

3 A HEALTHY CITY

This General Plan is based on planning for safe, active, and healthy lifestyles. While there is no State requirement for a public health element, planning for public health is the key theme of the Chino General Plan and has tremendous implications for the future of the City and its residents.

Public health is addressed throughout every element and every aspect of this General Plan, and each element's goals, objectives, policies and actions strive to encourage active healthy lifestyles. Therefore, this Element contains only a limited number of its own goals, objectives, policies and actions. The bulk of this Element consists of references to other parts of the General Plan where goals, objectives, policies and actions are particularly important to planning for healthy lifestyles in Chino's future.

The chapter is divided into four sections. The first provides background information on public health in the General Plan. The second section provides healthy City goals, objectives, policies and actions that are not found elsewhere in this document. The third section contains a list of references to other parts of the General Plan where goals, objectives, policies and actions are particularly important in planning for healthy communities. The fourth section lists indicators for implementation of A Healthy City.

A. Background

The field of urban planning has origins in public health, where zoning, subdivision and building codes were used to protect people from overcrowded, substandard conditions and noxious industries. This link between public health and urban planning has re-emerged over the last several years. Motivated by the dramatic increase in national obesity rates and obesity-related illnesses over the last two decades, public health professionals and urban planners have identified City planning as a key strategy to increase individuals' physical activity rates and access to healthy foods. These same strategies can also help to reduce per capita air pollution and increase pedestrians/bicyclists safety.

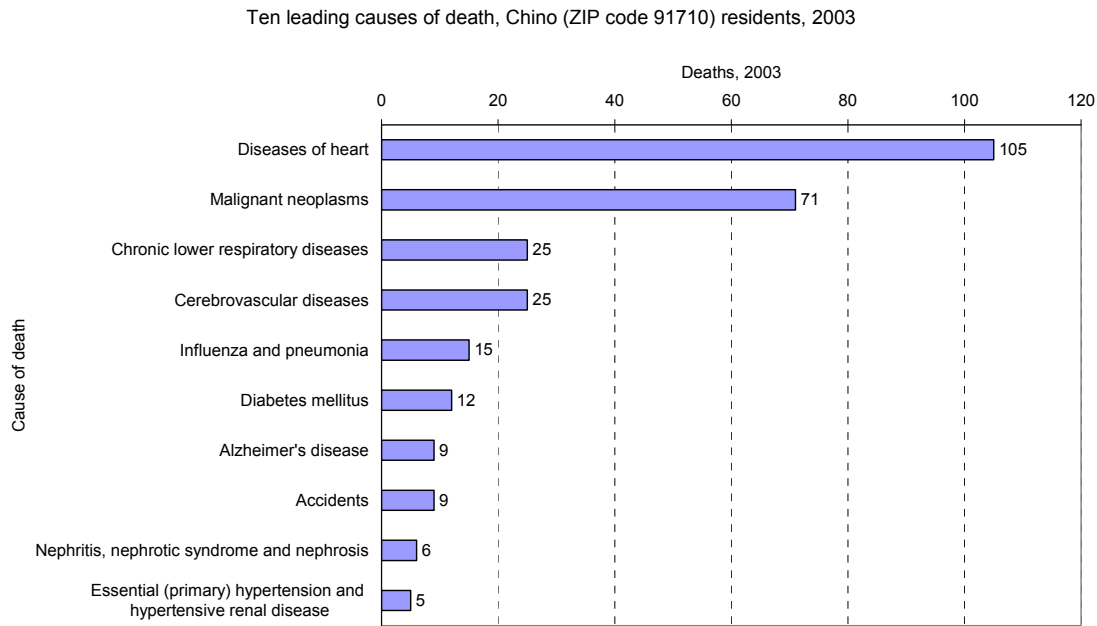
According to the 2003 California Health Institute Survey (CHIS), 68 percent of Chino respondents are overweight or obese. This rate is similar to the San Bernardino County at 65 percent, and is higher than the State of California at 55 percent.

Obesity not only affects one's comfort and mobility, but has serious health consequences, including an increased likelihood of diabetes, heart disease, stroke, and a number of different cancers. In Chino, out of the ten leading causes of death shown in Figure HC-1, five are obesity related: heart disease, cancers, cerebrovascular disease, diabetes, and hypertension. Nearly half of all deaths in the City between the years 1999 to 2001 were attributed to obesity-related causes.

Public health and urban planning professionals recognize that increasing individuals' physical activity is paramount for the nation's health, and that planning cities that are more conducive to active modes of transportation can have a significant impact on increasing physical activity rates and decreasing obesity. With the General Plan, Chino has the opportunity to take a comprehensive look at the City's future, and create a document that comprehensively guides future decisions. Not only is the inclusion of a Healthy City Element innovative, it cuts across many issues and topics. There is no better measure of overall quality of life than the health of Chino's residents.

Planning for cities that are more conducive to active modes of transportation such as transit, walking and bicycling involves a combination of strategies. Streets should accommodate pedestrians and bicyclists of all ages and physical abilities through a safe, connected network of sidewalks, crosswalks, trails, bicycle lanes, and marked bicycle routes. Streets should frequently intersect, preferably in some sort of grid-like pattern to allow pedestrians and cyclists to take direct routes to local destinations. Land use patterns should provide amenities within walking distance of every household to meet residents' daily needs. Public transportation needs to be efficient (time competitive), enjoyable and extensive in order to alleviate residents' dependence on the automobile. Parks should provide recreational space in every neighborhood. Lastly,

FIGURE HC-1 **GENERAL LEADING CAUSES OF DEATH IN CHINO**



Source: California Department of Health Services, Death Statistical Master Files. Prepared by San Bernardino County Department of Public Health, November, 2005.

every effort should be made to provide barrier-free access and comfort for disabled populations. Research has shown that individuals living in neighborhoods that exhibit these characteristics are significantly less likely to be overweight or obese, significantly more likely to get the recommended levels of physical activity, and significantly more likely to walk, bicycle or ride transit.

Additionally, healthy foods should be readily accessible to everyone. In neighborhoods that are underserved by grocery stores or dominated by convenience stores and fast-food outlets, residents may find it more difficult to get a healthy diet, particularly if they do not or cannot drive (youth or elderly residents, for example). In addition to encouraging grocery stores to lo-

cate in underserved areas, farmers' markets, small produce stands or community gardens can help to fill the gap.

The current research on the relationships between transportation, land use and public health can be distilled into several guiding principles. All of these strategies can increase the amount of bicycling and walking that occurs (thereby increasing physical activity levels and social networks and reducing likelihood of obesity) and decrease the amount of driving (reducing per capita air pollution and frequency of traffic crashes, and thereby further reducing some of the barriers to active transportation). Generally, the more that a community can incorporate these principles into its planning, the more active and healthy the community can be. The guiding principles are as follows:

- ◆ Land uses, including retail, office, residential, open space, and schools, should be integrated rather than separated from one another, so that people can easily accomplish basic recreational and utilitarian needs using active transportation (bicycling or walking) rather than having to drive for every trip.
- ◆ In the case of retail development, more small shops and services near where people live will generate more active transportation than a few large shopping centers or a mall.
- ◆ Compact residential and retail development allows more people to walk to parks, schools, transit, shops and services. By placing more people within walking distance of these common destinations, compact residential development helps provide greater demand for those services, increasing their availability over the long run.
- ◆ Streets and buildings that are built from a pedestrian perspective create places that are safe, vital and interesting for walkers, bicyclists, and transit users. Where possible, buildings should be built close to the sidewalk, with parking behind the building and entries in the front of the building. Windows and awnings will add interest and shelter from sun and rain.

- ◆ Street and trail networks that are highly interconnected reduce the time and distance needed for pedestrians and cyclists to get from one place to another.
- ◆ An even distribution of easily accessible neighborhood parks provides opportunities for active recreation.
- ◆ The provision of local healthy food establishments including grocery stores, produce markets and healthy restaurants encourages people to maintain a healthy diet.

The General Plan is an ideal venue to address public health concerns as they relate to the built environment. Chino has made a series of decisions in this General Plan that will dictate future transportation choices, land use patterns, parks, recreational opportunities and food access. Each of these decisions has been tailored to address public health and physical activity rates, pollution and noise exposure, and traffic safety in Chino. These decisions include short-term activities, which will be implemented by the Healthy Chino Coalition, and long-term activities, which will be implemented through land use and transportation decisions.

The Healthy Chino Coalition is an important organization that initiates a number of programs promoting healthy lifestyles in Chino. The coalition administers programs, marketing campaigns, informational packets, and family events aimed at providing education and opportunities to improve the health of Chino's residents.

B. Overarching Goals, Objectives, Policies, and Actions for a Healthy City

Goal HC-1	Foster Chino residents' health.
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Objective HC-1.1 Make community health a priority for Chino residents.

Actions

- A1. Develop programs to foster collaboration between local health officials and City staff and elected officials.
- A2. Develop a list of best practices related to promoting healthy communities.
- A3. Track community health information systematically and in ways appropriate for use in decisions about the built environment.

Objective HC-1.2 Encourage healthy eating habits and healthy eating messages.

Policies

- P1. Encourage restaurants to voluntarily eliminate trans fats from their menus.

Actions

- A1. Develop a program to disseminate information about healthful eating habits.
- A2. Model best practices related to promoting healthy eating habits at government offices and government-organized events by serving only healthy snacks and refreshments.
- A3. Promote government and school purchase of locally-produced and/or organic food.
- A4. Work with vendors at the farmer's market to develop programs under which vendors can accept food stamps and other public benefits.

C. Healthy City Goals, Objectives, Policies, and Actions

Found in other elements of the General Plan, the following goals, objectives, policies, and actions are identified here so readers with a particular interest in public health can quickly identify those policy statements most related to public health.

1. Land Use Element

Goal LU-1 Enhance the livability of Chino neighborhoods.
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Objective LU-1.1 Provide a variety of housing types that meet the housing needs of residents of all income levels in Chino.

Policies

- P1. Chino residential neighborhoods should contain a mix of housing types including single-family homes on a range of lot sizes; townhomes; duplexes, triplexes and four-plexes; and apartments.
- P2. Wherever feasible, affordable housing shall be integrated into both new and established neighborhoods.
- P3. The City shall allow and encourage non-traditional housing types that can provide affordable housing, such as accessory dwelling units.
- P4. The City shall encourage the development of senior housing and assisted living facilities, especially near transit, recreational facilities, medical centers and hospitals, neighborhoods well-served by pedestrian facilities, and access to healthy food.

Actions

- A1. Develop a program to work with large employers developing new projects in Chino to ensure local housing opportunities for their employees.
- A2. Conduct a review of existing City policies to identify barriers to the development of accessory dwelling units, co-housing, and other non-traditional housing types. Where necessary, modify policies to support development of these housing types.

Objective LU-1.2 Create and maintain neighborhoods that facilitate walking and bicycling in lieu of car travel.

Policies

- P1. Neighborhoods should be designed such that all residences are within a quarter-mile walk of transit stops and recreational areas, and within a half-mile walk of daily retail needs.
- P2. The City shall encourage the development of complementary land uses not already present in residential neighborhoods, such as grocery stores, basic commercial services, parks and recreational fields, and schools.

Goal LU-8	Ensure convenient access to healthy foods for all residents.
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Objective LU-8.1 Ensure that sources of healthy foods are available in all neighborhoods in Chino.

Policies

- P1. The City shall ensure that all residences are within walking distance of sources of fresh food, including grocery stores, farmers' markets, and community gardens, and shall prioritize underserved areas for new sources of healthy food.
- P2. The City shall support the development of new retail venues that sell local, fresh produce, including farmers' markets, community-supported agriculture programs, and grocery stores.
- P3. The City shall consider the provision of programs, incentives, and/or grants to encourage small grocery or convenience stores to sell fresh foods in underserved areas. These programs could include grants or loans to purchase updated equipment (refrigeration), publicity or directories of healthy food outlets, or connecting stores to wholesale sources of healthy, local, or organic food.
- P4. The City shall allow the development of community gardens in residential and other land use designations.
- P5. The City shall encourage farmers' markets to accept food stamps and other public food benefits.
- P6. The City shall take steps toward meeting its own food needs (e.g. cafeterias, public functions) and those of the schools through the purchase of local and organic food.
- P7. The City shall work with the Chino Valley Unified School District to establish strong nutritional standards for school lunches and to phase out vending machines and sugar sweetened beverages, particularly at elementary schools.

- P8. The City shall consider programs and incentives to encourage restaurants to label nutritional content of foods, to include healthy foods on their menus, and to promote healthy, local, and organic foods. These programs may include certification and/or publicity of healthy restaurants or development of local supplier networks.
- P9. The City shall require new public facilities, schools, parks and recreational facilities, and commercial, office, and medical buildings to provide drinking fountains.

Actions

- A1. Identify and inventory potential community garden and urban farm sites on existing parks, public easements, right-of-ways, and schoolyards, and develop a program to establish community gardens in appropriate locations.
- A2. Identify and prioritize neighborhoods underserved by healthy food sources for development of healthy food sources.
- A3. Establish a process through which a neighborhood can propose and adopt a site as a community garden.
- A4. Identify appropriate locations for farmers markets and community-supported agriculture drop-off sites and prioritize such uses in these areas.
- A5. Develop a program to provide fast-track permitting for grocery stores in underserved areas.

Objective LU-8.2 Avoid disproportionate concentrations of unhealthy food sources within neighborhoods.

Policies

- P1. The City shall restrict approvals of new liquor and convenience stores in areas with an existing high concentration of such stores.

Actions

- A1. Identify and inventory areas with a high ratio of convenience, liquor, and fast food stores, and develop a program to prioritize the development of new sources of healthy foods in these areas.

2. Community Character Element

Goal CC-3	Create livable neighborhoods that feature pedestrian-orientation, mixed uses, and a sense of place.
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Objective CC-3.1 Establish a focal point in every neighborhood.

Policies

- P1. Every neighborhood should have at least one focal point, which should be a park, school, plaza, clubhouse, recreation center, retail, open space, or combination thereof.
- P2. Focal points shall have ample public spaces that are accessible to all citizens.
- P3. Focal points should be within ¼-mile walking distance of any point in the neighborhood.

Actions

- A1. Conduct a study to determine which established neighborhoods have focal points, and which lack them. Create follow-

up programs to create focal points where they are lacking, as well as programs to enhance existing focal points.

Objective CC-3.2 Provide variety and flexibility in architectural design in all neighborhoods.

Policies

- P1. New developments shall include a variety of architectural styles in each neighborhood and within each block.
- P2. Blocks within new developments should contain a mix of lot sizes and house sizes. Some lots may be designed to accommodate one-story houses, which generally require greater lot width to avoid front elevations of houses that are dominated by garages.
- P3. Secondary units may be allowed behind single-family homes and above garages.
- P4. Multi-family housing design shall be in scale with or transition in scale from adjoining or adjacent single-family areas through the use of similar setbacks, complementary building arrangements and architecture, gradual changes to building heights, buffer yards and the avoidance of overwhelming building scale and visual obstructions.
- P5. Multi-family housing shall generally front on a public street with varying setbacks to provide visual interest, opportunities for transitional landscaping, and varying shadow patterns.
- P6. The exterior of residential buildings shall strive to be varied and articulated to provide visual interest to the streetscape.

- P7. The exterior of residential buildings shall be of the highest architectural design and construction quality, with attention to detail in both design and construction.
- P8. Infill development, secondary residential units, and multi-family housing shall be consistent in scale and character with existing neighborhoods.
- P9. Front yards shall be landscaped and may be paved only to the extent needed to provide garage access.

Objective CC-3.3 Design neighborhoods to foster interactions among residents and to be responsive to the human scale.

Policies

- P1. Houses, townhomes, and multi-family units should be oriented to the street, parks, or a shared commons.
- P2. Lot size and building placement on lots shall be designed to reduce the appearance of large homes close together on small lots.
- P3. Residential building setbacks from the street should be minimized and varied.
- P4. Garages for new single-family houses, duplexes, and townhouses should be subordinate in visual importance to the house itself, especially the entry. This shall be achieved by locating garages toward the back of properties, constructing alleys, limiting the width of the garage to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front facade of the house, and encouraging the orientation of garage doors at 90 degrees to the street.

Goal CC-4	Design new and existing neighborhoods to be pedestrian friendly.
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Objective CC-4.1 Design neighborhoods to emphasize connectivity as a means of increasing pedestrian activity.

Policies

- P1. Neighborhoods should generally be no more than ½-mile wide in any direction.
- P2. Neighborhoods should not be bisected by a physical barrier, such as an arterial street, a railroad track or a major drainage way.
- P3. Streets in neighborhoods shall be designed to enhance the sense of place and create a safe and comfortable pedestrian environment.
- P4. Residential block lengths should be short, typically no more than 400 feet, to create a street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian activity.
- P5. Where developed, alleys should provide for garage access, utility hook-ups and trash collection.
- P6. Common driveways serving multiple units should be allowed and encouraged where appropriate.
- P7. Neighborhoods should contain a variety of common destinations, such as food outlets, schools, parks and open space, and transit.

Actions

- A1. Conduct a study to determine where cul-de-sacs and other discontinuous portions of the roadway network could be made continuous for pedestrians through methods such as pedestrian cut-throughs and gates. On or adjacent to parcels where these opportunities exist, pedestrian connections or new streets should be required as a condition of any future development.

Objective CC-4.2 Connect established and new areas of the City with one another.

Policies

- P1. The City shall focus on physically connecting College Park and The Preserve Specific Plan areas to other, more established areas of the City through vehicular connections, bicycle, pedestrian and equestrian paths, and public transportation.
- P2. The City shall work to improve social connections between the College Park and The Preserve Specific Plan areas and the more established areas of the City by hosting events throughout the City, publicizing events City-wide, and encouraging residents to explore new areas.
- P3. The Civic Center shall have direct pedestrian, bicycle, and vehicular connections to all neighborhoods or commercial areas.
- P4. Neighborhoods should have direct pedestrian, bicycle, and vehicular connections to their focal points.
- P5. As existing areas redevelop and change over time, new and increased connections to focal points and retail areas shall be developed.

- P6. Streets shall be continuous within and between neighborhoods, including those that are built by different developers or builders.
- P7. New development projects shall not be gated communities or constructed with walls surrounding individual projects (i.e. a single developer or builder). Gated communities and walls should only be allowed on a case by case basis and will generally be considered only for projects such as “estate” developments where the minimum lot size is at least 1 acre or in housing with specialized clientele such as senior citizens.
- P8. New and existing site features, such as parks, utility easements, and drainage ways, should be improved and used as physical connections within and between neighborhoods.

Objective CC-4.3 Design buildings and sites to enhance the pedestrian environment.

Policies

- P1. Building setbacks along main streets shall be minimized and reflect the desired character of the area.
- P2. Buildings and building entrances shall be oriented to the pedestrian environment.
- P3. Buildings shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually-interesting pedestrian environment.
- P4. Buildings shall feature outdoor use areas, such as plazas and open air seating in cafes and restaurants.

- P5. Loading facilities for uses requiring delivery from large trucks shall be screened from public view and located away from residential uses.
- P6. Where possible, parking shall be located behind or on the side of buildings to reduce its visual impact.
- P7. Parking lots shall be screened with landscaping or low walls.
- P8. Parking lots shall be landscaped, including shade trees, to create an attractive pedestrian environment and reduce the impact of heat islands.
- P9. Direct and safe pedestrian connections between parking lots and buildings shall be provided, through the use of decorative paving, bollards, landscaping, lighting, or other distinctive features.

Objective CC-4.4 Ensure roadways include appropriate trees and landscaping that are safe, improve air quality, and provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policies

- P1. The City shall require all 6- to 8-lane arterial road medians to provide a 5- to 6-foot-wide tree buffer (parkway) between pedestrians and through traffic.
- P2. Medians shall be constructed to facilitate landscaping. The City shall coordinate landscaping plans with surrounding cities, counties, and Caltrans landscaping standards.
- P3. Whenever possible, the City shall require street trees to be planted in linear planting beds rather than tree wells in order to support long-living healthy trees.

- P4. The City shall work with developers to make every effort to save existing large trees, even if they are within proposed rights-of-way.
- P5. Maintain the City's Tree City USA designation.
- P6. Landscaping for all development types shall be designed and maintained at a high quality.

Actions

- A1. Conduct a study to determine where additional street trees could be incorporated in established neighborhoods.
- A2. Develop a Street Tree Master Plan to guide the types of trees planted in public and private rights-of-way.

3. Housing Element

Goal HE-1 Maintain and improve the quality of the existing housing stock.
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Objective HE-1.1 Ensure the long-term use of the existing housing stock and maintain the small-town character of established neighborhoods.

Policy

- P1. Preserve and enhance the existing character of established neighborhoods through neighborhood improvements and housing rehabilitation, and promote healthy neighborhood lifestyles.

Goal HE-2 Assist in the provision of adequate housing to meet the affordable housing needs of the community.

Objective HE-2.2 Enhance the affordability of housing through innovative design features, construction methods, and other mechanisms.

Policies

- P1. Encourage the use of green building techniques and other energy conservation devices.

4. Transportation Element

Goal TRA-5 Facilitate safe, active and comfortable commutes to and from school for Chino’s school children.

Objective TRA-5.1 Increase the proportion of Chino school children who walk, bicycle, use public transportation and carpool to and from school.

Policies

- P1. The City shall work with the Chino Valley Unified School District, neighborhood associations, and Parent Teacher Associations (PTAs) to facilitate the creation of “walking school buses,” “bike trains” and carpools for commuting to and from Chino schools. “Walking school buses” and “bike trains” are led by at least two responsible adults, one in front and one in back, to assist younger children in safely walking and biking to school.

- P2. The City shall work with the Chino Valley Unified School District, the Police Department, neighborhood associations, and PTAs to initiate pedestrian and bicycle safety training and workshops in Chino schools.
- P3. The City shall work with the Chino Valley Unified School District to identify schools and nearby recreational facilities that need additional bicycle parking and prioritize development of those facilities.

Actions

- A1. In coordination with the Chino Valley Unified School District, parent teacher organizations, neighborhood associations, and the school community, develop a Suggested Routes to School plan for at least the area within 1.5 miles of each school. The plan shall designate recommended Suggested Routes to School for walking, bicycling and public transportation that include continuous street sidewalk and pathway connections, controlled street crossings, and comfortable separation between pedestrians and vehicle traffic. It will also identify and prioritize areas that are in need of further investment, such as new sidewalks, sidewalk repairs, crosswalks and signals, curb cuts, lighting and signage.
- A2. In coordination with the Chino Valley Unified School District and the Police Department, develop traffic flow and parking policies for areas around schools. These policies must consider all forms of transportation.
- A3. Work with the State of California Office of Traffic Safety to obtain Safe Routes to School or other funding for the priority investments identified in the Suggested Routes to School plans.

Objective TRA-5.2 Reduce the incidence of traffic collisions involving pedestrians and bicyclists in school zones and along recommended routes to schools.

Policies

- P1. The City of Chino shall review existing conditions and prioritize pedestrian improvements, crosswalks, bicycle facilities, and traffic calming projects in Chino public school zones and along recommended routes to schools.
- P2. The City and Police Department shall prioritize traffic enforcement activities around schools to improve the safety of pedestrian and bicycle travel to schools.

Goal TRA-6 Improve the convenience, intuitiveness, and safety of Chino’s street network.

Objective TRA-6.1 Foster connectivity in the Chino street system.

Policies

- P1. The City shall require streets in proposed new development and redevelopment projects to be designed with a grid, modified grid, or small block pattern within the City’s arterial street network to facilitate traffic flow and provide multiple connections to arterials. These street patterns shall minimize dead-ends and cul-de-sacs for motorized vehicles to the extent possible. Where not possible streets will provide pedestrian and bicycle connections even if no through auto access is provided.
- P2. New neighborhoods should be physically connected to one another via a series of roadways and pedestrian paths, and all

residents should be within a short walk or drive of retail and other services.

- P3. The City shall develop continuous pedestrian and bicycle connections between neighborhoods and to destinations such as schools, shopping, and parks.

Objective TRA-6.2 Reduce the incidence of traffic collisions, personal injuries, property damage and casualties among users of Chino’s transportation system.

Policies

- P1. The City shall continue to review pedestrian, bicycle and traffic safety on Chino’s residential streets as well as at critical intersections.
- P2. The City shall improve traffic operations in Chino through creation of dedicated left turn lanes and the modification/elimination of protected permissive phasing on all traffic signals.
- P3. The City shall periodically review existing pavement markings, signage, signals, and right-of-way conditions to identify ways to enhance traffic control on Chino streets and improve pedestrian and bicycle safety.

Actions

- A1. Consider adopting a Complete Streets ordinance requiring the accommodation of all travel modes, ages, and abilities, concurrent with any street redesign, repaving or widening.
- A2. Study individual accident locations, especially “hot spots” with multiple accidents, and identify necessary upgrades to reduce the incidence of accidents.

Objective TRA-6.3 Ensure that pedestrian facilities comply with Americans with Disabilities Act (ADA) requirements.

Policies

- P1. The City shall work to create barrier-free access throughout the pedestrian network, particularly at hospitals, medical centers and senior centers. This shall include approaches such as increased pedestrian cross times for the slower movement of elderly and disabled residents (as allowed by State standards), construction of curb ramps, installation of countdown pedestrian heads, and repair of cracked or slanted sidewalks.

- P2. During street work, sidewalks, crosswalks and intersections should be retrofitted to accommodate the disabled wherever possible.

Actions

- A1. Develop an ADA Transition Plan locations and funding commitments to provide access to public rights-of-way, including curb cuts and other improvements targeted toward persons with disabilities.

Goal TRA-10 Foster bicycling as a convenient, healthy and environmentally-friendly travel choice in Chino.

Objective TRA-10.1 Increase the use of bicycle travel within Chino.

Policies

- P1. Libraries, schools, community centers, and other important community facilities in Chino shall have bicycle parking, including racks and lockers as appropriate.
- P2. The City shall require new development to provide off-street bicycle parking per zoning standards, and shall review those standards periodically to ensure that adequate bicycle parking is being provided.
- P3. The City shall encourage employers of 100 or more full-time equivalent employees to provide showers and lockers for bicycle commuters.
- P4. Incorporate bicycle paths/trails/facilities outside the street right-of-way in all new development, consistent with the Bicycle Master Plan.

Objective TRA-10.2 Increase the connectivity, safety and convenience of the bicycle network.

Policies

- P1. The City shall enhance and improve bicycle connections between neighborhoods, and between neighborhoods and significant destinations such as parks, schools, transit stops and transit centers, shopping centers, and employment centers.
- P2. Where existing street width or traffic volumes do not support creation or maintenance of striped bicycle lanes, the City shall indicate to both drivers and bicyclists that bicycle use is permitted and should be expected through “sharrows”¹ pavement markings, “share the road” signage, or other mechanisms.

¹ Sharrows are markings painted on roadways indicating that auto traffic is expected to share the lane with cyclists.

- P3. The City shall evaluate proposed new development and re-development projects to ensure that they include consideration of connections to the Chino bicycle circulation system and provide bicycle parking and other facilities for bicyclists, as appropriate to the development type.

Actions

- A1. Prepare a Bicycle Master Plan for the City of Chino that establishes where and how the City's bicycle network will be expanded, including standards to guide review of roadway enhancements or other changes to the roadway system. This plan should be consistent with requirements for allocation of State Bicycle Transportation Account funds and federal funding for bicycle improvements that cannot be allocated without an approved Bicycle Master Plan. The plan should also include criteria for funding prioritization of improvements.
- A2. Develop maps or signage indicating local and regional bicycle routes, including distances to key destinations, such as parks and schools.

Goal TRA-11 Enhance the convenience, intuitiveness, and safety of Chino's pedestrian network.

Objective TRA-11.1 Increase the pedestrian share of travel within Chino.

Policies

- P1. Where appropriate, the City shall develop and implement traffic calming measures such as narrower streets, pedestrian "bulb-outs" (extended curbs at corners), four-way stops, and traffic circles on Chino's residential streets.

- P2. The City shall require pedestrian-friendly traffic signal accessories, such as “count-down” pedestrian signals and similar technologies at all significant pedestrian crossings.
- P3. Proposed new development and redevelopment projects shall include connections to the Chino pedestrian circulation system and adhere to City design standards for sidewalks, trail systems, crosswalks, and associated pedestrian infrastructure, following ADA requirements.
- P4. The City shall prioritize the development of safe, well-maintained walking routes along creeks.

Actions

- A1. Develop a Pedestrian Master Plan that evaluates the pedestrian transportation system for discontinuities and prioritizes streetscape improvements such as street trees, sidewalks, benches, planter boxes, ADA access, trails and other amenities in existing neighborhoods. Key pedestrian corridors and potential funding sources to complete the Plan should be identified as part of the Plan.
- A2. Develop a set of criteria for funding prioritization of planned pedestrian improvements, based on need/deficiency, anticipated demand, anticipated cost/benefit ratio, geographic equity, and funding opportunity.
- A3. Develop maps or signage indicating local and regional pedestrian routes, including distances to key destinations, such as parks and schools.
- A4. Develop an ADA Transition Plan specifying a timeline and funding commitments to provide access to public rights-of-way, including curb cuts and other improvements targeted toward persons with disabilities.

5. Economic Development Element

Goal ED-1 Strengthen Chino’s economy in order to provide jobs and maintain a fiscally-positive General Fund.

Objective ED-1.4 Increase the long-term strength of the retail sector.

Policies

- P3. The City shall encourage the development of entertainment space that provides a safe and healthy atmosphere for residents of all ages to congregate and socialize.
- P4. In areas identified as underserved with healthy food sources, the City shall consider financial incentives to attract grocery store-anchored retail centers.

Actions

- A2. Conduct a study to identify areas of the City that are underserved by grocery stores. Within those areas, identify parcels with potential for assembly to support a grocery store. Include in this study an evaluation of existing infrastructure on those parcels and whether it would need to be upgraded to support a grocery store.
- A3. To attract retail that is currently lacking, such as grocery stores, work with brokers and existing stores to identify sites that could be appropriate for a specific store, and actions or investments that could be taken to attract them.
- A4. Monitor vacancy rates and sales tax performance for retail areas in the City in comparison to regional and statewide aver-

ages. If vacancy rates and sales tax performance fall below average, work with property and business owners to either improve performance or determine an alternative use for the site.

- A5. Actively recruit retail stores by marketing available sites and devoting staff time to working with potential tenants.
- A6. Study pedestrian connectivity in the North Central Avenue area to determine key pedestrian improvements to connect residential and retail uses in the area.

Goal ED-2 Maintain a good jobs-housing balance and jobs-skills match.
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Objective ED-2.1 Decrease the number of Chino’s residents who commute to other cities for work by preserving and expanding the match between residents’ skills and available jobs.

Policies

- P1. The City shall provide a diversity of housing that is affordable at the wages offered by Chino employers in order to fill jobs in Chino’s diverse economy.
- P2. The City shall continue to support industries that provide a range of jobs at living wages through land use policies and other City activities.

Actions

- A1. Initiate collaboration between local industries and local high schools, University Hall partner schools, and Chaffey College to develop job training programs for graduates.

- A2. Periodically study the skills and education levels of Chino residents and use the information as a guide for recruiting new firms to the City.
- A3. Encourage local businesses to hire local residents. Strategies to do this could include developing a local job board to advertise vacancies to local residents and working with local educational institutions to provide job fairs.
- A4. Study whether the City should give preference to local suppliers and firms when issuing requests for goods or services.

6. Open Space and Conservation Element

Goal OSC-2 Connect Chino’s residents to historic agricultural uses and support appropriate ongoing agricultural uses.

Objective OSC-2.4 **Provide local produce to Chino’s residents.**

Policies

- P1. The City shall encourage, maintain, and enhance the Chino Farmer’s Market and explore ways to expand the market to other locations.

Actions

- A1. In cooperation with local agriculture groups, develop a “Chino grown” identity for direct marketing to consumers.
- A2. Develop a program to facilitate produce purchasing partnerships between local farmers and grocery stores, and between local farmers and restaurants.

- A3. Research the formation of an agricultural co-operative for specialty crops to make use of economies of scale and thereby minimize the barriers to providing local crops to Chino residents.

Goal OSC-6 Prepare Chino for the expected impacts of global climate change.
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Objective OSC-6.1 Implement measures to mitigate expected temperature increases.

Policies

- P1. The City shall mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure.
- P2. The City shall actively inspect non-residential buildings and enforce State requirements for cool roofs on non-residential re-roofing projects.

Actions

- A1. Develop a program to prepare for extreme heat events, including outreach and notification focused on sensitive populations and the establishment of new and maintenance of existing cooling centers.
- A2. Consider preparation of a Heat Island Mitigation Plan that requires cool roofs, cool pavements, and strategically placed shade trees.

7. Parks and Recreation Element

Goal PR-1 Maintain existing park and recreational areas and create new ones in and around the City.

Objective PR-1.1 Increase the amount and quality of parks and recreational areas available to Chino residents.

Policies

- P1. The City shall achieve and maintain a standard of 3 acres of parks per 1,000 Chino residents. The following categories of parks shall be included in the park acreage totals: formative, neighborhood, and community parks, mini parks that are over one-half acre in size and that contain sufficient amenities, and regional parks under the City's jurisdiction.
- P2. The City shall allow new infill development projects to provide mini parks in infill areas to help meet the park standard, as long as they are over ½-acre and include sufficient amenities.
- P3. The City may permit homeowners' associations to manage mini parks, formative parks and neighborhood parks, so long as parks are publicly accessible and maintained to a level equivalent to City cleanliness, landscaping, and safety standards.
- P4. In order to encourage active, healthy lifestyles, the City will work toward ensuring that all residential areas are within ½-mile walking distance of a public park.
- P5. The City shall prioritize the development of new parks in underserved areas and low-income neighborhoods.

- P6. The City shall ensure that the development of parks and recreational facilities and services keeps pace with development and growth in Chino.
- P7. The City shall create pedestrian, bicycle and/or equestrian trail links between parks where possible, in order to increase the accessibility of parks to area residents.

Actions

- A1. Develop a Community Parks, Facilities and Services Master Plan to reflect Chino’s current park and recreational facilities and programs, as well as describe additional facilities and programs to develop in the future. The Master Plan should examine the need for a City-owned aquatics facility, indoor recreation space, community centers, and space for after-school activities, particularly in the northern section of the City. The Master Plan should also assess the need for additional amenities such as splash pads, dog parks, Frisbee golf, and skate/BMX facilities.
- A2. Establish cleanliness, landscaping maintenance and safety standards for parks managed by the City or private entities. Consider including requirements for native non-invasive plants in landscaping, water efficiency, and reduced need for harmful chemicals.

Goal PR-2	Provide a wide range of recreational opportunities in Chino that will meet the changing needs of the City.
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Objective PR-2.1 Provide recreational opportunities that are responsive to Chino residents’ wide array of interests.

Policies

- P1. The City shall support and expand public activities and resources that enhance the City’s “small-town feel” such as cultural events, street fairs, parades, the farmers market, outdoor concerts, after-school programs, and community centers.
- P2. The City shall provide recreational programs and activities that are accessible and appealing to residents of all age groups, abilities, and income levels.
- P3. The City shall evaluate recreational programming, parks and facilities on an on-going basis to ensure that the City’s programs and facilities meet the needs of residents.

Goal PR-3	Provide parks, public facilities and recreational programs that promote and support a healthy lifestyle in Chino.
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Objective PR-3.1 Use parks and recreational programs to expand upon public health programs and activities in Chino.

Policies

- P1. The City shall encourage public and private providers of recreational activities to collaborate with Healthy Chino, the County of San Bernardino Public Health Department, and other public health agencies to design healthy recreation programs that incorporate physical activity and healthy eating.
- P2. The City shall develop park designs to ensure they provide a combination of both active and passive recreational opportunities for all age levels, including walking, jogging, organized team sports, and informal group sports.

Actions

- A1. Conduct a review of park and recreation facilities to identify ways that they could be utilized to promote healthy lifestyles and activities for all age levels, including diet, exercise, and mental well being.

8. Public Facilities Element

Goal PFS-3	Provide the highest possible level of educational services and facilities to meet the demands of existing and new development.
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Objective PFS-3.2 Assist the CVUSD in identifying appropriate areas for schools and design of school sites to support the health, safety, and welfare of students and nearby residents.

Policies

- P1. Where possible, school facilities should be co-located with community parks and recreation facilities to encourage the joint use of facilities.
- P3. The City shall strive to expand joint use programs with the CVUSD to allow the use of school sites for recreational purposes.
- P4. The City shall work with the CVUSD to site school facilities close to the center of the population served by the school.

Goal PFS-4	Improve individual and community health of Chino residents.
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Objective PFS-4.1 Facilitate access to health care for all Chino residents.

Policies

- P1. The City shall support and encourage the construction of a full range of healthcare facilities, including mental health facilities, to meet the needs of all residents and employees in Chino.
- P2. The City shall work with healthcare providers to locate health services in places that are accessible to Chino residents.
- P3. The City shall ensure that quality health care facilities are provided for the elderly, including assisted-living, hospice, and other care-provision facilities.
- P4. The City shall enhance access to mental health programs.
- P5. The City shall provide equitable and culturally-sensitive health programs for low-income communities.
- P6. The City shall work with healthcare providers to ensure residents are able to access health care services, including developing transportation services, such as shuttles, taxi vouchers or modified transit routes.
- P7. The City shall continue to work with local healthcare providers in assisting them with providing low-cost/no-cost medical care to the City's low income population.

Objective PFS-4.2 Improve public health through prevention, screening, and education about nutrition and physical activity.

Policies

- P1. The City shall continue to support the efforts of the Healthy Chino Coalition to provide classes on nutrition and healthy cooking.
- P2. The City shall support the walking programs of the Healthy Chino Coalition for children and adults, including Chino Walks, Neighborhood Steps, and Chino Walks KIDS.
- P3. The City shall disseminate information about healthful eating habits at community facilities.
- P4. The City shall continue to improve access to disease prevention and management programs.
- P5. The City shall support the health services and programs of the CVUSD, including programs that combat childhood obesity through nutrition and physical education.

Objective PFS-4.3 Create communities that are free of tobacco, alcohol and other drug abuse problems.

Policies

- P1. The City shall continue to participate in community service programs that are geared toward combating tobacco, alcohol, and drug dependency.
- P2. The City shall support the health services programs of the CVUSD, including their drug, alcohol, and tobacco use prevention programs.

9. Air Quality Element

Goal AQ-1 Preserve and improve air quality in Chino and the region.

Objective AQ-1.1 Improve air quality through land use and transportation planning decisions.

Policies

- P1. The City shall promote land use patterns that reduce the number and length of motor vehicle trips.
- P2. Where development opportunities near shopping areas and transit corridors exist, the City shall prioritize higher-density residential development.
- P3. The City shall encourage employment areas to include a mix of retail support services.
- P4. Design new intersections to function in a manner that reduces air pollutant emissions from stop and start and idling traffic conditions.
- P5. The City shall, to the extent practicable, separate sensitive land uses (schools, senior centers, medical facilities, and residences) from significant sources of air pollutants, toxic air contaminants, or odor emissions.
- P6. The City shall require developers of projects that include sensitive land uses (schools, senior centers, medical facilities, and residences) in proximity to State Route 71 and State Route 60 to prepare a health impact assessment (HIA) to determine the significance of the impact, and to incorporate project-specific mitigation measures to avoid this risk.

- P7. The City shall promote expansion of employment opportunities within Chino to reduce commuting to areas outside of the City.
- P8. The City shall continue to enforce the vehicle idling restrictions established by the State.

Actions

- A1. Implement traffic features such as roundabouts or the use of integrated signalization to improve traffic flow and reduce emissions from vehicle idling and stop and start.
- A2. Install LED traffic signals throughout Chino to reduce the City's electricity consumption.
- A3. Utilize the latest energy-efficient technologies for street and parking lot lights that meet City and state standards.
- A4. Establish a local ordinance that exceeds the State vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities, and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities, and residences).

Objective AQ-1.2 Support local and regional air quality improvement efforts.

Policies

- P1. The City shall coordinate its air quality planning efforts with other local, regional and State agencies, and encourage community participation in air quality planning.

- P2. The City shall work with the South Coast Air Quality Management District (SCAQMD) to ensure the earliest practicable attainment of federal and State ambient air quality standards.
- P3. The City shall utilize the CEQA process to identify and avoid or mitigate potentially significant air quality impacts associated with new development.

Actions

- A1. Establish a local ordinance to prohibit solid fuel wood-burning devices in mixed-use high-density development and restrict the installation of wood-burning appliances in new or redeveloped single-family residential properties to those that burn pellets, natural gas, or propane, or at a minimum, EPA-certified wood burning units.

Objective AQ-1.3 Reduce air pollution during construction and operations of a project.

Policies

- P1. The City shall assess the air quality impacts of project construction and operations using the latest version of the CEQA Guidelines and the guidelines prepared by the South Coast AQMD.
- P2. The City shall require best management practices to reduce air pollution associated with construction of development projects.
- P3. The City shall review construction plans associated with development projects to determine if all feasible mitigation measures are included.

Objective AQ-1.4 Promote healthy indoor air quality.

Policies

- P1. The City shall disseminate information about methods for reducing mold growth.
- P2. The City shall promote green building practices that support “healthy homes.”
- P3. The City shall continue to support lead-abatement programs.

Actions

- A1. Explore the feasibility of new ordinances designed to reduce exposure to secondhand smoke through means such as smoke-free workplaces and smoke-free areas in multi-unit housing.

10. Safety Element

<p>Goal SAF-4 Protect the community from harmful effects of hazardous materials and waste.</p>

Objective SAF-4.1 Minimize Chino residents’ exposure to the harmful effects of hazardous materials and waste.

Policies

- P1. The City shall require adequate separation between areas where hazardous materials are present and sensitive uses such as schools, senior centers, hospitals and medical centers, residences and public facilities.
- P2. When reviewing new development applications, the City shall require the necessary level of environmental investigation to ensure that soils, groundwater and buildings affected by haz-

ardous materials would not affect the environment or health and safety of future property owners or users.

- P3. The City shall promote the safe transport of hazardous materials through Chino through implementation of the following measures:
1. Prohibit the parking of vehicles transporting hazardous materials on City streets.
 2. Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the greatest extent possible.
- P4. The City shall require applicants proposing to generate hazardous waste to submit emergency response plans to the CVIFD and San Bernardino County Fire Department Hazardous Materials Division.
- P5. The City shall work with households, businesses and others who generate hazardous waste to reduce overall hazardous waste in Chino.
- P6. The City shall prohibit the use of Perchloroethylene (PERC) in new dry cleaning facilities.
- P7. The City shall require that dry cleaners in mixed-use developments use clean technology.
- P8. The City shall continue to work with the San Bernardino County Fire Department Hazardous Materials Division to ensure that businesses in Chino follow the hazardous materials regulations and guidelines outlined in the “Business Emergency/Contingency Plan Guidelines and Forms” for San Bernardino County.

- P9. The City shall continue to work with the San Bernardino County Fire Department Hazardous Materials Division to ensure that Chino residents have convenient access to the disposal of household hazardous wastes.
- P10. The City shall continue to work with the CVIFD to monitor and regulate the storage of hazardous materials in conformance with the Uniform Fire Code.

11. Noise Element

Goal N-1 Protect Chino residents from excessive noise.
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Objective N-1.1 Ensure appropriate exterior and interior noise levels for existing and new land uses.

Policies

- P1. The City shall not locate noise sensitive land uses (schools, medical centers and hospitals, senior centers, and residences) in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.
- P2. The City shall require measures to ensure noise sensitive uses have appropriate interior noise environments when located in areas adjacent to major noise generators.
- P3. The City shall require measures that attenuate exterior and/or interior noise levels to acceptable levels to be incorporated into all development projects where current and/or future noise levels may be unacceptable.

- P4. The City shall require a noise impact study to evaluate impacts of projects that may exceed 65 L_{dn} as part of the design review process.
- P5. The City shall require an acoustical study for all new residential developments that lie within the 65 L_{dn} noise contour on the Future Noise Contour Map, to ensure indoor levels will not exceed City standards. In addition, the City shall enforce the California Building Code for indoor noise levels.
- P6. The City shall only approve projects which comply with adopted noise standards, or meet the provisions of the California Environmental Quality Act.
- P7. The City shall require noise reduction features to be used in the site planning process for new projects where current and/or future noise levels may be unacceptable. The focus of these efforts shall be site design techniques, so long as they do not conflict with the goals of the Community Character Element. Techniques include:
1. Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
 2. Placing noise-tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
 3. Orienting buildings to shield noise-sensitive outdoor spaces from a noise source.
 4. Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
 5. Utilizing noise barriers (e.g. fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.

Objective N-1.2 Reduce noise impacts from transportation

Policies

- P1. The City shall minimize transportation noise through street and right-of-way design or route coordination including reducing speed limits or planning street trees along high-volume arterials.
- P2. The City shall require mitigation of noise impacts for new roadway projects, including roadway alignment and noise barriers.
- P3. The City shall use pavement surfaces that reduce noise from roadways when paving or repaving whenever feasible.
- P4. The City shall seek to reduce impacts from groundborne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g. residences) are sited at least 100 feet from the centerline of the railroad tracks whenever feasible. The development of vibration-sensitive buildings within 100 feet from the centerline of the rail-road tracks would require a study demonstrating that groundborne vibration issues associated with rail operations have been adequately addressed (i.e. through building siting, foundation design, and construction techniques).

Objective N-1.3 Control sources of construction noise.

Policies

- P1. The City shall require a noise monitoring plan to be prepared and submitted prior to starting all construction projects. The noise monitoring plan shall identify monitoring locations and frequency, instrumentation to be used, and appropriate noise control measures that will be incorporated.

- P2. The City shall limit all construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or senior centers, to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:
- ◆ Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - ◆ Ensure that during construction, trucks and equipment are running only when necessary.
 - ◆ Shield all construction equipment with temporary noise barriers to reduce construction-related noise impacts.
 - ◆ Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
 - ◆ Utilize “quiet” air compressors and similar equipment, where available.
- P3. The City shall evaluate new development projects for potential construction-related noise impacts.

D. Indicators

The following trends are indicative of progress made in regards to the above policies. Each indicator is followed by the ideal direction of the trend.

- ◆ Percentage of Chino residents (including children, youth and elderly) who get the federally recommended amounts of physical activity (at least 150 minutes of moderate or vigorous activity per week):
 - Direction: *Increase*

- ◆ Percentage of City residents within ½ mile walking distance of a grocery store, produce market, farmers’ market, or community garden:
 - Direction: *Increase*
- ◆ Percentage of City facilities and institutions, including hospitals, schools and City-sponsored food programs that regularly serve fresh, locally-produced or organic food:
 - Direction: *Increase*
- ◆ Volume of food sold in Chino grocery stores and restaurants produced by local farmers:
 - Direction: *Increase*
- ◆ Percentage of residents who are obese:
 - Direction: *Decrease*