRED FOR MULTI-FAMILY RESIDENTIAL AND NON-RESIDENTIAL LAND USES

(Space per Thousand Square Feet - KSF)

City	MFR	Office	Retail	Shopping Center	Industrial	Warehousing
Chino	2	4	4	3.75 ¹	1.67 ²	1
Glendale	2	2.7 ³	4 ⁴	-	2 ⁵	1
Ontario	2	4	4	4	2 ⁷	2.5 ⁸
Pasadena	2	3	3	3	2	2 ⁹
Riverside	2	4	4	4	2	1 ¹⁰
Santa	2	3.3	3.3	3.3	2.5	1 ¹¹

1. 4/KSF with less than 300,000 sq. ft. of space
2. Plus spaces for office use, with default percentages established.
3. Reduced to 2/KSF in Downtown (DSP)
4. Reduced to 3/KSF in Downtown
5. Reduced to 1.5 for sites with 25 to 50,000 sq.ft. and 1.25 for over 50,000 sq. ft.
6. 0.75 in TOD zone.
7. Assumes offices no more than 15% of gross floor area (GFA).
8. For multi-tenant space in industrial park; warehouse storage area: 1/KSF up to 20,000 sq.ft. then 0.5/KSF above 20,000 sq. ft.
9. Plus 4/KSF for office space.
10. Wholesaling, distribution and storage
11. Personal storage: 0.25/KSF; wholesaling and distribution also 1/KSF.

CHINO PARKING COMPARISON: GUEST PARKING

Spaces per Unit

Jurisdiction	Single Family Dwelling	Studio Unit	One-Bedroom Unit	2-Bedroom Unit	3-Bedroom Unit	Guest Parking/ Unit
City of Chino	2.0	1.0	1.5	2.0	2.0	0.1
City of Ontario	2.0	1.5	1.75	2	2.5	0.25
City of Montclair	2.0	1.25	1.25	1.5	2	0
City of Eastvale	2.0	1.25	1.25	2.25	2.75	0
City of Jurupa Valley	2.0	1.25	1.25	2.25	2.75	0
City of Irvine	2.0	1.0	1.5	2.0	2.0	0.4
City of Rancho Cucamonga	2.0	1.3	1.5	2.0	2.0	0.3
City of Corona	2.0	1.5	1.5	2	2.5	0.2
City of Diamond Bar	2.0	1	2	2	2.5	0.25
City of Upland	2.0	1.0	1.0	2.0	2.5	0.3
Average	2.0	1.3	1.4	2.0	2.4	0.2
	Equal	Below	Equal	Equal	Below	Below

M E M O R A N D U M

To: Mike Hitz, Principal Planner, City of Chino
From: Michael Dyett and Andrew Hill
Re: Proposed “good neighbor” standards for logistics, warehousing, manufacturing, and other uses in industrial “edge” areas, including screening and buffering requirements
Date: October 28, 2024

This memo summarizes concepts for discussion with the Planning Commission at the upcoming study session. The proposed standards address the requirements of Assembly Bill 98 and consider the standards previously proposed for inclusion in an Infill Industrial Development Overlay District.

Purpose of Proposed Good Neighbor Standards for Industrial “Edge” Conditions and Logistics Uses

Large-scale warehouse and distribution centers and the truck traffic and diesel particulate emissions associated with these uses can have adversely affect adjacent residential neighborhoods in Chino. The General Plan update will address how to make these uses “good neighbors,” particularly where these uses are in industrial “edge” areas. In the Inland Empire warehouse growth has been explosive, with 4,000 warehouses occupying a billion square feet of space and generating more than 600,000 truck tips a day. The City began work on addressing this issue in 2022 with a proposal for an Infill Industrial Overlay District, with standards that would have applied to industrial properties north of Schaefer Avenue. With the September signing of Assembly Bill 98, setting statewide standards for warehouses and logistics uses, a fresh look at “good neighbor” policies and standards is warranted.

As the economy has rebounded and truck traffic for goods distribution has increased, causing impacts on residential areas, Chino residents have been speaking out, and City officials have listened, asking that this be addressed in the General Plan update and accompanying Zoning Code amendments. Good neighbor guidelines for warehouse/distribution uses have been adopted in other communities, and the Governor signed legislation in September (Assembly Bill 98) that will establish standards to shield neighborhoods, deliver cleaner air, and limit where warehouse/distribution centers can go when these requirements start on January 1, 2026. Chino is in a “Warehouse Concentration Region” where these standards apply. These reference materials provided a framework for the proposals presented in this paper.

By way of background, the Western Riverside Council of Governments published *Good Neighbor Guidelines for Siting New and/or Modified Warehouse and Distribution Facilities* in 2005, and these have been implemented by many local jurisdictions in Riverside County. The City of Moreno Valley is one of these that has included specific “good neighbor” policies within its zoning ordinance with the objective of minimizing the impacts of diesel particulate matter (PM) from on-road trucks associated with warehouses and distribution centers on sensitive

receptors located within the city. Sensitive receptors include residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time.

This memo provides an overview of Assembly Bill (AB) 98 and the specific requirements imposed on cities. It also presents concepts for development standards that respond to State law and augment standards in Chino's Zoning Code and standards previously proposed for an Infill Industrial Development Overlay District. The standards proposed in this memo are tailored to meet the specific requirements of AB 98, with some additional standards reflecting best practices for screening and buffering between industrial and residential land use as well as buffering between other zoning districts. These standards are needed because the Zoning Code currently does not have the specific design standards for distribution/warehouse facilities in Sections 20.17.080, Office and Industrial Design Standards, nor are distribution/warehouse facilities included in Chapter 20.21, Standards for Specific Land Uses. Standards for the proposed Infill Industrial Development Overlay District would have addressed many of the topics listed in AB 98, but these standards would only apply to land within 300 feet of residentially zoned land. A broader scope of regulations is needed to be consistent with AB 98, as explained in the following section.

Key Provisions in Assembly Bill 98

AB 98 sets out specific requirements for new or modified distribution/warehouse facilities (called "logistics uses" in the bill) that are codified in Chapter 2.8, Warehouse Design and Build Standards of Division 1 of Title 7 of the Government Code. Logistics use developments are defined to include the storage, shipping, receiving and wholesaling of goods and merchandise. The basic idea is to protect sensitive receptors, which include residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals, and other public places where residents are most likely to spend time and where clean air should be a priority. Key provisions include:

- Standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage are established to protect adjacent neighborhoods and other sensitive receptors that are within 900 feet of a logistics use from adverse impacts of diesel truck emissions. Map 1 at the end of this memo shows industrially zoned areas of Chino where the AB98 standards will need to apply. Chino's proposed Infill Industrial Development Overlay District would only have applied to industrial development within 300 feet of residentially zoned property and does not consider impacts on sensitive receptors that are not in residentially zoned areas.
- Logistics facility operators are required, prior to the issuance of a certificate of occupancy, to prepare and submit for City approval a truck routing plan to and from the state highway system based on the City's truck route map. The required truck routes would need to avoid using residential streets.
- Beginning January 1, 2026, cities cannot approve development of a logistics use that does not meet or exceed the standards outlined in the bill.
- The bill also requires a 2-to-1 replacement of any legal nonconforming housing unit in an industrial area demolished to accommodate a logistic use that was occupied within the last 10 years unless the housing unit was declared substandard by a building official, as specified, and payments to displaced tenants if residential

dwellings are affected through purchase, as prescribed. The bill defines terms for these purposes. There are non-conforming residential uses within industrial areas in Chino, as shown on Map 2 at the end of this memo. Chino's Zoning Code currently grants non-conforming status to occupied housing and homes that are vacant for up to 180 days, so these different time periods would need to be acknowledged, with appropriate amendments to the nonconforming section of the Code.

Proposed Good Neighbor Standards for Industrial, Manufacturing, and Logistics Uses in Chino

The proposed "good neighbor" standards for industrial edge conditions include objective design standards, locational standards, and screening and buffering standards for logistics uses that would apply to all new and expanded warehousing and distribution uses; they would be included in the chapter on standards for specific land uses in the Zoning Code Update. These standards are intended to provide additional protection for residential areas, parks, and recreational open space when adjoining industrial/logistics uses are within 900 feet. As noted above, these standards are consistent with and implement AB 98 and are similar to "good neighbor" policies adopted in peer communities. These standards would also be supplemented by new buffering and screening requirements that would apply citywide where non-residential uses abut residential uses. These buffering and screening requirements are presented at the end of this document.

Planning Commission comments on the proposed standards will help City staff and the consultant team refine these requirements and incorporate them into a Hearing Draft of Zoning Code amendments to implement the General Plan Update.

Definitions

AB 98 includes a number of new terms for the regulation of logistics uses, which have been codified in the Government Code. The Zoning Code Update will incorporate by reference to the Government Code definitions of the following terms, which include a brief explanation of each of them:

- **21st Century Warehouse:** a logistics use meeting specific building energy standards that also has provisions for truck charging stations and hookup facilities for bays serving cold storage
- **Tier 1 21st Category Warehouse:** a logistics use that must meet additional design elements, such as electric vehicle charging for passenger vehicles parked on-site, zero-emissions standards for forklifts, and requirements that small off-road engines used on-site are zero-emissions or use the cleanest technology commercially available.
- **Expansion of an Existing Logistics Use:** an increase in floor area of 20 percent or more, excluding office space.
- **Logistics Use:** a building and site in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not

predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.¹

- **Sensitive Receptors:** any residential use, school, daycare facilities, hospitals, public parks and playgrounds, and residential care facilities. All land within a Residential Zoning District also would be considered a sensitive receptor.

Design Standards

The following standards would apply to new and expanded logistics uses located within 900 feet of a sensitive receptor or Residential zoning district boundary, as outlined in State law. The descriptions below indicate how the standards previously proposed for the Infill Industrial Development Overlay District compare to those required under AB 98.

- Design all buildings to meet the standards established in the Government Code for building energy efficiency, photovoltaic systems, and battery storage to support vehicle charging, skylights, microgrid-ready switchgears for “smart” metering, zero-emissions forklifts, and conduits for electric hookups in loading bays as follows:
 - Buildings with logistics uses occupying 250,000 square feet or more: Tier 1 21st Century Warehouse design standards; and
 - Buildings with logistics uses occupying less than 250,000 square feet of space: 21st Century Warehouse design standards.
- Locate all new or expanded logistic uses only on arterial streets, collector streets, and local streets serving industrial and commercial uses. The Planning Commission may grant a waiver to this standard based on a traffic analysis demonstrating that traffic and environmental impacts on residential areas would be minimized with mitigation measures imposed as conditions of approval.
- Orient truck loading bays on the opposite side of the logistics use development away from sensitive receptors to the extent feasible. Note: this is already done in the current Chino Zoning Code, although the City allows these uses to face a street in the M2 zone with approval of a Special Conditional Use Permit. This latter provision would need to be changed.
- Locate truck loading bays, both dock-high and roll-up, a minimum of 300 feet from the property line of the nearest sensitive receptor or from a Residential zoning district boundary to the nearest truck loading bay opening. A 500-foot setback would be required for any logistics use that may be conditionally permitted in a non-industrial zone.² No dock-high doors are permitted within 300 feet of sensitive receptors.
- Have a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, collector, or a local road that predominantly serves commercial uses.
- Locate truck entry and exit points at least 100 feet away from sensitive receptors. Heavy-duty diesel truck drive aisles would be prohibited from being located along the sides of the building that are directly adjacent to a sensitive receptor property line or a Residential district zoning boundary. Entry gates shall be setback a minimum of 50

¹ Performance standards for manufacturing uses adjacent to residential areas also can be established. This are not addressed in this document, given its focus on AB 98.

² Logistics uses are not normally allowed in commercial zones but could be permitted in a Planned Development zone or Specific Plan hence the additional restriction.

feet from the street property line for up to 50 loading bays, and 70 feet for facilities with more than 50 loading bays. This distance could be increased to 100 feet as was proposed in the Infill Industrial Development Overlay District.

- Require operators of logistics use to submit a truck routing plan to the Traffic Engineer/Public Works Director for approval, as was proposed in the Infill Industrial Development Overlay District. The truck routing plan would describe the operational characteristics of the use/facility, including, but not limited to, hours of operation, types of items to be stored within the building, and proposed truck routing to and from the facility to the City's designated truck routes that, to the greatest extent possible, avoid passing sensitive receptors. (The General Plan Update will include truck route map in the Infrastructure Element). The Zoning Code will stipulate the following provisions for the truck routing plan:
 - The truck routing plan shall include measures, such as signage and pavement markings, queuing analysis, and enforcement, for preventing truck queuing, circling, stopping, and parking on public streets and thus protect residential neighborhoods.
 - The facility operator shall require all tenants to follow the truck routing plan and have to submit amendments to the truck routing plan to the Director for approval for any new tenant of the property prior to issuance of a building permit. State law makes the facility operator responsible for ensuring compliance.
 - The City's Police Department is authorized to enforce the truck routing plan.
- Install anti-idling signs indicating a three-minute heavy-duty truck engine idling restriction applies within the logistics use development, along entrances to the site, and at the truck loading bays.
- Include directional signage for the nearest truck route at all exits for the site.
- Include buffering and screening to mitigate for light and noise impacts. All of the following additional standards apply, as required by State law (Government Code Section 65098.2), where a logistics use has a loading bay within 900 feet of a sensitive receptor, supplementing the requirements of the next section on screening and buffering of common lot lines (see p.6):
 - Minimum landscape buffer width adjacent to the property line of sensitive receptors: 50 feet, or 100 feet if the logistics use is not in an industrial zone but in another zone where logistics uses are allowed.
 - A buffer wall and/or landscaped berm at least 10 feet high (12 feet may be preferred to fully screen truck trailers) along all interior lot lines as well as street property lines. This would be a change from the proposed the Infill Industrial Development Overlay District which only would have required 8 feet.
 - Buffer trees in two rows along the length of the lot line adjacent to the sensitive receptor that are a minimum 36-inch box size at planting and spaced no more than 40 feet apart. In the proposed Infill Industrial Development Overlay District only a single row of trees would have been required and the buffer only needed to be 15 feet wide. Buffer trees must be evergreen and drought-tolerant; palm trees would not be acceptable as a buffer trees.
- Require two-for-one housing replacement for any housing unit that was occupied within the last 10 years and then demolished to accommodate a logistics use unless

then unit had been declared substandard by the City's Building Official.³ The replacement housing must be affordable for low or moderate income households and deed restricted to ensure continued affordability for the time limits set in the Government Code. Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection – the time limit set in State law.

- The Zoning Code standards for outdoor storage, screening, setbacks and maximum height also would apply.
- Applicants would be required to supply truck templates and demonstrate that adequate truck turning movement areas are provided at entrance and exit driveways and street intersections adjacent to the industrial development prior to approval.

Exemptions

These standards would not apply to new or expanded logistics uses that are more than 900 feet from an existing receptor or to new mixed use development that may include sensitive receptors within it. However, locational and design standards for logistics uses within mixed use development will also be set to ensure land use compatibility onsite.

New Citywide Standards for Screening and Buffering of Common Lot Lines

To support the proposed good neighbor standards for industrial “edge” conditions, the Zoning Code also could require that some level of screening and landscaped buffering be provided for all new development adjacent to less intensely developed uses or different land uses at the time of new construction or expansion of buildings, or a change from one use classification to another non-residential use classification. For example, a bufferyard would be required when an apartment project shares a common lot line with a single-family use, or a proposed commercial building has an apartment building on a lot to the side or rear. Screening and buffer yards would have to be installed and maintained along interior side and rear lot lines between differing land uses. They are not required for front and corner side yards. The specific heights and widths for buffering logistics uses, which are more stringent than these standards, would apply where sensitive receptors are adjacent to the logistics use.

- A. Required Screening and Landscape Buffer Yards.** Table 1, Required Screening and Landscape Buffers, shows when a buffer and screening treatment would be required when a proposed use abuts an existing use, meaning there is a common lot line, and of what type, based on the proposed and the adjoining use. Only the proposed use would have to provide the screening and buffer yard. Adjoining uses would not be required to provide the screening and buffer yard. The type of screening or buffering required would be based on the screening and buffer yard-type designations shown

³ The General Plan Update does not propose any expansion of industrial zoned land into residential areas, but there are existing non-conforming residential uses with existing industrial areas on sites that may be redeveloped for logistics uses. The 2-for-1 replacement policy set by State law then would apply to such development.

in Table 1, Screening and Buffer Yard Requirements. In this table, a dash (“-”) means that screening and a buffer yard are not required.

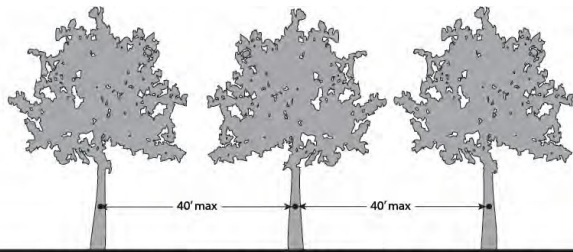
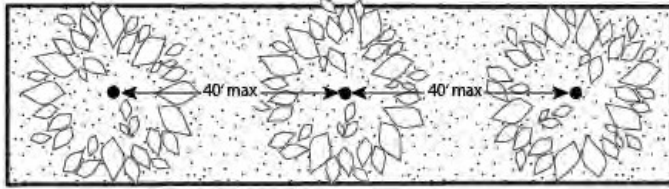
- B. **Screening and Buffer Types.** Table 2, Screening and Buffer Type Requirements, describes the minimum width, plant materials, and wall requirements for each type of screening and buffer yard. The listed number of trees and shrubs would be required for each 100 linear feet of buffer yard. Evergreen trees would have to be planted at no more than 40 feet from center of tree to center of tree; see Figure 1. A 30 foot-spacing might be more desirable. Natural areas with native vegetation or alternative planting materials that achieve equivalent buffering effects could be approved by the Director of Development Services or by the Planning Commission through Site Plan approval.
- C. **Width Reduction for Adjacent Landscaped Buffer.** If an equivalent landscape buffer exists on an adjacent lot that is already developed, the width of the required buffer may be reduced 50 percent provided that the abutting property owners have provided and recorded a written agreement restricting the use of the adjacent landscape buffer and the Planning Commission determines the reduction is appropriate through Site Plan approval. This reduction does not change required setbacks or limits on building height adjacent to residential neighborhoods.
- D. **Location.** Screening walls and buffer yards must follow the lot line of the lot to be screened or be so arranged within the boundaries of the lot so as to substantially hide from adjoining lots, the building, facility, or activity required to be screened. Openings in screening walls are allowed for pedestrian access.
- E. **Screening Wall Materials.** Industrial uses must provide a solid screening wall of stucco, decorative block, or concrete panel. Screening walls for other uses may be constructed of stucco, decorative block, concrete panel, wood or other substantially equivalent material. Chain-link fencing is prohibited.
- F. **Berms.** A vegetated earthen berm may be used in combination with the above types of screening walls, but not more than two-thirds of the required height of such screening may be provided by the berm.

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Urban and Regional Planners

Table 1: Required Screening and Landscape Buffers					
<i>Proposed Use</i>	<i>Buffer Type Required for Adjoining Use</i>				
	<i>Park or Open</i>	<i>Single-Unit Residential</i>	<i>Multiple-Unit Residential</i>	<i>Commercial and Office</i>	<i>Industrial</i>
Multiple Unit Residential	Type 1	Type 1	Type 1	-	-
Commercial	Type 2	Type 2	-	-	Type 1
Office	Type 2	Type 2	Type 2	-	Type 2
Industrial	Type 3	Type 3	Type 3	Type 3	-

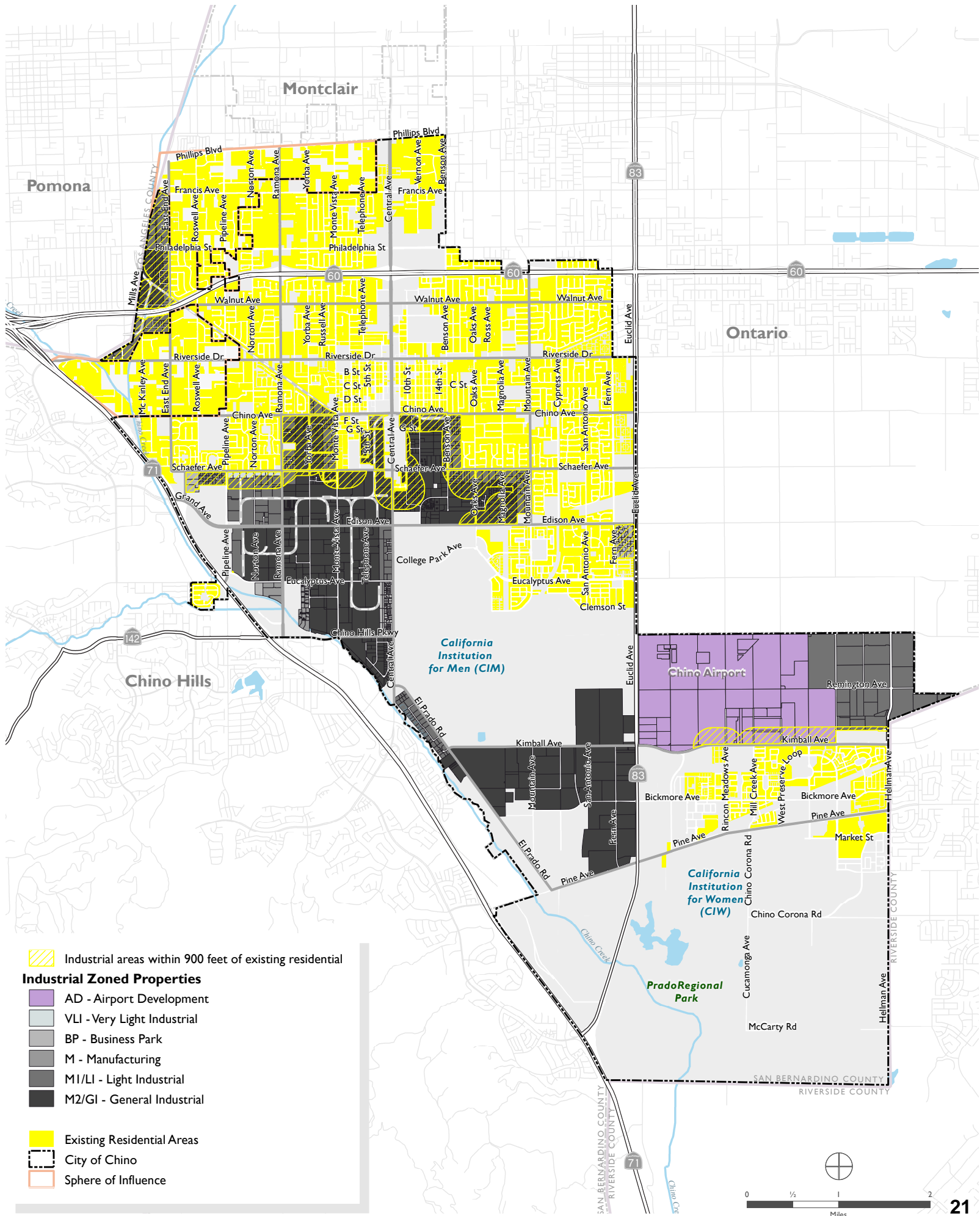
Table 2: Screening and Buffer Types Requirements						
<i>Buffer Yard Type</i>	<i>Minimum Width (ft.)</i>	<i>Trees</i>		<i>Shrubs</i>		<i>Screening Wall Height (ft.)</i>
		<i>Mature height of 40 ft. or more</i>	<i>Mature height of less than 40 ft.</i>	<i>Mature spread of 2 ft. or more</i>	<i>Mature spread of less than 2 ft.</i>	
Type 1	5	2	2	4	8	None required
Type 2	10	2	3	6	8	3 within the front setback, 6 otherwise. Only required when abutting an R District
Type 3	15 feet for industrial uses and 50 - 100 feet for logistics uses	2	3	6	8	3 within the front setback, 8 otherwise. Only required when abutting an R District

Figure 1: Tree Spacing



Distance between tree plantings is measured from center of trunk to center of trunk.

Map I: Industrial Zoned Areas within 900 feet of existing residential uses



Map 2: Non-Conforming Residential Uses in Industrial Areas

