# *Addendum to the Program Environmental Impact Report for The Preserve Specific Plan (SCH No. 2000121036)*

# MAJESTIC CHINO FLIGHT

VESTING TENTATIVE PARCEL MAP
(CASE NO. PL22-0028)

SITE APPROVAL
(CASE NO. PL22-0029)

SPECIAL CONDITIONAL USE PERMIT
(CASE NO. PL22-0030)


***Lead Agency:***

**City of Chino**
13220 Central Avenue
Chino, CA 91710
Contact: Andrea Gilbert, Senior Planner
(909) 334-3328


**February 2023**

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**February 2023**

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| O | Traffic Study |
| P | Water Supply Assessment |

# LIST OF ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

| Acronym | Definition |
|---|---|
| AB 32 | Assembly Bill 32 |
| AB 939 | Assembly Bill 939 |
| ACMs | Asbestos Containing Materials |
| ACOE | Army Corps of Engineers |
| ALUCP | Airport Land Use Compatibility Plan |
| AQ | Air Quality |
| AQMP | Air Quality Management Plan |
| AR | Airport Related |
| BMP | Best Management Practice |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CBSC | California Building Standards Code |
| CCR | California Code of Regulations |
| CDC | California Department of Conservation |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CMP | Congestion Management Program |
| CNEL | Community Noise Equivalent Level |
| CO | Carbon Monoxide |
| $CO_2$ | Carbon Dioxide |
| $CO_2e$ | Carbon Dioxide Equivalent |
| c.y. | Cubic Yards |
| dB | decibel |
| dBA | A-weighted Decibels |
| DTSC | Department of Toxic Substances Control |
| E+P | Existing plus Project |
| EIR | Environmental Impact Report |
| EPA | Environmental Protection Agency |
| ESA | Environmental Site Assessment |
| EV | Electric Vehicle |
| e.g. | “exempli gratia” meaning “for example” |
| FEMA | Federal Emergency Management Agent |
| GHG | Greenhouse Gas(es) |
| HMBEP | Hazardous Materials Business Emergency Plan |
| I-15 | Interstate 15 |
| IEUA | Inland Empire Utilities Agency |

# LIST OF ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

| Acronym | Definition |
|---|---|
| IPPC | Intergovernmental Panel on Climate Change |
| i.e. | "is est" meaning "that is" |
| kBTU/yr | kilo-British thermal units per year |
| kWh | kilowatt hours |
| LOS | Level of Service |
| MM | Mitigation Measure |
| MMRP | Mitigation Monitoring and Reporting Program |
| MS4 | Municipal Separate Storm Sewer System |
| MSA | Master Site Approval |
| MT | Metric Tons |
| NAHC | Native American Heritage Commission |
| NESHAP | National Emission Standards for Hazardous Air Pollutants |
| $NO_x$ | Nitrogen Oxide |
| NPDES | National Pollution Discharge Elimination System |
| $PM_{10}$ | Particulate Matter (10 microns in diameter) |
| $PM_{2.5}$ | Particulate Matter (2.5 microns in diameter) |
| PSP | The Preserve Specific Plan |
| RMP | Resource Management Plan |
| RV | Recreational Vehicle |
| RWQCB | Regional Water Quality Control Board |
| SA | Site Approval |
| SB 32 | Senate Bill 32 |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCCIC | South Central Coastal Information Center |
| SCH | State Clearinghouse |
| SCUP | Special Conditional Use Permit |
| SR | State Route |
| SR-60 | State Route 60 |
| SR-71 | State Route 71 |
| SR-83 | State Route 83 |
| STC | Sound Transmission Class |
| SWPPP | Storm Water Pollution Prevention Plan |
| USFWS | United States Fish and Wildlife Service |
| WQMP | Water Quality Management Plan |

# 1.0 INTRODUCTION

The City of Chino (hereafter "City") received applications from Majestic Realty Co. (hereinafter "Project Applicant") to redevelop a former commercial dairy property with a light industrial / warehouse building. In the City of Chino's independent judgment acting at the Lead Agency pursuant to the California Environmental Quality Act (CEQA, *See* CEQA Guidelines Sections 15050-15051), the Project's actions are within the scope evaluated by the certified Final Program Environmental Impact Report (EIR) for The Preserve Specific Plan and only minor technical changes or additions are required to the Final Program EIR to fully address the proposed Project.

## 1.1 PROJECT SUMMARY

The Project Site comprises approximately 57.3 acres located at the southeast corner of the Remington Avenue and Flight Avenue intersection in the City of Chino, San Bernardino County, California. The Project (as defined herein below) provides for the development of an approximately 925,362 square-foot (sq. ft.) light industrial / warehouse building and associated site improvements, which include but are not limited to parking and loading areas, public utility connections, landscaping, and exterior lighting, on an approximately 46.0-acre portion of the Project Site. The Project Applicant also would construct improvements to Remington Avenue and Flight Avenue along the Project Site's frontages. Refer to Section 2.0, *Project Description*, for a comprehensive description of the proposed Project.

## 1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA, a statewide environmental law contained in Public Resources Code Sections 21000-21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies inform their decision-makers of the environmental consequences of their discretionary actions and to consider alternatives and mitigation measures (MMs) that could avoid or reduce the discretionary actions' significant, adverse environmental effects. CEQA also gives other public agencies and the public an opportunity to participate in the environmental review process.

### 1.2.1 Prior CEQA Compliance

The City adopted The Preserve Specific Plan (hereinafter, "PSP") and certified the associated EIR (State Clearinghouse Number 2000121036, hereinafter, "PSP EIR") on March 25, 2003. The PSP establishes the overall vision and development plan for the PSP area and acts as a bridge between the City's General Plan and individual development projects. The PSP combines development standards and guidelines, capital improvement programs, and financing methods, which are tailored to meet the needs of the PSP area, into a single, comprehensive plan.

Potential environmental impacts associated with buildout of the PSP were evaluated by the PSP EIR. The PSP EIR was prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. As defined by CEQA Guidelines Section 15168, a Program EIR is "…*an EIR which may be prepared on a series of actions that can be characterized as one large project and are related*…". To reduce duplicative analyses, Program EIRs are intended to be used with later development activities if the CEQA lead agency finds that no new adverse environmental effects could occur or no new mitigation measures would be required (*See* CEQA Guidelines Section 15168(c)). In that case, the agency can approve the implementing activity as being within the scope covered by the Program EIR.

In certifying the PSP EIR, the Chino City Council found that the PSP EIR adequately addressed the potential environmental impacts associated with planned buildout of the PSP area. The PSP EIR identified six (6) significant and unavoidable environmental impacts that would result from implementation of the PSP:

- Agricultural Resources: The PSP EIR found that the PSP would convert Prime Farmland to non-agricultural use. Additionally, the PSP EIR concluded that the PSP would accelerate Williamson Act contract non-renewals and cancellation notices within the PSP area and would accelerate the relocation of dairies from the Chino Basin Dairy Area (resulting in an annual milk production value loss to the region).
- Air Quality: The PSP EIR found that the PSP would generate $PM_{10}$ and $NO_X$ emissions during the construction phase and $PM_{10}$, ROG, $NO_X$ and CO emissions at buildout that would exceed South Coast Air Quality Management (SCAQMD) thresholds. In addition, odor impacts to sensitive uses (e.g. residential, schools) from dairies, and the IEUA Co-Composting facility would be significant during the transition period to urban use.
- Biological Resources: The PSP EIR determined that the PSP would result in loss of burrowing owl and raptor habitat, which would contribute to cumulatively significant impacts at the regional level.
- Land Use: The PSP EIR determined that implementation of the PSP would result in an accelerated, fundamental change of land uses from a rural character to an urban setting. The conversion of agricultural land to urban uses would result in a significant and irretrievable loss of open space.
- Transportation and Traffic: The PSP EIR determined that implementation of the PSP would create significant and unavoidable direct and cumulative traffic impacts on local and regional intersections, streets, and highways that could not be mitigated to less-than-significant levels.
- Utilities: The PSP EIR determined that the PSP's demand for electricity could exceed the available supply. The PSP EIR concluded that impacts to electricity supplies would be a significant and unavoidable cumulative impact.

In conjunction with certifying the PSP EIR, the Chino City Council adopted a Statement of Overriding Considerations, which stated that the benefits of the PSP outweighed the significant and unavoidable environmental impacts summarized above.

### 1.2.2 CEQA Rules and Requirements for an Addendum

The CEQA Guidelines allow for the updating and re-use of a previously approved/certified CEQA document when a subsequent project is within the scope of the analysis of the earlier approved CEQA document and when some changes or additions to the original CEQA document are necessary but none of the following conditions are met:

a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

   1. The project will have one or more significant effects not discussed in the previous EIR;

   2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   3. MMs or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or

   4. MMs or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the MM or alternative.

If none of the circumstances listed above occur and only minor technical changes or additions are necessary to update the previously approved/certified CEQA document, an Addendum may be prepared (*See* CEQA Guidelines Section 15164).

### 1.2.3 Finding for the Project

The City of Chino, serving as the CEQA Lead Agency, determined that the Project does not meet any of the circumstances from CEQA Guidelines Section 15162 and that an Addendum to the previously-certified PSP EIR is the appropriate CEQA compliance document for the Project. The City's finding is based on the following facts:

a. As demonstrated in detail in Section 3.0 of this document, the Project would not require major revisions to the previously-certified PSP EIR because the Project would neither result in any significant impacts to the environment that were not already disclosed in the PSP EIR nor result in substantial increases in the severity of the significant environmental impacts previously disclosed in the PSP EIR.

b. Subsequent to the certification of the PSP EIR, no substantial changes in the circumstances under which the Project would be undertaken have occurred that would require major revisions to the PSP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

c. There is no evidence in the public record that new information of substantial importance has become available that is applicable to the Project and/or Project Site, was not known and could not have been known with the exercise of reasonable diligence at the time the PSP EIR was certified and would alter the conclusions of the PSP EIR.

## 1.3 FORMAT AND CONTENT OF THIS EIR ADDENDUM

The following components comprise the EIR Addendum in its totality:

a. This *Introduction* (Section 1.0) and the *Project Description* (Section 2.0).

b. The completed Environmental Checklist Form (Section 3.0), which presents evidence that the Project would not result in any new significant environmental impacts or substantially increase the severity of significant environmental impacts beyond the levels disclosed in the PSP EIR.

c. Fifteen (15) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices B-P.

| | |
|---|---|
| *Appendix B:* | Air Quality Impact Analysis |
| *Appendix C:* | Mobile Source Health Risk Assessment |
| *Appendix D:* | Biological Technical Report |
| *Appendix E:* | Cultural Resources Assessment |
| *Appendix F:* | Energy Analysis |
| *Appendix G:* | Geotechnical Investigation |
| *Appendix H:* | Paleontological Resources Assessment |
| *Appendix I:* | Greenhouse Gas Analysis |
| *Appendix J:* | Phase 1 Environmental Site Assessment |
| *Appendix K:* | Limited Soil Investigation |
| *Appendix L:* | Shallow Surface Soil Investigation |
| *Appendix M:* | Preliminary Water Quality Management Plan |
| *Appendix N:* | Noise Impact Analysis |
| *Appendix O:* | Traffic Study |
| *Appendix P:* | Water Supply Assessment |

d. The Draft and Final PSP EIR, accompanying Mitigation Monitoring and Reporting Program (MMRP), Technical Appendices to the PSP EIR, Findings and Statement of Facts, Statement of Overriding Considerations, and City Council Resolution No. 2003-15, which are all herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the City of Chino Development Services Department, Planning Division; 13220 Central Avenue; Chino CA 91710 and online at: https://www.cityofchino.org/215/The-Preserve.

## 1.4 REVIEW AND CONSIDERATION OF THIS EIR ADDENDUM

The City of Chino Development Services Department, Planning Division, directed and supervised the preparation of this EIR Addendum. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this EIR Addendum reflect the sole independent judgment of the City.

This EIR Addendum will be forwarded, along with the previously certified PSP EIR, to the Chino Planning Commission for review as part of their deliberations concerning the proposed Project. A public hearing will be held before the Planning Commission to evaluate the merits of the proposed Project and the adequacy of this EIR Addendum. Public comments will be heard at the hearing. At the conclusion of the public hearing(s), the Planning Commission will take action to approve, conditionally approve, or deny approval of the proposed Project. If no appeal is filed, then the decision of the Planning Commission would be final. However, if the Planning Commission's decision is appealed, the Chino City Council will hold a public hearing to consider the Project. Public comments would be heard at the appeal hearing. As part of their review of the Project, if appealed, the City Council would review and consider the report of the Director of Development Services, the minutes of the Planning Commission, the Project's staff report, and any comments made by members of the public. At the conclusion of the public hearing for the appeal, the City Council would sustain, modify, reject, or overrule the decision of the Planning Commission.

# 2.0 PROJECT DESCRIPTION

This section provides a description of the Project's precise location and boundaries; a description of the Project Site's environmental setting; a description of the Project's technical, economic, and environmental characteristics; a list of government agencies that are expected to be involved in the Project's decision-making processes; and a list of the permits and approvals that are required to implement the Project.

## 2.1 PROJECT LOCATION

The Project Site comprises Assessor Parcel Numbers (APNs) 1055-051-01 & -02, 1055-061-01 & -02, and 1055-071-01 & 02, which occupy approximately 57.3 acres located at the southeast corner of the Remington Avenue and Flight Avenue intersection in the City of Chino, San Bernardino County, California. The Project Site is located in the southeast portion of the City, south of the City of Ontario and west of the City of Eastvale, within an area known as "The Preserve." The Project Site's location is illustrated on Figure 2-1, *Regional Map*, Figure 2-2, *Vicinity Map,* and Figure 2-3, *USGS Topographic Map.*

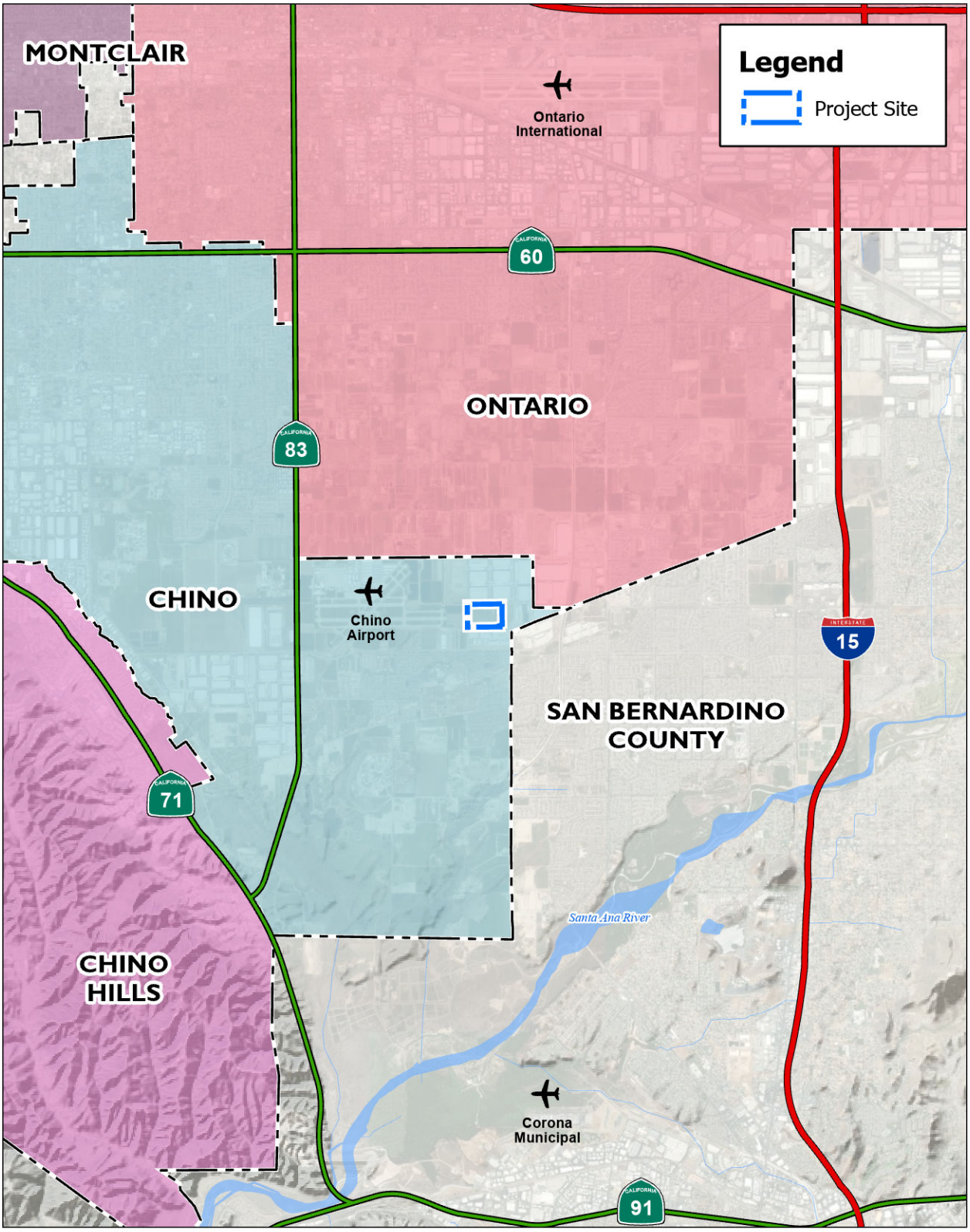
## 2.2 EXISTING CONDITION OF PROJECT SITE

At the time the PSP EIR was certified in 2003, the Project Site was an active commercial dairy (Nyenhuis Dairy) featuring a residence, milking barn, feed lots/corrals, ancillary structures, and pastures. The commercial dairy was shuttered in approximately mid-2017 and all structures on the Project Site were demolished. The Project Site is vacant; remnants of the demolished structures (e.g., concrete foundations, concrete feeding structures, concrete water troughs) remain on the property. The former corrals and pastures are in disuse and feature scattered, ruderal vegetation. A chain link fence with solid slats for screening is installed along the perimeter of the Project Site.

## 2.3 ENVIRONMENTAL SETTING AND SURROUNDING LAND USES

The Project Site and surrounding area have historically been used for dairy and agricultural land uses and the Chino Airport (previously known as Cal Aero Field). In the last seven to eight years, the dairy and agricultural land uses surrounding the Project Site have transitioned to employment-generating land uses (including distribution warehousing, e-commerce, business park, and light industrial land uses) pursuant to the land use plan for the PSP. Existing land uses surrounding the Project Site are illustrated on Figure 2-4*, Aerial Photograph* and include the following:

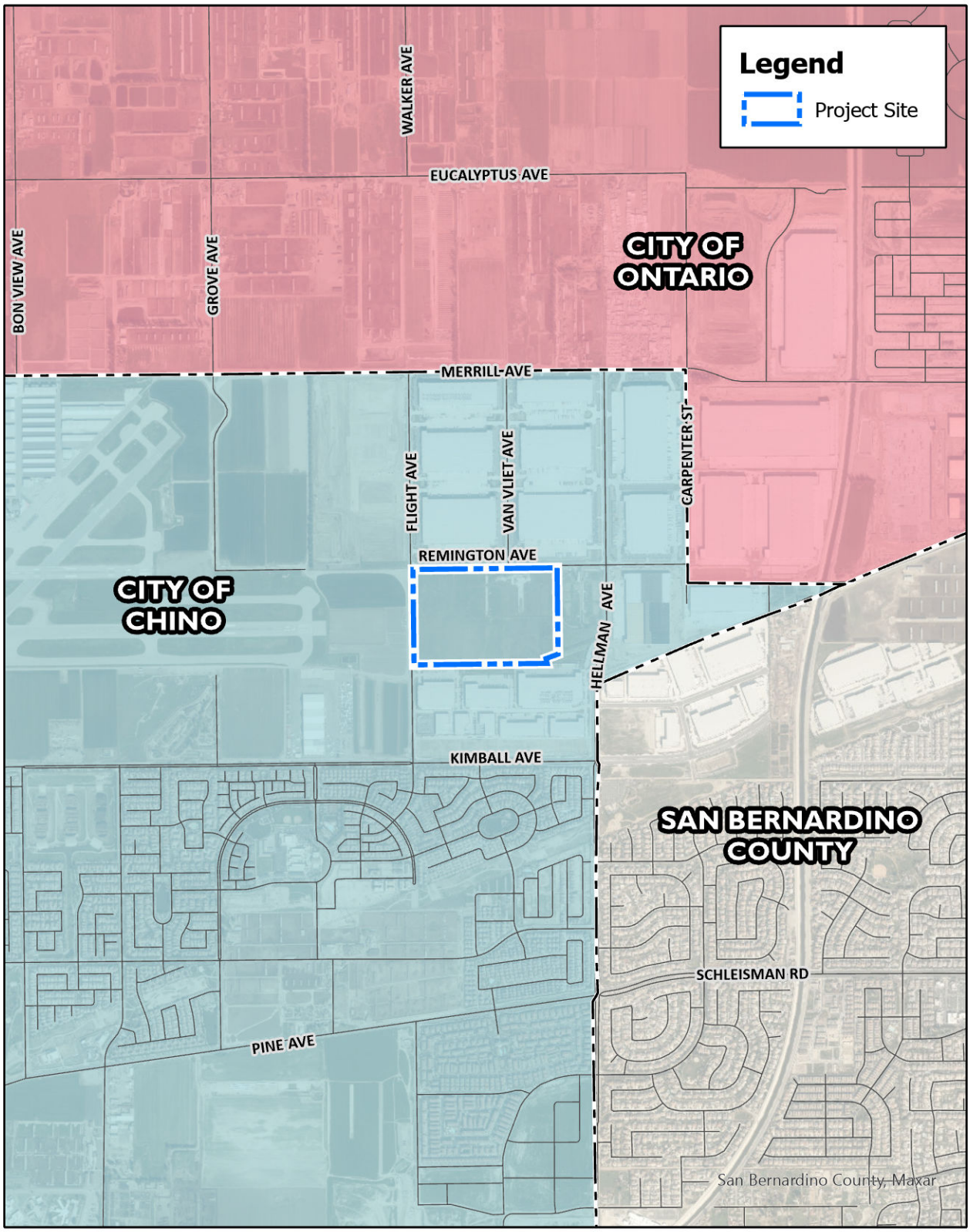
- **North:** Remington Avenue abuts the Project Site on the north. North of Remington Avenue are six distribution warehouse buildings within the Watson Industrial Park complex.
- **South:** Three distribution warehouse buildings within the Kimball Business Park complex abut the Project Site on the south. Fourteen additional warehouse and light industrial buildings within the Kimball Business Park Complex are located farther south of the Project Site.
- **West:** Flight Avenue abuts the Project Site on the west. Chino Airport is located on the west side of Flight Avenue. A sorting/distribution center for FedEx Ground also is located on the west side of Flight Avenue northwest of the Project Site.
- **East:** A vacant, former commercial dairy property abuts the Project Site on the east; this property is approved for re-development with a warehouse distribution building. Two warehouse distribution buildings within the Watson Industrial Park complex is located farther east of the Project Site, with additional warehouse and light industrial buildings beyond.




*Source(s): Esri, SB County (2022)*

Figure 2-1

**Regional Map**

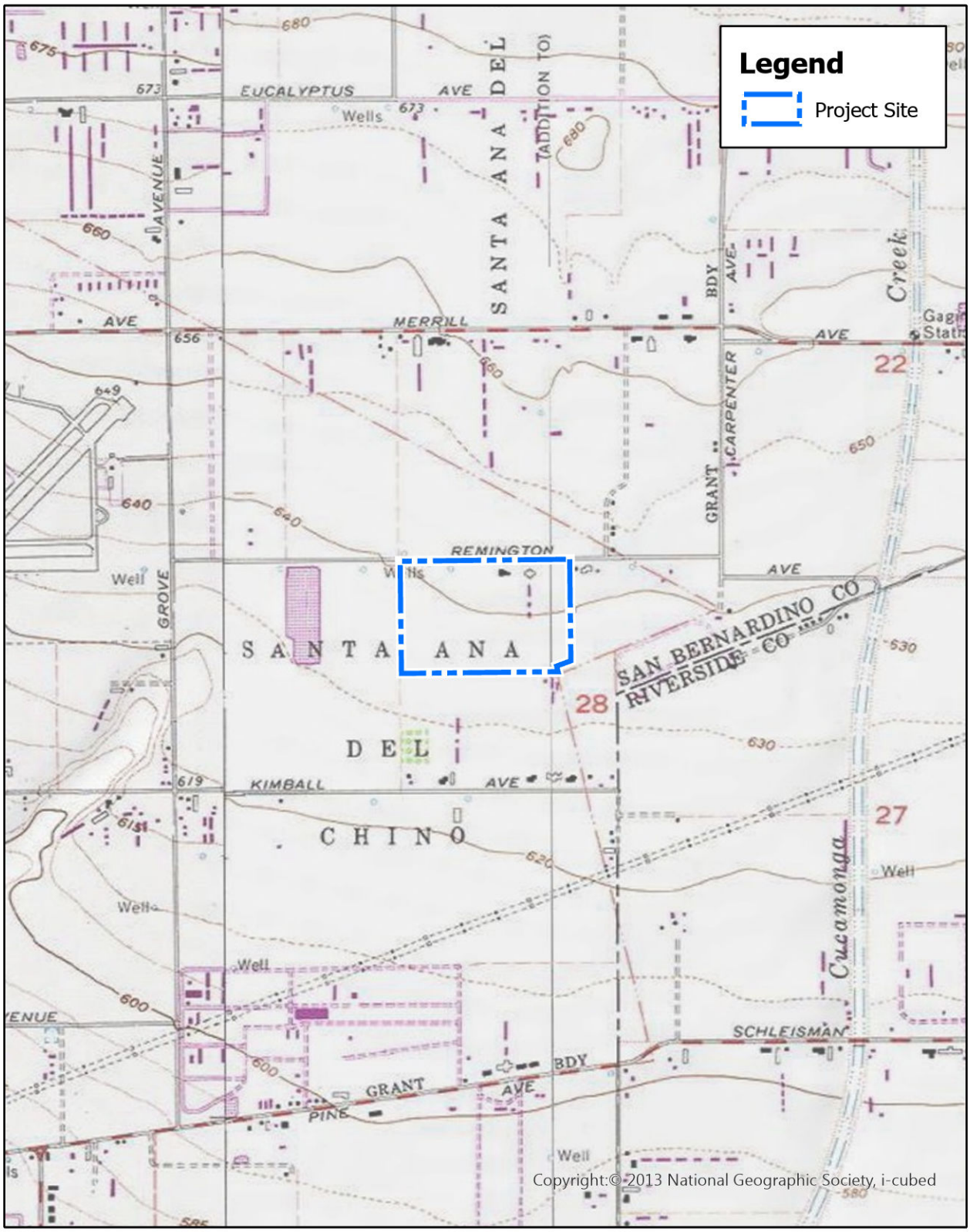



*Source(s): Esri, SB County (2022)*

Figure 2-2

0 500 1,000 2,000 Feet

**Vicinity Map**




*Source(s): Esri, USGS (2013)*

Figure 2-3

0 425 850 1,700 Feet

**USGS Topographic Map**


*Source(s): Esri, Nearmap (September 2022)*

Figure 2-4

**Aerial Photograph**

## 2.4 PROJECT DESCRIPTION

The Project evaluated by this EIR Addendum consists of two discretionary proposals: a Vesting Tentative Parcel Map (City Case No. PL22-0028), Site Approval (City Case No. PL22-0029), and Special Conditional Use Permit (City Case No. PL22-0030). The application materials for the Project are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and copies are available for review at the and are available for review at the City of Chino Development Services Department, Planning Division; 13220 Central Avenue; Chino CA 91710. The individual components of the Project are discussed below.

### 2.4.1 Project Components

#### *A. Site Approval*

Proposed Site Approval (PL22-0029) provides a plan to redevelop an approximately 46.0-acre portion of the Project Site, generally covering the northwestern, central, and eastern portions of the Site, with a light industrial / warehouse facility. The Site Approval application materials include conceptual layout of the proposed building and related improvements, a conceptual architectural design, and a conceptual landscaping plan. The proposed light industrial / warehouse land use is consistent with the respective land use and zoning designations applied to the Project Site by the Chino General Plan and Preserve Specific Plan.

The approximately 11.0-acre portion of the Project Site located within the runway protection zone (RPZ) of the Chino Airport, generally covering the western/southwestern portion of the Site, would not be developed as part of the proposed Site Approval.

*Site Plan*

As shown on Figure 2-5, *Site Plan*, the proposed light industrial / warehouse building is generally rectangular-shaped with an east-west orientation and 925,362 square feet (s.f.) floor area. The primary office space is located at the northwest corner of the building; additional office spaces could be provided at the northeast, southwest, and/or southeast corners of the building.

Gate-secured truck courts – used for the loading and unloading of goods and short-term trailer parking – are provided on the north and south sides of the building. The truck court on the north side of the building contains 60 dock-high doors (also called bays) and 73 truck trailer parking spaces. A concrete screen wall is provided to screen views of the truck court from Remington Avenue. The truck court on the south side of the building contains 72 dock-high doors and 182 truck trailer parking spaces. A concrete screen wall is provided at the entrance to the truck court near the southwest corner of the building to screen views into the truck court from Flight Avenue. Because the Project Applicant is pursuing the Project on a speculative basis, meaning the future occupant(s) of the building is not known at the time of writing this EIR Addendum, there is the possibility of minor revisions to parking space striping within the truck court in the future to accommodate the needs of future building occupant(s).

The primary passenger vehicle parking area is provided at the northwest corner of the Project Site adjacent to the primary office area. Smaller passenger vehicle parking areas also are provided at other three corners of the building, adjacent to proposed office areas. The site plan includes a total 434 passenger vehicle parking spaces. Because the Project Applicant is pursuing the Project on a speculative basis there is the possibility of minor revisions to parking space striping within passenger vehicle parking areas in the future to accommodate the needs of future building occupant(s).

Bicycle parking lockers are provided adjacent to the proposed office spaces at the northwest and northeast corners of the building (20 lockers at the northwest corner and four [4] lockers at the northeast corner).

A water quality/detention basin is provided along the southern portion of the Project Site. A combination tubular steel fence and chain-link fence would be provided along the perimeter of the water quality/detention basin; the tubular steel fence is provided in areas that are potentially visible from public streets (i.e., western edge of the basin) and chain-link fencing is provided interior to the Project Site and abutting adjacent similar off-site uses.

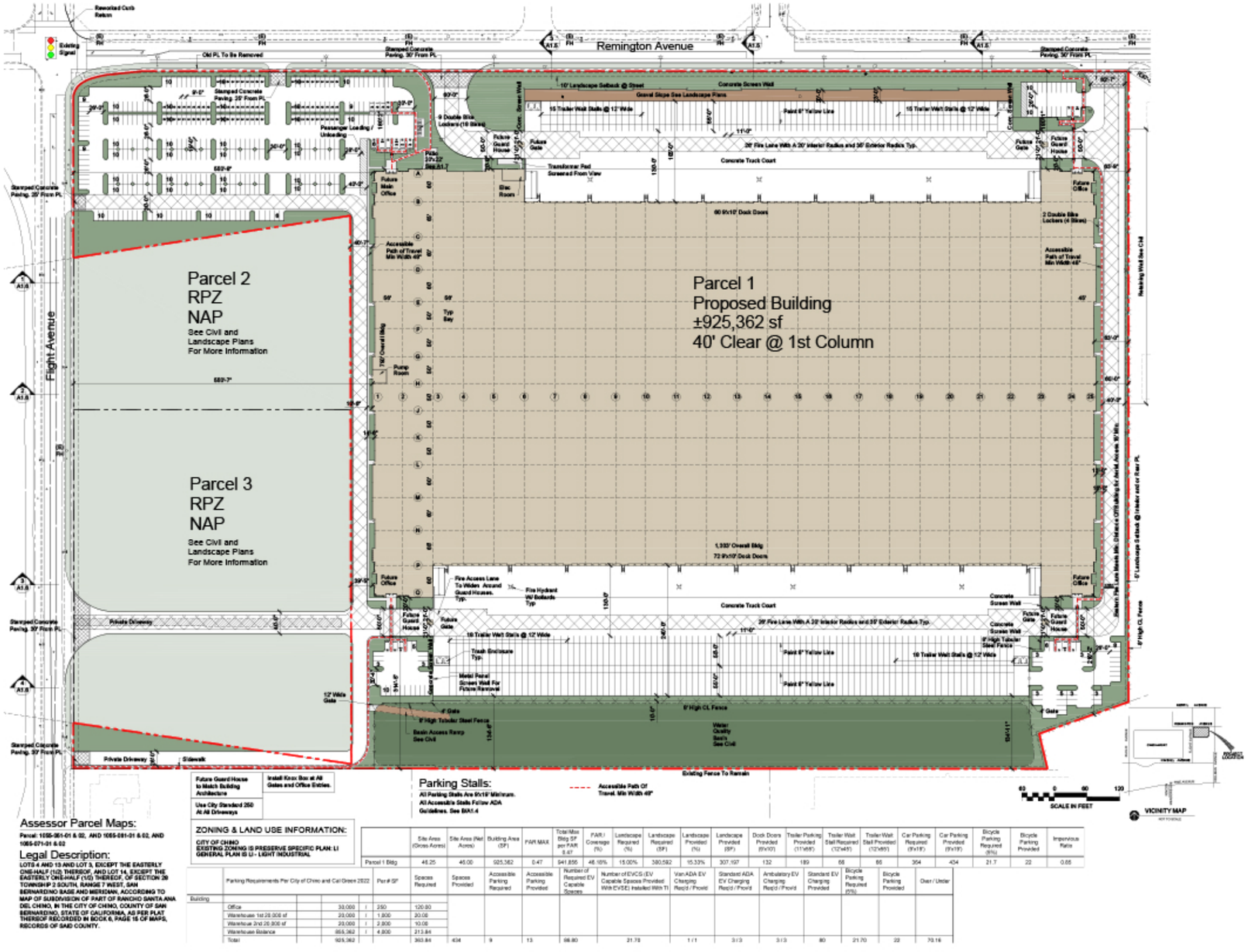
Vehicular access to the Project Site would be provided by three (3) private driveways connecting to Remington Avenue and three (3) private driveways connecting to Flight Avenue. The three driveways connecting to Remington allow full-access (no turning movement restrictions inbound or outbound); however, the western driveway would be restricted to passenger vehicles, the central driveway would be restricted to trucks, and the eastern driveway would open to both passenger vehicles and trucks. The northern and southern driveways connecting to Flight Avenue allow full-access for passenger vehicles; while, truck traffic would be restricted to only the central driveway on Flight Avenue would be limited to left-turns into the Project Site and right-turns out of the Project Site.

*Architecture*

Figure 2-6, *Architectural Elevations*, depicts the architecture design for the Project. The proposed building features a varied roofline, other architectural elements, and paint accents for visual interest and to reduce the perceived bulk and scale of the building. The height of the building ranges from approximately 42 feet to approximately 48 feet above finished floor elevation (including architectural projections). The building would be constructed with painted concrete tilt-up panels and low reflective, gray-glazed glass. Architectural elements, including parapets, wall recesses, decorative mullions and aluminum canopies, are proposed as decorative/accent elements – primarily at the prominent main building entrance located at the northwest corner of the building, and also to a degree along the sides of the building, primarily facing Remington Avenue and Flight Avenue. The exterior color palette for the proposed building is primarily off-white with shades of light gray and charcoal gray accents.

*Landscaping*

The landscape plan for the Project is illustrated on Figure 2-7, *Landscape Plan*. Proposed landscaping is ornamental in nature and features trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Landscaping is provided along the boundary of the Project Site, around the building and at the building entrances, and in and around passenger vehicle parking areas. No landscaping is provided within truck court areas to avoid interfering with truck movements. Plantings adjacent to and within the RPZ area, which includes the parkway along Flight Avenue, utilize plant materials that will be coordinated with the San Bernardino County Department of Airports. Tree plantings adjacent to and within the RPZ area also will be spaced to avoid overlapping tree canopies so as to minimize mass roosting or nesting of birds.

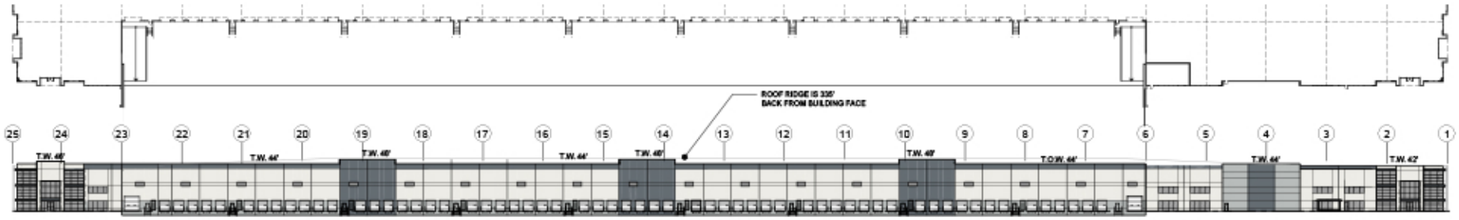



*Source(s): Commerce Construction Co., L.P. (March 2023)*

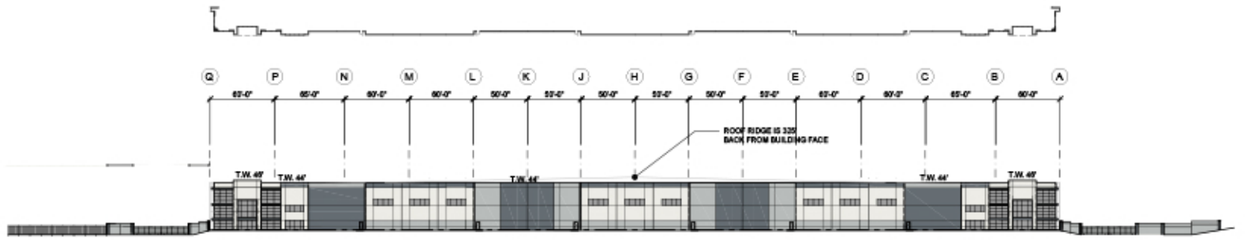
Figure 2-5

Not to Scale

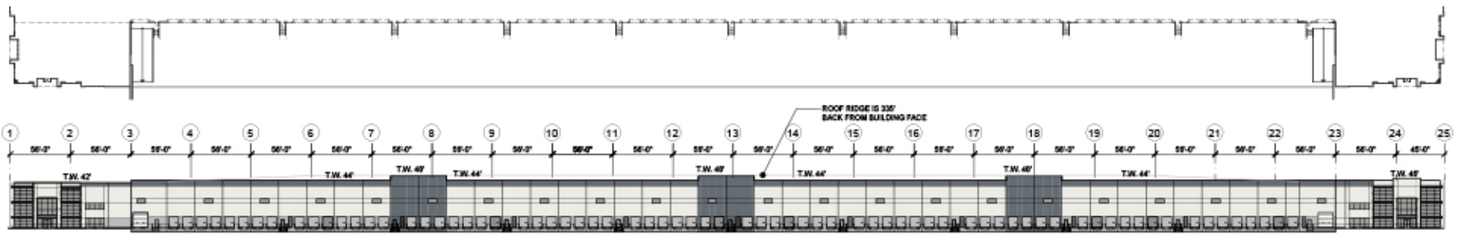
**Site Plan**



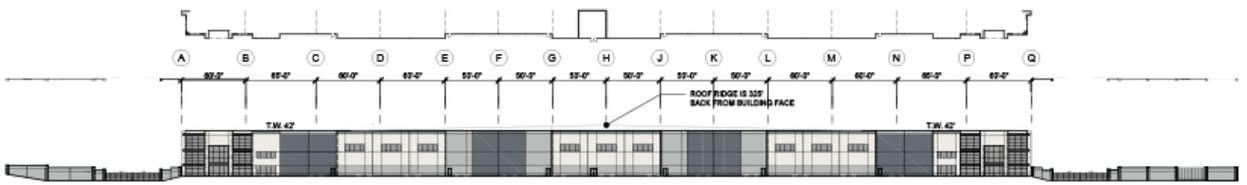

PROPOSED NORTH ELEVATION SCALE: 1"=40' A




PROPOSED EAST ELEVATION SCALE: 1"=40' B




PROPOSED SOUTH ELEVATION SCALE: 1"=40' C




FINISH AND COLOR SCHEDULE

| SYMBOL | MATERIAL/FINISH | COLOR |
|---|---|---|
| P1 | PAINT | SW 7005 PURE WHITE |
| P2 | PAINT | SW 7063 MONORAIL SILVER |
| P3 | PAINT | SW 7069 WALL STREET |
| | | |

COLOR NOTES:
1. ALL PAINTS TO BE SHERWIN-WILLIAMS
2. A FINAL COLOR SCHEDULE WITH PAINT SAMPLES SHALL BE SUBMITTED TO THE PLANNING DEPT. FOR APPROVAL PRIOR TO PAINTING ANY SURFACES.
3. HANDRAILS AT STAIRS AND RAMPS PAINT TO MATCH MATCH ADJACENT BUILDING COLOR.

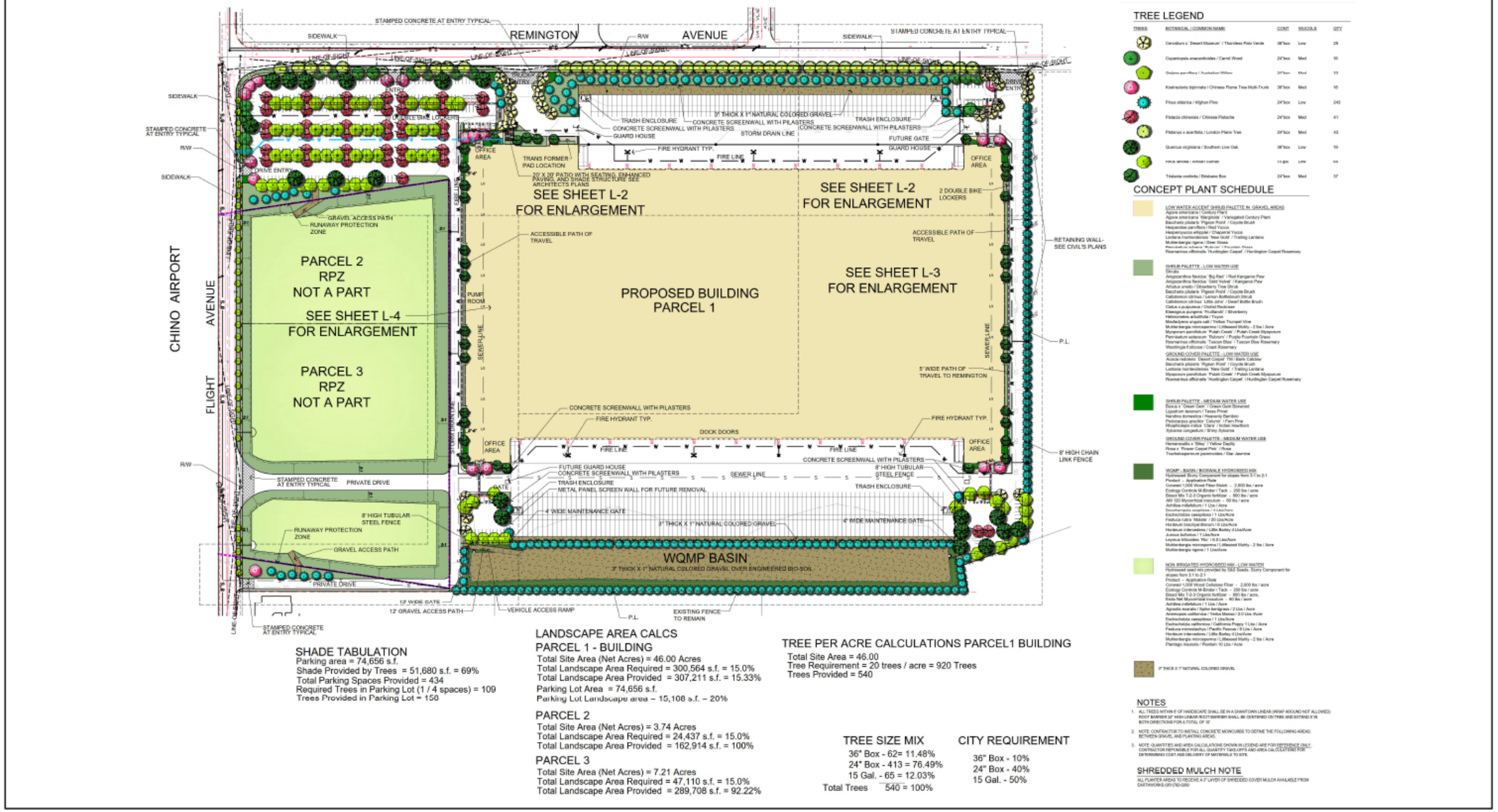
Project Number PL22-0029

*Source(s): Commerce Construction Co., L.P. (February 2023)*

Figure 2-6

Not to Scale

**Architectural Elevations**




*Source(s): Environs, Inc. (March 2023)*

Figure 2-7

Not to Scale

**Landscape Plan**

***B. Special Conditional Use Permit***

Proposed Special Conditional Use Permit (PL22-0030) is required to: 1) allow the construction of a building with an area larger than 50,000 s.f.; and 2) allow the construction of a building with loading dock doors facing a public street.

***C. Vesting Tentative Parcel Map***

Proposed Vesting Tentative Parcel Map No. 20561 (PL22-0028) consolidates the six (6) existing parcels within the Project Site into three (3) new parcels: Parcel 1 comprises approximately 46.0 net acres and includes the property that would be occupied by the proposed light industrial / warehouse facility; Parcel 2 (approximately 3.7 net acres) and Parcel 3 (approximately 7.2 net acres) comprise the portion of the Project Site within the RPZ. The proposed Vesting Tentative Map also provides for the dedication to the City of Chino of additional public right-of-way for Remington Avenue and Flight Avenue. The proposed Vesting Tentative Map is illustrated on Figure 2-8.

## 2.4.2 Project Improvements

***A. Public Street Improvements***

The Project Site abuts two public streets: Remington Avenue to the north and Flight Avenue to the west. As part of Project construction, the Project Applicant would improve each of these streets as described below.

*Remington Avenue*
The Project provides for the following improvements to the southern half of Remington Avenue along the Project Site frontage: 1) widening the paved vehicular travel way by approximately five (5) feet; 2) installing curb and gutter; 3) constructing an 11-foot-wide landscaped parkway between the curb and the sidewalk; and 5) installing a five (5)-foot-wide sidewalk adjacent to the edge of the public right-of-way. With the proposed improvements, Remington would be built to its ultimate full-width along the Project Site frontage.

*Flight Avenue*
The Project provides for the following improvements to the eastern half of Flight Avenue along the Project Site frontage: 1) constructing an 11-foot-wide landscaped parkway between the curb and the sidewalk; and 2) installing a five (5)-foot-wide sidewalk adjacent to the edge of the public right-of-way. Curb and gutter already exist along the Project Site's Flight Avenue frontage. With the proposed improvements, the east half of Flight Avenue would be built to its ultimate half-width along the Project Site frontage.

*Remington Avenue and Flight Avenue Intersection*
The Project provides for the following improvements to the Remington Avenue and Flight Avenue intersection to correct existing deficiencies at the intersection and to ensure safe turning movements for cars and trucks: 1) the curb line at the southeast corner of the intersection would be pulled back and re-built with an offset radius; 2) the existing utilities and improvements at the southeast corner of the intersection – a traffic signal and traffic signal vault, an electric service vault and riser, and a street light pull box – would be re-located behind the new curb line; 3) a new pedestrian ramp would be constructed at the southeast corner of the intersection; 4) the curb line at the northeast corner of the intersection would be pulled back and re-built with an offset radius; 5) the existing pedestrian ramp at the northeast corner of the intersection would be demolished and re-built behind the new curb line; 6) the painted

vehicle stop lines at the northern and southern legs of the intersection would be modified; and 7) the traffic signal timing would be modified for split-phasing (providing a green light for all vehicle movements in one direction – through traffic and turns – following a green phase for all vehicle movements in the opposite direction).

### *B. Water and Sewer Improvements*

The Project provides for the northerly extension of an existing water main beneath Flight Avenue (which terminates near the southwest corner of the Project Site under existing conditions) to the Remington Avenue and Flight Avenue intersection; the new segment would be constructed at a size of 12-inch-diameter. The Project connects to this new water main segment beneath Flight Avenue and to the existing 12-inch-diameter water main beneath Remington Avenue for domestic water and fire services to the proposed building. The Project also connects to the existing 30-inch-diameter recycled water main beneath Remington Avenue for outdoor (irrigation) water service. All proposed water improvements and connections installed as part of the Project are required to be designed and constructed in accordance with applicable City of Chino standards.

The Project connects to an existing 8-inch-diameter sewer main beneath Flight Avenue for wastewater service for the proposed building. All proposed sewer improvements and connections installed as part of the Project are required to be designed and constructed in accordance with applicable City of Chino standards.

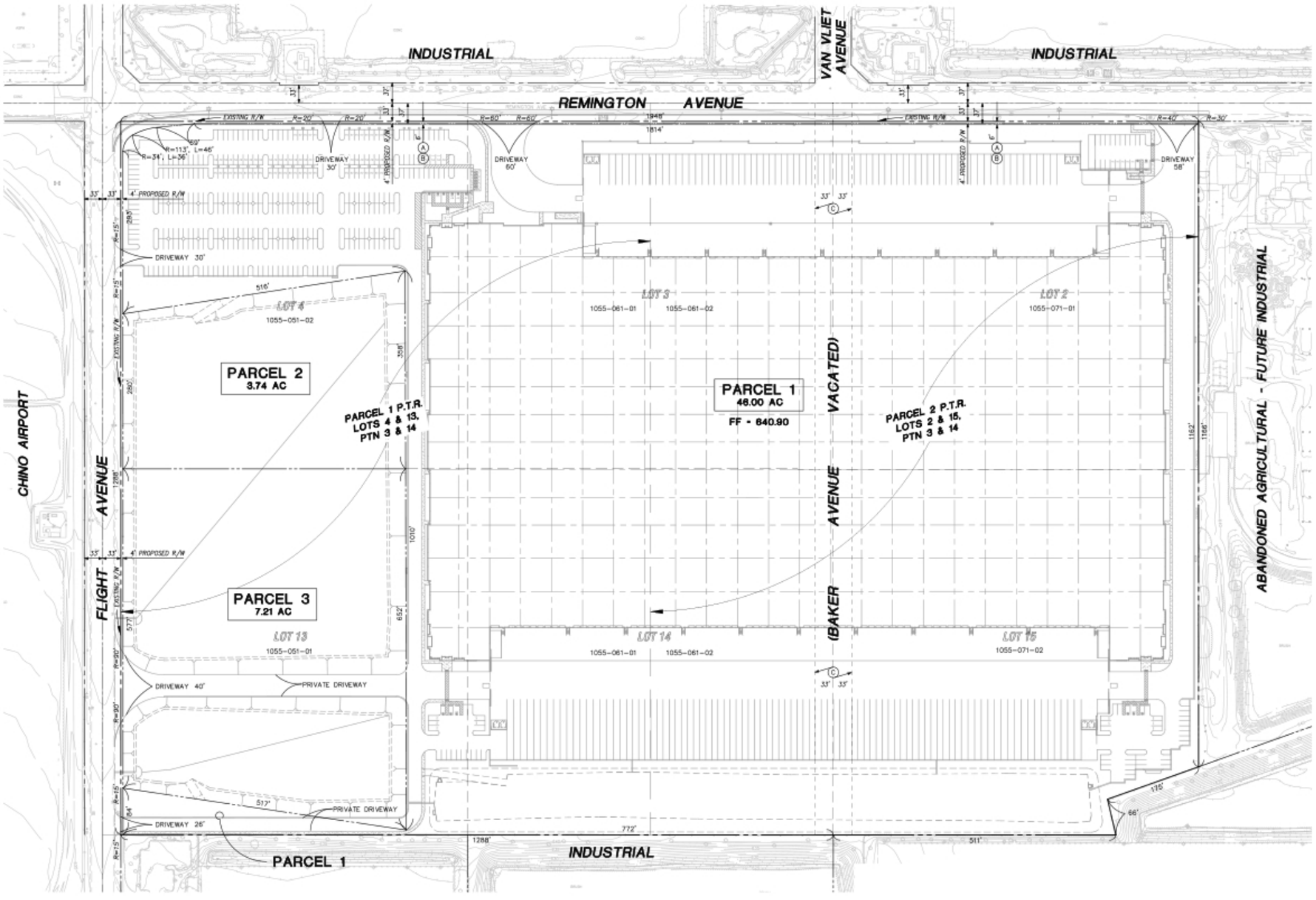
Figure 2-9, *Proposed Utility Plan*, illustrates the proposed water service and wastewater conveyance systems for the Project.

### *C. Stormwater Drainage Improvements*

The Project's proposed storm drain system consists of a network of catch basins equipped with filter inserts, underground storm drain pipes, and an above-ground water quality/detention basin (to be located south of the proposed building, adjacent to the southern Project Site boundary) that would collect and treat stormwater runoff (as needed) before discharging runoff flows from the property. "First flush" stormwater runoff flows (i.e., typically the first ¾-inch of initial surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be collected by the proposed catch basin network and routed to the proposed water quality/detention basin for treatment. During peak storm events, the water quality/detention basin also would temporarily detain stormwater runoff on-site and would control the release of stormwater flows from the Project Site so as to not overtax, or exceed the design parameters, of the City's municipal storm drain system. From the water quality/detention basin, stormwater runoff flows would be discharged to an existing 72-inch-diameter storm drain beneath Flight Avenue. The proposed stormwater drainage system for the Project is illustrated on Figure 2-10, *Proposed Drainage Plan*.

### *D. Dry Utility Improvements*

As previously noted, the existing utility improvements at the southeast corner of the Remington Avenue and Flight Avenue intersection, which include a traffic signal and traffic signal vault, an electric service vault and riser, and a street light pull box, would be re-located and re-constructed as part of proposed improvements at the intersection.

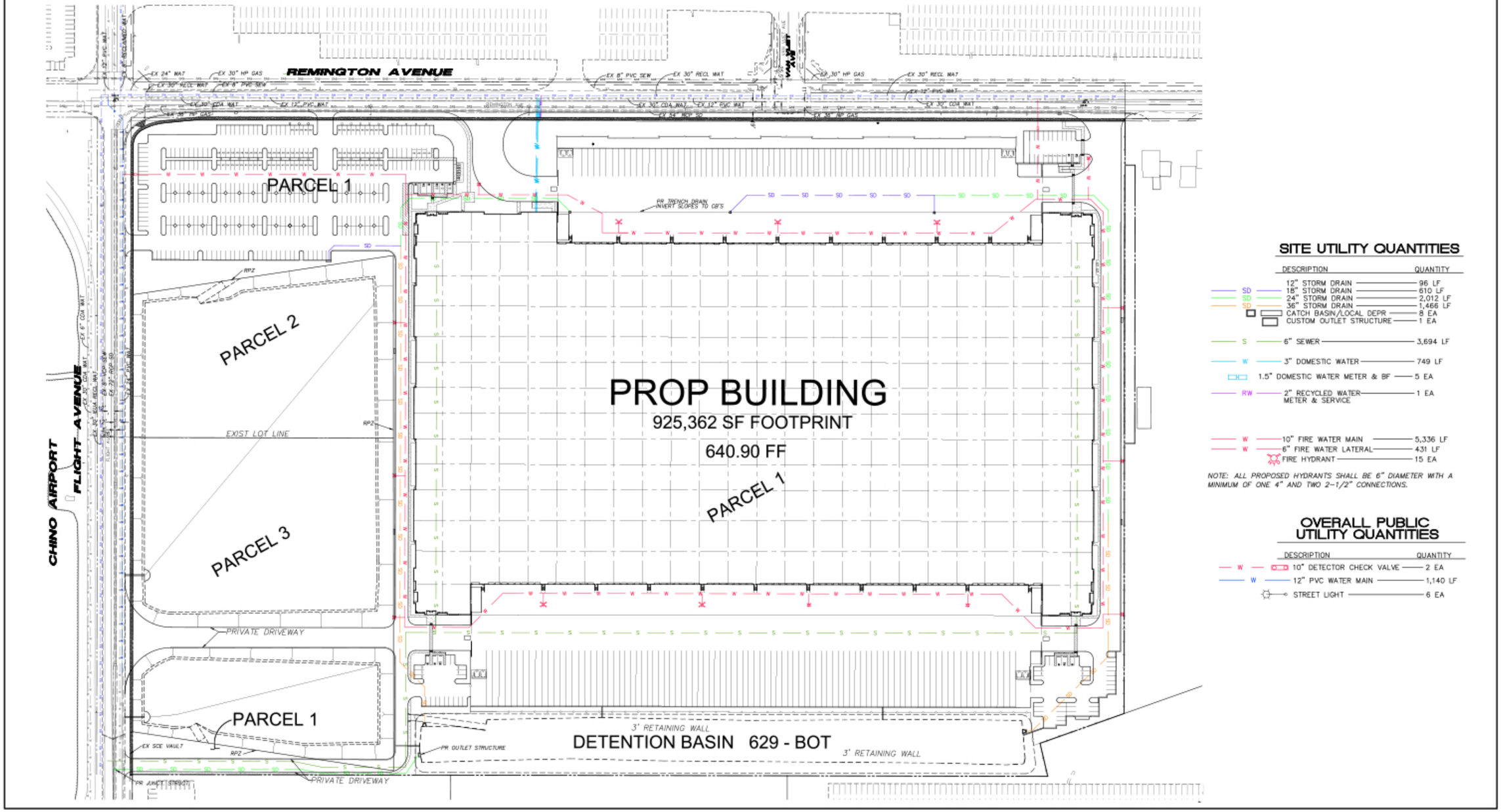



*Source(s): PBLA Engineering, Inc. (March 2023)*

Figure 2-8

Not to Scale

**Vesting Tentative Parcel Map No. 20561**

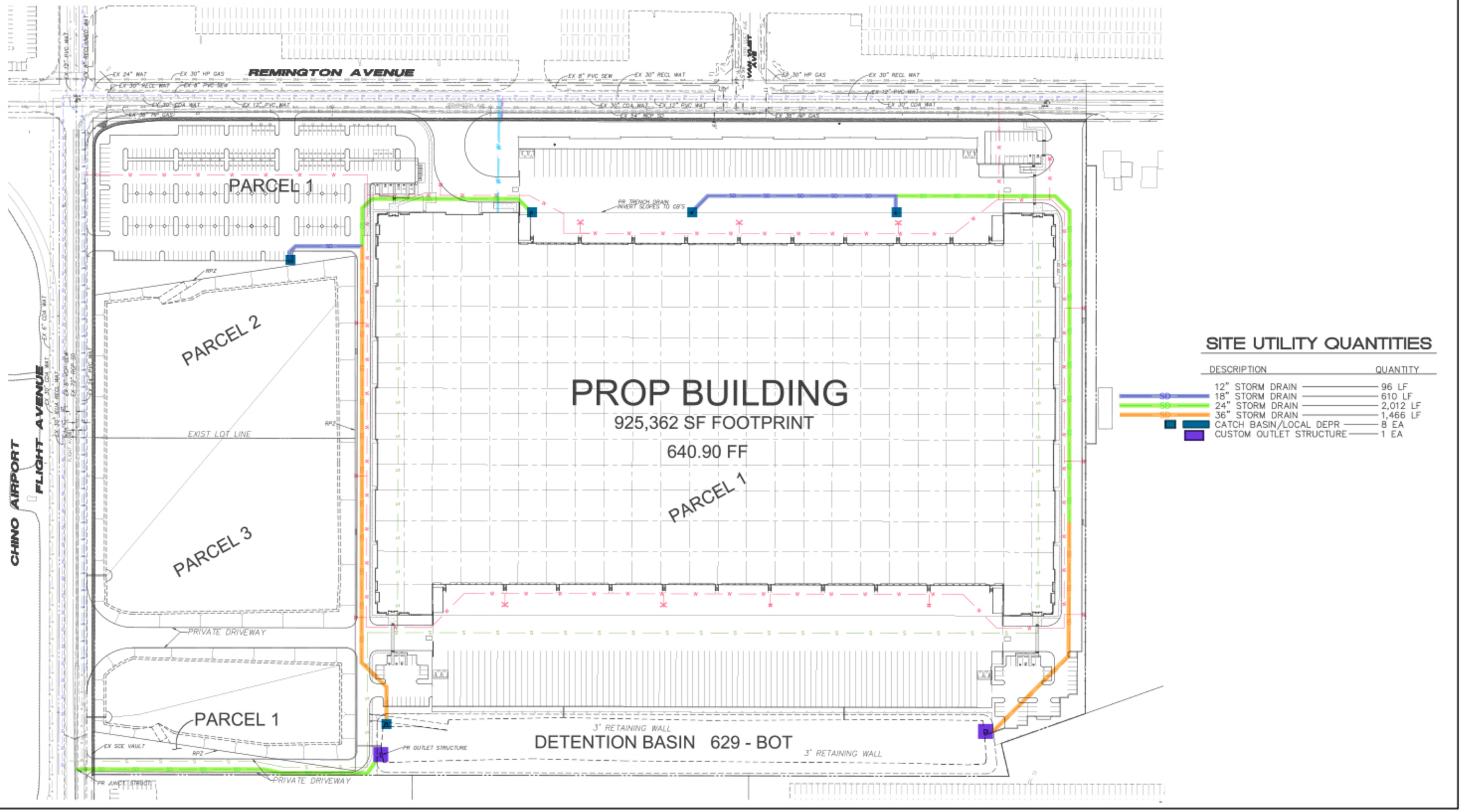



*Source(s): PBLA Engineering, Inc. (March 2023)*

Figure 2-9

Not to Scale

**Proposed Utility Plan**




*Source(s): PBLA Engineering, Inc. (March 2023)*

Figure 2-10

Not to Scale

**Proposed Drainage Plan**

### 2.4.3 Project Construction Characteristics

Based on information provided by the Project Applicant, Project construction is expected to last 11 months. For purposes of analysis in this EIR Addendum, Project construction activities are expected to begin in January 2024 and end in December 2024. The estimated construction schedule for the Project is presented in Table 2-1, *Project Construction Schedule Assumptions*. Project construction would begin with site preparation, then mass-grading and installation of underground infrastructure. Next, fine grading would occur, surface materials would be placed, and the proposed building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed.

**Table 2-1 Project Construction Schedule Assumptions**

| Construction Activity | Start Date | End Date | Working Days |
|---|---|---|---|
| Site Preparation | 01/15/2024 | 02/14/2024 | 23 |
| Grading | 02/14/2024 | 06/26/2024 | 96 |
| Building Construction | 04/25/2024 | 12/31/2024 | 179 |
| Paving | 11/20/2024 | 02/05/2025 | 56 |
| Architectural Coating | 07/25/2024 | 12/11/2024 | 100 |

Construction workers would travel to the Project Site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction equipment is expected to operate on the Project Site up to eight hours per day, six days per week. The construction equipment fleet anticipated to be used during Project construction is listed in Table 2-2, *Project Construction Equipment Assumptions*. Chino Municipal Code Section 15.44.030 allows by right for construction activities to occur up to 13 hours per day Monday through Saturday (between 7:00 a.m. and 8:00 p.m.), with allowances outside these time periods if no residential communities would be adversely affected and only upon approval by the City's community development director. Notwithstanding, for analysis purposes, this EIR Addendum assumes that construction equipment will be in operation on the Project Site a maximum of eight hours per day. As is typical on construction sites, construction equipment is not in continuous use and some pieces of equipment are used only periodically during the construction work day. Thus, eight hours of daily use for each piece of equipment is a reasonable and conservative assumption.

***Table 2-2*** **Project Construction Equipment Assumptions**

| Construction Activity | Equipment | Amount | Hours Per Day |
|---|---|---|---|
| Site Preparation | Crawler Tractors | 2 | 8 |
| | Rubber Tired Dozers | 2 | 8 |
| Grading | Water Pull/Water Truck[2] | 2 | 8 |
| | Excavators | 2 | 8 |
| | Graders | 1 | 8 |
| | Blade[3] | 1 | 8 |
| | Scrapers | 5 | 8 |

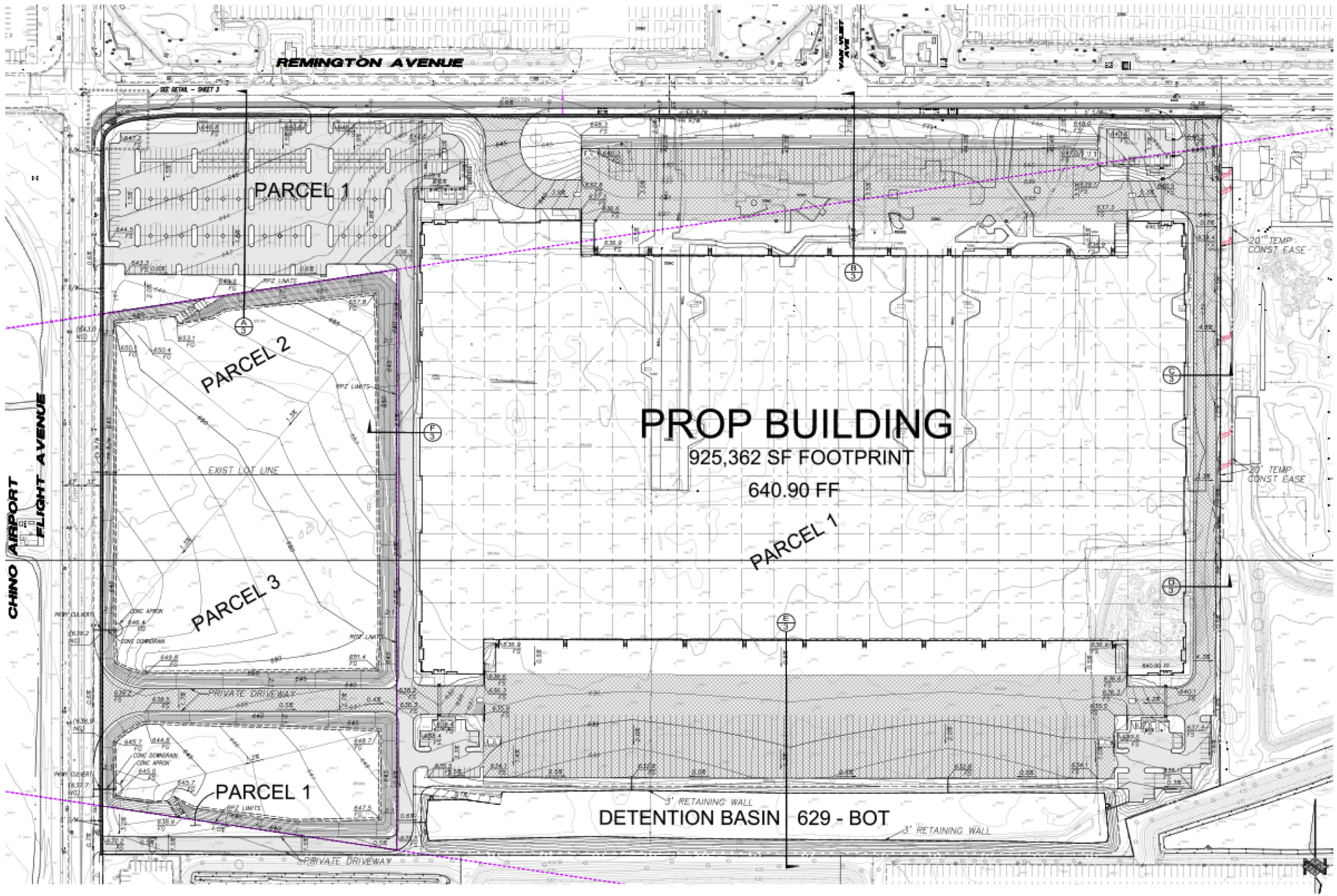
***Table 2-2*** **Project Construction Equipment Assumptions**

| Construction Activity | Equipment | Amount | Hours Per Day |
|---|---|---|---|
| Building Construction | Cranes | 1 | 8 |
| | Crawler Tractors | 2 | 8 |
| | Forklifts | 2 | 8 |
| | Generator Sets | 1 | 8 |
| | Welders | 1 | 8 |
| Paving | Pavers | 2 | 8 |
| | Paving Equipment | 2 | 8 |
| | Rollers | 2 | 8 |
| Architectural Coating | Air Compressors | 1 | 8 |

The conceptual grading plan for the Project is depicted on Figure 2-11, *Conceptual Grading Plan*. Proposed grading activities would result in physical disturbance to the entire Project Site, including the portions of the Site located within the RPZ. Prior to the start of grading, all existing vegetation and debris would be removed from the Project Site. Proposed earthwork activities associated with the Project would result in approximately 484,146 cubic yards of cut and 484,378 cubic yards of fill. No import or export of soils from outside of the Project Site is required. When grading is complete, the Project Site would feature three distinct areas that correlate with the parcels created by proposed Vesting Tentative Map No. 20561 (see discussion earlier in this section). Parcel 1, which would contain the proposed light industrial / warehouse facility, would have a gentle slope from north to south. The high point of Parcel 1 would be approximately 648 feet above mean sea level (amsl) along the northern portion of the parcel and the low point would be 629 amsl at the bottom of the water quality/detention basin on the southern portion of the Project Site. The proposed building pad on Parcel 1 would have a finished floor elevation of 640.9 feet amsl. Parcels 2 and 3, which are located in the RPZ, would contain earthen berms that would screen views of the proposed light industrial / warehouse facility from Flight Avenue. The height of the berms would vary and would range between 645 and 658 feet amsl; the perceived height of the berms from Flight Avenue would be approximately 7-9 feet. The side slopes of the berms would be planted with shrubs and ground covers. The top of the berms, which would not be visible from passersby on Flight Avenue, would be hydroseeded with a native mix of low grasses and groundcovers.

### 2.4.4 Project Operational Characteristics

The Project would operate as an indoor storage facility with outdoor loading and parking for tractor trailers; no outdoor raw materials storage is anticipated for the Project Site. The building's interior floor space could be subdivided with partitions/walls to allow the building to be occupied by more than one user. The Project is proposed as a speculative development and the user(s) of the building are not known at this time. The Project is expected to be used by a warehouse distribution / logistics operator(s) for the storage of business-to-business items/materials and consumer goods. For analysis purposes, this EIR Addendum assumes that the Project would be operational 24 hours per day, 7 days per week and that up to 15% of the building's floor area (138,804 s.f.) could be utilized for cold (refrigerated) storage. Hazardous materials storage is not expected to occur within the building or on the Project Site; however, small quantities of hazardous chemicals and/or materials – including but not limited to aerosols, cleaners, fertilizers, lubricants, paints or stains, fuels, propane, oils, and solvents – could be utilized during routine Project operations and maintenance. Exterior loading and parking areas on the Project Site would be illuminated at night.




LEGEND

- HEAVY DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- CONCRETE APRON
- SIDEWALK

**SITE WORK QUANTITIES**

| DESCRIPTION | QUANTITY |
|---|---|
| 6" CURB ONLY | 11,252 LF |
| 6" CURB & GUTTER | 4,854 LF |
| 7" CONC H.D. PAVEMENT | 409,873 SF |
| 6" CONC L.D. PAVEMENT | 176,897 SF |
| 6" CONC APRON | 150,477 SF |
| 3" RIBBON GUTTER | 251 LF |
| ADA RAMPS | 20 EA |
| SIDEWALK | 17,234 SF |
| RETAINING WALL | 3,085 SF |

**OVERALL OFFSITE IMPROVEMENT QUANTITIES**

| DESCRIPTION | QUANTITY |
|---|---|
| 8" CURB & GUTTER | 2,297 LF |
| 4"/9" H.D. PAVEMENT | 17,157 SF |
| ADA ACCESS RAMPS | 1 EA |
| CONC DRIVEWAY APPROACH | 6,862 SF |
| LANDSCAPE | 17,175 SF |
| SIDEWALK | 15,800 SF |

NOTE: ALL PROPOSED DRIVEWAYS ARE PER CITY OF CHINO STD 250--COMMERCIAL DRIVEWAY APPROACH

NOTE: ALL PROPOSED FIRE ACCESS WAYS SHALL NOT EXCEED 12% SLOPE.

RETAINING WALL/ WALL HT

**PRELIMINARY EARTHWORK QUANTITIES**

| DESCRIPTION | CUT (CY) | FILL (CY) | REMARKS |
|---|---|---|---|
| RAW QUANTITIES | -212,155 | 173,469 | SURFACE 3/21/22 |
| BLDG OVER EX (5') | -175,682 | 175,682 | PER MCH REPORT |
| PAVING OVER EX (2') | -36,473 | 36,473 | PER MCH REPORT |
| HEAVY DUTY PAVING (7" CONC) | -8,209 | 0 | PER CCC |
| LIGHT DUTY PAVING (5"/10" AC) | -8,222 | 0 | PER MCH REPORT |
| BUILDING SLAB (7") | -19,992 | 0 | PER CCC |
| APRON SLAB (6.5") | -3,019 | 0 | PER CCC |
| CONC PARKING (6") | -57 | 0 | PER CCC |
| ONSITE STORM DRAIN AVG DIA (36") | -273 | 0 | AVG. PIPE SIZE |
| OFFSITE STREET (4"/9" AC) | -631 | | PER CITY STD |
| BUILDING FOOTINGS 2'X4' | -1,151 | 0 | AVG. FOOTINGS |
| SHRINKAGE 20% | 0 | 80,730 | PER MCH REPORT |
| SUBSIDANCE 0 | 0 | 0 | PER MCH REPORT |
| SCREEN WALL FOOTING | -81 | | 1.5' x 0' |
| TOTAL ADJUSTMENT | -484,146 | 484,378 | |
| IMPORT | 232 | | |

*Source(s): PBLA Engineering, Inc. (March 2023)*

Figure 2-11

Not to Scale

**Conceptual Grading Plan**

The Project is designed such that business operations would be conducted within the proposed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. The outdoor cargo handling equipment used during loading and unloading of trailers (e.g., yard trucks, hostlers, yard goats) is expected to be natural gas powered or zero emission. As a practical matter, dock doors are not occupied by a truck at all times of the day. There are typically many more dock door positions on buildings of this type than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day.

For purposes of analysis in this EIR, employment estimates were calculated using the employment density factors identified in the Southern California Association of Governments (SCAG) *Employment Density Study* (October 2001), which identifies a rate of one (1) employee per 1,195 s.f. of building area for industrial warehouse uses. As such, the Project is estimated to create jobs for approximately 774 employees (925,362 s.f. ÷ 1,195 s.f./employee = 774 employees). It is expected that employees on the Project Site would be divided between three 8-hour shifts per day.

## 2.5 IMPLEMENTATION PROCESS

The City of Chino has primary approval responsibility for the proposed Project. The discretionary actions under the authority of the City of Chino are listed in Table 2-3, *Project-Related Approvals/Permits*. If the City of Chino approves the Project, additional discretionary and/or administrative actions would be necessary to implement the proposed Project. Table 2-3 also summarizes the subsequent implementing actions associated with the Project. This EIR Addendum covers all federal, state, local government, and quasi-government approvals that may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 2-3 or elsewhere in this EIR Addendum.

**Table 2-3 Project-Related Approvals/Permits**

| Public Agency | Approvals and Decisions |
|---|---|
| **City of Chino** | |
| **Proposed Project – City of Chino Discretionary Approvals** | |
| City of Chino<br>Planning Commission | • Special Conditional Use Permit (PL22-0030)<br>• Site Approval (PL22-0029)<br>• Vesting Tentative Parcel Map (PL-0028)<br>• Addendum to the PSP EIR along with appropriate CEQA Findings |
| **Subsequent City of Chino Discretionary and Ministerial Approvals** | |
| City of Chino<br>Subsequent Implementing Approvals | • Final Maps, parcel mergers, or parcel consolidations, as may be appropriate<br>• Precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate<br>• Grading Permits<br>• Building Permits<br>• Encroachment/Construction Permits<br>• Road Improvement Plans<br>• Public right-of way dedications<br>• Sewer and storm drain infrastructure<br>• Water Quality Management Plan (WQMP) |
| **Other Agencies – Subsequent Approvals and Permits** | |
| Santa Ana Regional Water Quality Control Board | • Construction Activity General Construction Permit<br>• National Pollutant Discharge Elimination System (NPDES) Permit<br>• WQMP |

# 3.0 ENVIRONMENTAL CHECKLIST

1. Project Number(s): Vesting Tentative Parcel Map No. 20561 (PL22-0028), Site Approval (PL22-0029), and Special Conditional Use Permit (PL22-0030)

2. Lead Agency Name and Address: City of Chino Development Services Department, Planning Division, 13220 Central Avenue, Chino, CA 91710

3. Lead Agency Contact Person: Andrea Gilbert, Senior Planner, (909) 334-3328

4. Project Location: Southeast corner of Remington Avenue / Flight Avenue intersection

5. Project Sponsor's Name and Address: Majestic Realty Co., 13191 Crossroads Parkway North, 6th Floor, City of Industry, CA 91746

6. General Plan Designation: Light Industrial

7. Zoning Designation: Preserve Specific Plan-Light Industrial

8. Project Description: The Project involves the construction and operation of an approximately 925,362 s.f. light industrial / warehouse building and associated site improvements. Refer to Section 2.0, *Project Description*, for a detailed description of the proposed Project.

9. Surrounding Land Uses and Setting: The Project Site and surrounding area have historically been used for dairy and agricultural land uses and the Chino Airport (formerly known as Cal Aero Field). The dairy and agricultural land uses near the Project Site have transitioned to employment-generating land uses pursuant to the approved land plan for the PSP. Refer to Section 2.0, *Project Description*, for a detailed description of the surrounding land uses and setting.

10. Other public agencies whose approval is required: Santa Ana Regional Water Quality Control Board.

11. Consultation with California Native American Tribes: These requirements do not apply to the Project. Senate Bill 18 (SB 18) requires that prior to the adoption or amendment of a general plan, the lead agency must offer to conduct consultations with California Native American tribes. The proposed Project does not include an amendment to the City's General Plan or the Preserve Specific Plan (PSP). As such, the provisions of SB 18 are not applicable to the Project, and no Native American consultation is required for the Project pursuant to SB 18.

    Assembly Bill 52 (AB 52) requires tribal consultation for certain development projects and applies only to projects that have a notice of preparation of an environmental impact report (NOP) or notice of intent to adopt a negative declaration (NOI) filed on or after July 1, 2015. As demonstrated by the analysis herein, the proposed Project is within the scope of analysis of the Preserve Specific Plan EIR (PSP EIR) – for which a NOP was filed prior to July 1, 2015 – and the Project would not trigger any of the conditions described in Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent environmental impact report or negative declaration/mitigated negative declaration. As such, the Project would not require a NOP or NOI and the provisions of AB 52 are not applicable to the Project.

## 3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The scope of the City's environmental review of the Project is governed by CEQA (*See* Public Resources Code Section 21166) and the CEQA Guidelines (*See* CEQA Guidelines Section 15162). The environmental review evaluates the environmental effects associated with implementation of the Project and compares this with the information and environmental effects that were expected from buildout of the Preserve Specific Plan (PSP) and as disclosed in the Preserve Specific Plan EIR (PSP EIR). This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the PSP EIR was certified. This evaluation includes a determination as to whether the Project would result in any new significant impacts or a substantial increase to a significant impact previously disclosed in the PSP EIR.

Because the CEQA Guidelines do not stipulate the format or content of an Addendum, the topical areas identified in the City of Chino's Initial Study form (which is based on CEQA Guidelines Appendix G) were used as guidance for this Addendum. This analysis provides the City with the factual basis for determining whether any changes in the Project, any changes in circumstances, or any new information that has become available since the certification of the PSP EIR would require additional environmental review (i.e., preparation of a Subsequent or Supplemental EIR).

A Mitigation Monitoring and Reporting Program (MMRP) was adopted in conjunction with certification of the PSP EIR. The MMRP specified mitigation measures (MMs) that would apply to development activities within the PSP area to minimize the environmental effects of the PSP implementation. The previously adopted MMs applicable to the Project will be imposed as conditions of approval and are listed in *Appendix A*, attached hereto.

The environmental analysis presented herein has determined that implementation of the Project has the potential to result in a new significant impact that was not previously disclosed in the PSP EIR and/or increase the severity of a significant impact previously disclosed in the PSP EIR under the environmental topic(s) checked below.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture/Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

## 3.2 ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that the significant effects that would result from the Project have been addressed in an earlier certified EIR (Preserve Specific Plan EIR, State Clearinghouse Number 2000121036), and that none of the determinations set forth in the Public Resources Code Section 21166 and State CEQA Guidelines Section 15162 can be established and, thus, an Addendum to the Preserve Specific Plan EIR shall be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:  Date: 2/27/2023

Printed Name and Title: Andrea Gilbert, Senior Planner

## 3.3 ENVIRONMENTAL ANALYSIS

### 1. Aesthetics

***Would the Project:***

***a) Have a substantial adverse effect on a scenic vista?***

**PSP EIR Finding**: The PSP EIR concluded that buildout of the PSP would not affect any scenic vistas within the PSP area or adversely affect vistas of any scenic resources located outside of the PSP area (e.g., Chino and Mill Creeks, San Gabriel Mountains, Chino Hills, Cleveland National Forest).

**Project Analysis:** The Project Site does not contain any scenic resources previously identified by the PSP EIR. Furthermore, the Chino General Plan does not identify any scenic vistas or scenic corridors in the vicinity of the Project Site (Chino, 2010a, p. CC-21). Distant views of the San Gabriel Mountains to the north, the Santa Ana Mountains to the south, and Chino Hills to the west are available from public viewing areas abutting the Project Site. Implementation of the Project is not anticipated to substantially change views of any of these landforms when looking across the Project Site because views of these resources are partially obstructed by features on the Project Site (fencing, trees) and off-site development and landscaping. Furthermore, the type of character of development that would occur on the Project Site is similar to what was anticipated by the PSP EIR and the obstruction/loss of views of the San Gabriel Mountains, Santa Ana Mountains, and Chino Hills from public viewpoints in the PSP area was previously anticipated by the PSP EIR. The Project would not result in new significant impacts or more severe significant impacts to scenic vistas than previously disclosed in the PSP EIR.

***b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?***

**PSP EIR Finding**: The PSP EIR concluded that the areas within the PSP where development would occur (i.e., the northern portion of the PSP area) did not include any scenic resources. The PSP EIR also concluded that all scenic resources within the PSP area are located in the southern portion of the PSP area and would be protected/preserved within open space areas provided by the PSP.

**Project Analysis:** The Project Site is located in the northern portion of the PSP and does not contain any scenic resources, including, but not limited to, trees, rock outcroppings, or historic buildings, and the Project Site is not located within a State-designated scenic highway corridor (CalTrans, 2022). Accordingly, the Project would have no impact on any scenic resources, including scenic resources within a state scenic highway corridor. Implementation of the Project would not result in any new or more severe significant impacts to scenic resources than previously disclosed in the PSP EIR.

***c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public Views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

**PSP EIR Finding**: The PSP EIR determined that although the PSP would alter the visual character of the PSP area from agriculture and rural to urban uses, the change would not result in substantial adverse effects to visual character or quality because future development would be required to comply with the PSP's comprehensive design guidelines to achieve an attractive and positive visual condition. The PSP EIR

concluded that implementation of the PSP would result in less-than-significant impacts to visual character and quality.

**Project Analysis:** The United States Census Bureau defines "urbanized area" as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents, and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses. The Project Site is located within the boundaries of the Census-defined "Riverside-San Bernardino Urban Area" (USCB, 2012); therefore, the Project would be considered to result in a substantial adverse impact under this threshold only if the Project's design would conflict with applicable zoning and other regulations governing scenic quality.

The City has reviewed the Project for consistency with the applicable PSP development standards and design guidelines. Proposed buildings would incorporate an architectural design that demonstrates quality in the design of all building facades that would be visible to surrounding properties and/or the public right-of-way. The architecture proposed by the Project also would be fully compatible with the scale and character of the light industrial and warehouse buildings developed on properties adjacent to the Project Site. Landscaping elements included in the Project would complement existing landscaping elements on surrounding developed properties and public roadways, and would be consistent with the PSP's design guidelines.

Based on the foregoing analysis, the Project's architectural and landscape design is consistent with applicable PSP development and design standards/guidelines. There are no components of the Project that would degrade the existing visual character or quality of the site and surroundings beyond what was evaluated and disclosed in the PSP EIR. As such, the Project would not result in any new or more severe significant impacts to visual character and quality relative to the impacts disclosed in the PSP EIR.

***d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**PSP EIR Finding**: The PSP EIR concluded that light and glare impacts would be less than significant because the PSP included architecture and landscaping design guidelines that would minimize the use of reflective materials and ensure that exterior light fixtures focused light downward (to minimize sky glow and glare).

**Project Analysis:** The Project would be required to comply with the PSP design guidelines applicable to outdoor lighting. In addition, the Project would be required to comply with the outdoor lighting standards contained in the Chino Municipal Code (Chino, 2022a, Section 20.10.090). The Municipal Code lighting standards govern the placement and design of outdoor lighting fixtures to ensure adequate lighting for public safety while also minimizing light pollution and glare and precluding public nuisances (e.g., blinking/flashing lights, unusually high intensity or bright lighting). Mandatory compliance with these standards would: 1) ensure that the Project would be compatible with the setting of the surrounding area; 2) prevent substantial light or glare from falling on public streets or property adjoining the Project Site; and 3) prevent "spillover" effects from the Project Site that could interfere with day or nighttime views in the area. Implementation of the Project would not result in any new or more severe significant impacts to lighting than was previously disclosed in the PSP EIR.

## 2. Agriculture and Forestry Resources

***Would the Project:***

***a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

**PSP EIR Finding**: The PSP EIR disclosed that the PSP would not convert "Unique Farmland" or "Farmland of Statewide Importance" to non-agricultural use but would convert approximately 1,265 acres of "Prime Farmland" to non-agricultural use. The PSP EIR concluded that impacts to "Prime Farmland" were a significant and unavoidable impact on a direct and cumulative basis. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the PSP EIR.

**Project Analysis:** The California Department of Conservation publishes the Farmland Mapping and Monitoring Program (FMMP), typically every two years, to identify the best quality agricultural land in the State. At the time the PSP EIR was prepared, the 2000 FMMP was applicable to Chino and the larger San Bernardino County. Since that time, the Department of Conservation has updated the FMMP nine times, with the 2018 FMMP representing the most recent version. For purposes of evaluation and to determine whether the Project would result in any new or more severe significant farmland impacts than disclosed in the PSP EIR, consistency with both the 2000 FMMP, which was applicable at the time the PSP EIR was written, and the 2018 FMMP, which is applicable today, are discussed below.

The 2000 FMMP classified the western half (approx.) of the Project Site as "Urban and Built Up Land" and the eastern half (approx.) of the Site as "Prime Farmland," as disclosed on PSP EIR Figure 5.2-2. The PSP planned for the Project Site to be developed with non-agricultural land uses (with light industrial land uses, specifically); thus, buildout of the Project Site would contribute to the loss of Prime Farmland within the PSP area and the PSP EIR accounted for the loss of Prime Farmland on the Project Site. The Project would not convert a larger area of "Prime Farmland" (based on the 2000 FMMP) to non-agricultural use than previously disclosed in the PSP EIR. Thus, implementation of the Project would contribute to a significant and unavoidable impact to important farmland based on the 2000 FMMP; but, would neither contribute to a new, significant impact nor increase the severity of the significant and unavoidable impacts previously disclosed in the PSP EIR.

The 2018 FMMP classifies the western one-third (approx.) of the Project Site as "Grazing Land" and the eastern two-thirds (approx.) of the Project Site as "Other Land." Accordingly, based on the current FMMP, the Project would not result in the conversion of "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance" to non-agricultural use. Implementation of the Project would not result in new or more severe significant impacts to important farmland than the significant and unavoidable impacts previously disclosed in the PSP EIR.

Mitigation: The PSP EIR included two mitigation measures (MMs) to address potential impacts to important farmland, MM AG-1 and AG-2. These mitigation measures establish legislative and administrative responsibilities for the City of Chino and do not establish any required action(s) for private development projects. As such, the City determined that neither MM AG-1 nor MM AG-2 apply to the Project.

***b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

**PSP EIR Finding**: The PSP EIR disclosed that implementation of the PSP would conflict with agricultural zoning and would accelerate the Williamson Act contract non-renewals/cancellations on approximately 1,148 acres of land under contract at the time the PSP EIR was certified and concluded that these impacts would be significant and unavoidable direct and cumulative impacts. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the PSP EIR.

**Project Analysis:** At the time the PSP EIR was prepared, the Project Site was under a Williamson Act contract, as disclosed on PSP EIR Figure 5.2-3. The PSP planned for the Project Site to be developed with non-agricultural land uses; thus, the PSP EIR assumed that buildout of the Project Site would contribute to the conversion of farmland protected by a Williamson Act contract to non-agricultural use. The Project would not convert any land that was under a Williamson Act contract at the time the PSP EIR was prepared to non-agricultural use that was not already disclosed in the PSP EIR. Thus, implementation of the Project would contribute to the significant and unavoidable loss of protected farmland within the PSP area (based on valid Williamson Act contracts at the time the PSP EIR was prepared); but, would neither contribute to a new, significant impact nor increase the severity of the significant and unavoidable impacts previously disclosed in the PSP EIR.

Under existing conditions, the Project Site does not have an active Williamson Act contract; thus implementation of the Project would not conflict with a valid Williamson Act contract (Chino, 2022b). Implementation of the Project would not result in any new or more severe impacts related to conflicts with a Williamson Act contract than the significant and unavoidable impacts previously disclosed in the PSP EIR.

Mitigation: The PSP EIR included two mitigation measures (MMs) to address potential impacts to important farmland, MM AG-1 and AG-2. These mitigation measures establish legislative and administrative responsibilities for the City of Chino and do not establish any required action(s) for private development projects. As such, the City determined that neither MM AG-1 nor MM AG-2 apply to the Project.

***c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

**PSP EIR Finding**: Although the PSP EIR did not specifically address this topic, the PSP EIR contained sufficient information related to the PSP area's land use, vegetation types, and zoning to reasonably conclude that the PSP area did not contain land zoned for forest land or timberland and that development of the PSP would not conflict with zoning for forest land or timberland.

**Project Analysis:** The Project Site is not zoned for forest land or timberland and there are no parcels in the Project Site vicinity that are zoned for forest land or timberland. Accordingly, the Project would not conflict with, or cause the rezoning of, forest land or timberland. This conclusion is consistent with the information disclosed in the PSP EIR. The Project would not result in a new impact not already analyzed in the PSP EIR or increase the severity of a significant impact previously identified and analyzed in the PSP EIR.

***d) Result in the loss of forest land or conversion of forest land to non-forest use?***

**PSP EIR Finding**: Although the PSP EIR did not specifically address this subject, the PSP EIR contained sufficient information related to the PSP's land use, vegetation types, and zoning to reasonably conclude that the PSP area did not contain forest lands and that development of the PSP would not result in substantial adverse effects to forest land.

**Project Analysis:** The Project Site is a former commercial dairy and is not forest land; therefore, implementation of the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. This conclusion is consistent with the information disclosed in the PSP EIR. The Project would not result in a new impact not already analyzed in the PSP EIR or increase the severity of a significant impact previously identified and analyzed in the PSP EIR.

***e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

**PSP EIR Finding**: The PSP EIR determined that implementation of the PSP would result in the conversion of Farmland (specifically, "Prime Farmland") to non-agricultural use and concluded that the loss of "Prime Farmland" would be a significant and unavoidable direct and cumulative impact. Although the PSP EIR did not specifically address the potential loss of forest land resources, the PSP EIR contained sufficient information related to the PSP's land use, vegetation types, and zoning to reasonably conclude that the PSP and immediately surrounding area do not contain forest lands and that development of the PSP would not result in substantial adverse effects to forest land.

**Project Analysis:** As disclosed above under Response 2(a), the Project Site contains land that was classified as "Prime Farmland" at the time the PSP EIR was prepared but does not contain Farmland under existing conditions. Additionally, as described above under Responses 2(c) and 2(d), the Project Site is not forest land; therefore, implementation of the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. The Project would not result in a new impact not already analyzed in the PSP EIR or increase the severity of a significant impact previously identified and analyzed in the PSP EIR.

## 3. Air Quality

An Air Quality Impact Analysis (AQIA, dated September 27, 2022) (Urban Crossroads, 2022a) and Mobile Health Risk Assessment (HRA, dated September 27, 2022) (Urban Crossroads, 2022b) were prepared for the Project by Urban Crossroads, Inc. (Urban Crossroads) to evaluate potential criteria and hazardous air pollutant emissions that could result from the Project's construction and operation. These reports are included as EIR Addendum Technical Appendices B and C, respectively, and their findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Conflict with or obstruct implementation of the applicable air quality plan?***

**PSP EIR Finding**: The PSP EIR concluded that development of the PSP would not conflict with or obstruct implementation of the applicable air quality plan (South Coast Air Quality Management District's *1997 Air Quality Management Plan*), and would not delay the timely attainment of the regional clean air goals/standards established by the *1997 Air Quality Management Plan*.

**Project Analysis:** The Project Site is located within the South Coast Air Basin (SCAB or "Basin"). The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in the SCAB. The SCAQMD has adopted a series of *Air Quality Management Plans (AQMPs)* to reduce air emissions in the Basin. When the PSP EIR was certified, the SCAQMD's *1997 AQMP* was the applicable air quality plan for the SCAB. Since that time, the SCAQMD has adopted four (4) updates to the *AQMP*, including the *2016 AQMP* which was approved in March 2017 and is in effect at this time. For purposes of evaluation and to determine whether the proposed Project would result in any new or more severe air quality impacts than disclosed in the PSP EIR, consistency with both the *1997 AQMP*, which was applicable at the time the PSP EIR was written, and the *2016 AQMP*, which is applicable today, are discussed below.

The PSP EIR concluded that the PSP would not conflict with the *1997 AQMP* because development of the PSP area was anticipated by regional growth projections that were used by the *1997 AQMP* to forecast regional air pollutant levels and, therefore, the PSP would neither result in air quality violations that were unanticipated by the *1997 AQMP* nor exceed the *AQMP's* long-term growth assumptions. Applying this same rationale, the Project would not result in air pollutant emissions that were not anticipated by the *1997 AQMP* and would not exceed the *AQMP's* long-term growth assumptions because the Project would implement the PSP's land use plan by developing the Project Site with "Light Industrial" land uses and would generate air pollution that was already captured by the *AQMP*. It bears noting that the Project would reduce vehicle tailpipe (mobile source) emissions within the PSP area relative to the levels disclosed in the PSP EIR due to a substantial reduction in daily traffic trips to and from the Project Site (daily traffic from the Project is discussed in further detail under the "Transportation" analysis in this Environmental Checklist, refer to Responses 17(a) and (b)). Further, the Project will be required to comply with much stricter regulations than those that existed when the PSP EIR was certified in 2003, including regulations applicable to truck and other vehicle emissions that are much more protective of the environment and that will reduce vehicle emissions when compared to the vehicle emissions that the PSP EIR assumed would occur from the development of the Project Site.

The Project is consistent with the PSP, which was approved by the City of Chino in 2003, reflected on the City of Chino's General Plan Land Use Map, and accounted for by the growth projections utilized by SCAQMD during preparation of the *2016 AQMP*. Thus, the Project would be consistent with the *2016*

*AQMP*, which relies on adopted local General Plans for growth (and emissions) projections. Furthermore, the Project would not increase the severity of existing air quality violations; cause or contribute to new violations; or delay the timely attainment of the air quality standards established in the *2016 AQMP* (as discussed under the responses to Items 3(b) and 3(c), below). Based on the foregoing analysis, the Project would not conflict with or obstruct implementation of the *2016 AQMP*.

Based on the foregoing analysis, the Project would not conflict with or obstruct implementation of the *AQMP* to a greater degree than the approved PSP, and would not result in new or substantially increased significant impacts that were not previously disclosed in the PSP EIR.

***b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

**PSP EIR Finding**: The PSP EIR determined that implementation of the PSP would result in cumulatively considerable net increases of criteria pollutants, including ozone precursors, that the SCAB is in non-attainment of applicable federal and/or state ambient air quality standards. The PSP EIR included mitigation to minimize the PSP's air pollutant emissions; however, the PSP EIR concluded that air quality impacts would be significant and unavoidable. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the PSP EIR.

**Project Analysis:** The Project Applicant would redevelop the Project Site with land uses planned by the PSP; therefore, the Project would not generate air pollutant emissions that were not already anticipated by the PSP EIR. Further, as noted in the preceding response and below, the Project is anticipated to substantially reduce vehicle traffic to/from the Project Site below the levels assumed by the PSP EIR and regulations enacted since the PSP EIR was certified in 2003, both of which would generally reduce the Project's emissions when compared to the emissions disclosed in the PSP EIR.

Notwithstanding, AQIA was prepared to quantify air pollutant emission associated with construction and operation of the Project. The Project's maximum construction-related criteria pollutant emissions and operational criteria pollutant emissions are summarized in Table 3-1, *Project Construction Emissions Summary*, and Table 3-2, *Project Operational Emissions Summary*, respectively. The methodology used to calculate the air pollutant emissions associated with the Project is described in detail in the AQIA (see EIR Addendum Appendix B). It should be noted that although the Project would be required to comply with all applicable MMs from the PSP EIR that were required to reduce air pollution, the analysis below does not take credit for any emission reductions that would result from the implementation of the PSP EIR MMs. Thus, the actual construction and operational emissions associated with the Project is expected to be less than the quantities disclosed in Table 3-1 and Table 3-2.

As shown in Table 3-1and Table 3-2, Project-related construction and operational activities would not exceed the SCAQMD significance threshold for any criterial pollutant. The SCAQMD considers criteria pollutant emissions from a development project that directly exceed applicable SCAQMD significance thresholds also to be cumulatively considerable. Conversely, if a project's emissions do not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to not be cumulatively considerable because criteria pollutant emissions that fall below the significance threshold would not adversely affect SCAQMD's ability to meet regional air quality standards within the SCAB. Thus, because Project construction and operation would not exceed the SCAQMD significance thresholds, implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant, including any pollutants for which the SCAB does not attain applicable federal or State ambient

**Table 3-1 Project Construction Emissions Summary**

| Year | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Summer | | | | | | |
| 2024 | 50.10 | 72.20 | 85.10 | 0.16 | 9.09 | 4.01 |
| 2025 | n/a | n/a | n/a | n/a | n/a | n/a |
| Winter | | | | | | |
| 2024 | 51.60 | 82.30 | 68.90 | 0.16 | 9.40 | 5.38 |
| 2025 | 1.67 | 8.10 | 11.00 | 0.02 | 0.63 | 0.40 |
| **Maximum Daily Emissions** | **51.60** | **82.30** | **85.10** | **0.16** | **9.40** | **5.38** |
| SCAQMD Regional Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

Source: (Urban Crossroads, 2022a, Table 3-5)

**Table 3-2 Project Operational Emissions Summary**

| Source | Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Summer | | | | | | |
| Mobile Source | 7.33 | 36.77 | 119.40 | 0.48 | 13.32 | 2.98 |
| Area Source | 28.89 | 0.34 | 40.24 | 0.00 | 0.06 | 0.07 |
| TRU Source | 4.18 | 4.56 | 0.50 | 0.00 | 0.20 | 0.18 |
| On-Site Equipment Source | 0.35 | 1.13 | 49.33 | 0.00 | 0.09 | 0.08 |
| **Project Maximum Daily Emissions** | **40.76** | **42.80** | **209.47** | **0.48** | **13.66** | **3.31** |
| SCAQMD Regional Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |
| Winter | | | | | | |
| Mobile Source | 6.98 | 38.74 | 98.30 | 0.46 | 13.32 | 2.98 |
| Area Source | 22.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| TRU Source | 4.18 | 4.56 | 0.50 | 0.00 | 0.20 | 0.18 |
| On-Site Equipment Source | 0.35 | 1.13 | 49.33 | 0.00 | 0.09 | 0.08 |
| **Project Maximum Daily Emissions** | **33.81** | **44.43** | **148.13** | **0.46** | **13.60** | **3.24** |
| SCAQMD Regional Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** | **NO** | **NO** |

Source: (Urban Crossroads, 2022a, Table 3-8)

air quality standards. Furthermore, as noted previously, Project operations would generate substantially fewer net daily traffic trips than the land uses assumed by the PSP EIR (the Project's daily traffic is discussed in further detail under the "Transportation" topic in this Environmental Checklist). Thus, the Project would reduce vehicle tailpipe emissions within the PSP area relative to the levels disclosed in the PSP EIR – although the emissions reductions provided by the Project would not be sufficient to avoid the significant and unavoidable air quality impact that was disclosed in the PSP EIR. Implementation of the Project would not result in any new or more severe significant impacts related to air quality than the significant and unavoidable construction and operational impacts previously disclosed in the PSP EIR.

Mitigation: Although the Project would not contribute cumulatively considerable volumes of criteria pollutant emissions, the Project would be required to comply with applicable MMs identified in the PSP EIR to reduce air pollutant emissions across the PSP area, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the PSP EIR (attached hereto as *Appendix A*).

MM AQ-2 Per SCAQMD Rule 403, the City shall enforce the following measures:

- During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.
- During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.
- During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.
- During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.
- During all construction activities, construction contractors shall sweep on and off site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.
- During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 miles per hour or less to reduce fugitive dust.
- During grading and all site disturbance activities, at the discretion of the City's Planning Director, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.
- During grading and all site disturbance activities, at the discretion of the City's Planning Director, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour to reduce fugitive dust.
- During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.
- During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- During all construction activities, the construction contractors shall use existing on site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.
- During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.
- During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.

Note: The City determined that the following MM from the PSP EIR does not apply to the Project or has been satisfied as part of the City's review of the Project's entitlement application materials: MM AQ-1 does not apply to the Project because the City is the responsible party for coordinating and implementing this measure and it is not applicable to private development projects.

***c) Expose sensitive receptors to substantial pollutant concentrations?***

**PSP EIR Finding**: The PSP EIR determined that construction and operation of the PSP would not expose any sensitive receptors to substantial, localized pollutant concentrations. The PSP EIR concluded that air quality impacts related to localized pollutant concentrations would be less than significant and no mitigation was required.

**Project Analysis:** The Project would redevelop the Project Site with land uses planned by the PSP; therefore, the types of air pollutant emissions generated by the Project already were anticipated by the PSP EIR. Further, as noted previously, the Project is anticipated to substantially reduce vehicle traffic to/from the Project Site below the levels assumed by the PSP EIR and regulations enacted since the PSP EIR was certified in 2003, both of which would generally reduce the Project's emissions when compared to the emissions disclosed in the PSP EIR. Notwithstanding, an AQIA and HRA were performed to quantify localized air pollutant emissions associated with construction and operation of the Project. The methodologies used to calculate the localized criteria air pollutant emissions associated with the Project is described in detail in the AQIA and HRA (see EIR Addendum Appendices B and C, respectively)

Localized air pollutant emissions from Project construction are summarized in Table 3-3, *Project Localized Construction Emissions* Summary. The data presented in Table 3-3 confirms Project construction activities would not exceed the applicable SCAQMD significance thresholds. Therefore, Project construction would expose sensitive receptors near the Project Site to less-than-significant localized pollutant concentrations.

**Table 3-3 Project Localized Construction Emissions Summary**

| Construction Activity | Year | Scenario | Emissions (lbs/day) | | | |
|---|---|---|---|---|---|---|
| | | | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| Site Preparation | 2023 | Summer | n/a | n/a | n/a | n/a |
| | | Winter | 26.40 | 21.90 | 5.04 | 3.03 |
| | | **Maximum Daily Emissions** | **26.40** | **21.90** | **5.04** | **3.03** |
| | | SCAQMD Localized Threshold | 193 | 1,722 | 138 | 123 |
| | | **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |
| Grading | 2023 | Summer | 54.30 | 44.50 | 3.70 | 2.17 |
| | | Winter | 54.30 | 44.50 | 3.70 | 2.17 |
| | | **Maximum Daily Emissions** | **54.30** | **44.50** | **3.70** | **2.17** |
| | | SCAQMD Localized Threshold | 295 | 2,790 | 279 | 140 |
| | | **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |

Source: (Urban Crossroads, 2022a, Table 3-7)

Localized air pollutant emissions from Project operation are summarized in Table 3-4, *Project Localized Operational Emissions Summary*. The data presented in Table 3-4 confirms Project operational activities would not exceed the applicable SCAQMD significance thresholds. Therefore, Project operation would expose sensitive receptors near the Project Site to less-than-significant localized pollutant concentrations.

Additionally, a mobile source health risk analysis was prepared to evaluate the potential for localized diesel emissions associated with Project (i.e., truck trips) to result in carcinogenic and non-carcinogenic health risk impacts to sensitive receptors near the Project Site. It should be noted that there are no schools located within 0.25-mile (1,320 feet) of the Project Site. Because proximity to toxic emissions is the primary factor for carcinogenic and non-carcinogenic health risk impacts and because approximately

**Table 3-4 Project Localized Operational Emissions Summary**

| Scenario | Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| Summer | 12.26 | 106.98 | 0.82 | 0.44 |
| Winter | 12.23 | 67.77 | 0.76 | 0.37 |
| **Maximum Daily Emissions** | **12.26** | **106.98** | **0.82** | **0.44** |
| SCAQMD Localized Threshold | 295 | 2,790 | 68 | 2 |
| **Threshold Exceeded?** | **NO** | **NO** | **NO** | **NO** |

Source: (Urban Crossroads, 2022a, Table 3-13)

80 percent of toxic emissions settle out of the air between 500 and 800 feet from the source, the Project would not result in substantial adverse impacts to any schools or school child in the vicinity of the Project (Urban Crossroads, 2022b, p. 2). The methodology used to calculate Project-related localized diesel emissions is described in detail in EIR Addendum Appendix C. The results of the mobile source health risk analysis are summarized Table 3-5, *Project Construction Health Risk Summary* and Table 3-6, *Project Operation Health Risk Summary* which show that the Project's construction and operation would result in less-than-significant health risks (carcinogenic and non-carcinogenic) to sensitive receptors in the Project vicinity.

**Table 3-5 Project Construction Health Risk Summary**

| Time Period | Location | Maximum Lifetime Cancer Risk (Risk per Million) | Significance Threshold (Risk per Million) | Exceeds Significance Threshold |
|---|---|---|---|---|
| 1.06 Year Exposure | Maximum Exposed Sensitive Receptor | 0.19 | 10 | NO |
| **Time Period** | **Location** | **Maximum Hazard Index** | **Significance Threshold** | **Exceeds Significance Threshold** |
| Annual Average | Maximum Exposed Sensitive Receptor | ≤0.01 | 1.0 | NO |

(Urban Crossroads, 2022b, Table ES-1)

**Table 3-6 Project Operation Health Risk Summary**

| Time Period | Location | Maximum Lifetime Cancer Risk (Risk per Million) | Significance Threshold (Risk per Million) | Exceeds Significance Threshold |
|---|---|---|---|---|
| 30 Year Exposure | Maximum Exposed Sensitive Receptor | 0.75 | 10 | NO |
| 25 Year Exposure | Maximum Exposed Worker Receptor | 0.37 | 10 | NO |
| **Time Period** | **Location** | **Maximum Hazard Index** | **Significance Threshold** | **Exceeds Significance Threshold** |
| Annual Average | Maximum Exposed Sensitive Receptor | ≤0.01 | 1.0 | NO |
| Annual Average | Maximum Exposed Worker Receptor | ≤0.01 | 1.0 | NO |

(Urban Crossroads, 2022b, Table ES-2)

Lastly, the AQIA concluded that the Project would not produce the volume of traffic required to cause or contribute to the formation of a CO "hot spot" (Urban Crossroads, 2022a, pp. 44-46).

Based on the foregoing analysis, the Project would not expose sensitive receptors near the Project Site to significant pollutant concentrations during construction and operation. Implementation of the Project would not result in any new or more severe significant impacts related to air quality than previously disclosed in the PSP EIR.

***d) Result in other emissions (such as those leading to odors) adversely affecting substantial number of people?***

**PSP EIR Finding**: The PSP EIR determined that the PSP would not create objectionable odors affecting a substantial number of people; but, also determined that sensitive receptors within the PSP area could be exposed to substantial odors from existing dairies and the IEUA Co-Composting Facility during the interim period before the PSP area transitions fully to urban uses. The PSP EIR concluded that the effects of existing odors to sensitive receptors would be a near-term significant and unavoidable effect.

**Project Analysis:** Project construction activities could produce odors from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. Lastly, construction activities on the Project Site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (SCAQMD, 1976). Accordingly, the proposed Project would not result in objectionable odors affecting a substantial number of people during construction.

During long-term operation, the proposed Project would include warehousing land uses, which are not typically associated with objectionable odors. Furthermore, the Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation (SCAQMD, 1976). Additionally, the Project would be required to comply with Section 8.50.040 of the City's Municipal Code, which prohibits discharge of odorous emissions to adjacent properties (Chino, 2022a). As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.

The Project would not create objectionable odors affecting a substantial number of people during either construction or long-term operation; impacts would be less than significant. Implementation of the Project would not result in any new or more severe significant impacts from objectionable odors than previously disclosed in the PSP EIR.

## 4. Biological Resources

A Biological Technical Report (dated March 15, 2022) was prepared for the Project by Alden Environmental (Alden). The Biological Technical Report evaluates the existing biological resources on the Project Site and evaluates the potential impacts to these resources that may occur as a result of Project construction. The Biological Technical Report is included as Appendix D to this EIR Addendum and its findings are incorporated into the analysis herein.

***Would the Project:***

***a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U. S. Fish and Wildlife Service (USFWS)?***

**PSP EIR Finding**: The PSP EIR determined that implementation of the PSP would eliminate habitat that was suitable for raptor species, including the burrowing owl. The PSP EIR concluded that the loss of raptor habitat would result in a significant direct and cumulative impact to the burrowing owl and a significant cumulative impact to regional raptor populations. The PSP EIR included mitigation to minimize adverse impacts to raptors, including the burrowing owl; however, the PSP EIR concluded that impacts to raptors would be significant and unavoidable. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the PSP EIR.

**Project Analysis:** Under existing conditions, the Project Site contains disturbed habitat and developed land and does not support sensitive vegetation communities (Alden, 2022, pp. 7-8). No sensitive plant species were observed on the Project Site and no sensitive plant species are expected to occur on the Project Site due to lack of suitable soils and historic disturbances on the site (Alden, 2022, pp. 8-10). Two sensitive wildlife species were observed on the Project Site – the northern harrier and California horned lark – and one additional sensitive wildlife species, the burrowing owl, has the potential to occur on the Site but was not observed (Alden, 2022, pp. 9-11). The Project construction would remove all existing vegetation from the Project Site and, accordingly, would result in the loss of habitat that is known to be used by the northern harrier and California horned lark and that has the potential to be used by the burrowing owl – although the quality of the habitat on the Project Site is low due to the high level of disturbance that has occurred on the Site over many decades (Alden, 2022, p. 13). Notwithstanding, the loss of habitat on the Project Site for special-status birds was accounted for – and disclosed – in the PSP EIR and considered during the design of the Resource Management Plan for the PSP. The Project would not result in any new or more severe impacts to special status avian species than was previously disclosed in the PSP EIR. The Project would be required to comply with federal and State regulations protecting nesting birds (which require a pre-construction survey for nesting birds and the implementation of a protocol to avoid and minimize physical effects to occupied nests) and with PSP MM B-3, which establishes specific mitigation criteria that address impacts to raptors. Mandatory compliance with MMs from the PSP EIR would ensure the Project complies with the applicable requirements of the PSP to minimize direct and cumulative impacts to raptor species. Implementation of the Project would not result in any new or more severe significant impacts to sensitive wildlife species than the significant and unavoidable direct and cumulative impacts previously disclosed in the PSP EIR.

Mitigation: The Project would be required to comply with applicable MMs identified in the PSP EIR to reduce potential impacts to sensitive wildlife species, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the PSP EIR (attached hereto as *Appendix A*).

MM B-3 3. Burrowing Owls

a) If burrowing owls are found on an individual development site, development, including the expansion of existing land uses or other land use activities that could disrupt the owls, will be required to follow the CDFG burrowing owl relocation protocols, including the creation of artificial burrows (Exhibit 5.4.4). Key components of this protocol presently include:

   i. Occupied burrows should not be disturbed during the nesting season, from February 1 through August 31.
   ii. If owls must be moved away from the disturbance area, passive relocation is preferable to trapping.
   iii. A time period of at least one week is recommended to allow owls to move and acclimate to the alternate burrows.
   iv. Passive relocation involves encouraging owls to move from occupied burrows to alternate natural or artificial burrows that are at least 50 meters from the impact zone with a minimum of 6.5 acres of suitable foraging habitat for each pair of relocated owls (see Exhibit 5.4.4).
   v. Owls should be excluded from burrows in the immediate impact zone and within a 50-meter buffer zone by installing one-way doors in burrow entrances.
   vi. One-way door should be left in place for at least 48 hours to insure that owls have left the burrow before excavating the burrow.
   vii. One alternate burrow (natural or artificial) should be provided for each burrow that will be excavating in the project impact zone.
   viii. The project areas should be monitored daily for at least one week to confirm no owl use before excavating burrows in the immediate impact zone.
   ix. When excavating burrows, hand tools should be used and the burrows should be refilled to prevent reoccupation.
   x. Sections of flexible plastic pipe or burlap bags should be inserted into the tunnels during excavation to maintain an escape route for any animals that may still be located inside the burrow.

b) In order to provide supplemental mitigation beyond the standard CDFG protocol requirements for relocation of owls, the 300-acre Conservation Area will be made available for the relocation of burrowing owls that would be displaced by development, including the creation of 20 artificial burrows. The feasibility of relocating owls from development sites to the conservation area will be reviewed on a case-by-case basis for individual development projects, subject to the evaluation and recommendations of the biological study prepared for a given site.

Note: The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: MM B-1 does not apply to the Project because the City is the responsible party for implementing this measure; MM B-2 was satisfied by the Biological Technical Report that was prepared for the Project (EIR Addendum

Appendix D); MM B-3, sub-items 1, 2, 8, 9 ,and 10 do not apply to the Project because the City is the responsible party for implementing these items; MM B-3, sub-items 4, 5, 6, and 7 do not apply to the Project due to the geographic location of the Project Site and the physical conditions of the Project Site.

***b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

**PSP EIR Finding**: Development of the PSP would result in the loss of less than one (1) acre of riparian habitat. Surface waters within the PSP's development area consisted primarily of agricultural detention ponds, which are not considered to be riparian habitat. The PSP EIR concluded that the loss of riparian habitat would be less than significant.

**Project Analysis:** The Project Site does not contain any sensitive natural communities or riparian habitat (Alden, 2022, pp. 7-8, 12-13). Accordingly, the Project would not result in impacts to riparian habitats or sensitive natural communities. Implementation of the Project would not result in a new or more severe significant impacts to riparian habitats or sensitive natural communities than previously disclosed in the PSP EIR.

***c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**PSP EIR Finding**: The PSP EIR determined that any impact to federally protected wetlands would be mitigated to less than significant through mandatory compliance with applicable requirements of the U.S. Army Corps of Engineers (ACOE), California Department of Fish and Wildlife (CDFW) and/or Regional Water Quality Control Board (RWQCB).

**Project Analysis:** The Project Site is completely disturbed and does not contain State or federally protected wetlands (Alden, 2022, pp. 8, 13). Therefore, implementation of the Project would result in no impact to State or federally protected wetlands through direct removal, filing, hydrological interruption, or other means. Implementation of the Project would not result in any new or more severe significant impacts to State or federally protected wetlands than previously disclosed in the PSP EIR.

Mitigation: Although the PSP EIR includes a MM to address potential impacts to wetland resources (MM B-3, sub-item 5), the City determined that this MM is not applicable to the Project due to the absence of wetland resources on the Project Site.

***d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?***

**PSP EIR Finding**: The PSP EIR concluded that impacts to wildlife movement corridors would be less than significant because areas proposed for development within the PSP did not contain wildlife corridors and did not contribute substantially to wildlife movement or migration.

**Project Analysis:** Under existing conditions, the Project Site contains limited wildlife habitat value due to the general lack of native vegetation. Moreover, local wildlife movement is severely limited due to the urbanized/urbanizing nature of the area surrounding the Project Site. No nursery sites were observed on

the Project Site during field surveys. Also, the Project Site does not contain any streams that support fish or other aquatic species. (Alden, 2022, p. 11) Lastly, the Project Applicant would be required to comply with applicable provisions of the Migratory Bird Act (MBTA) and the California Fish and Game Code that protect active bird nesting sites. As such, implementation of the Project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Implementation of the Project would not result in any new or more severe significant impacts to wildlife movement corridors than previously disclosed in the PSP EIR.

***e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**PSP EIR Finding**: The PSP EIR concluded that implementation of the PSP would result in no impacts to local policies or ordinances protecting biological resources because the PSP did not modify any such local policies and ordinances.

**Project Analysis:** The City does not have any policies or ordinances protecting biological resources that are applicable to the Project; thus, the Project would not conflict with any local policies or ordinances protecting biological resources. Implementation of the Project would not result in any new or more severe significant impacts due to a conflict with a local policies or ordinances protecting biological resources than previously disclosed in the PSP EIR.

***f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

**PSP EIR Finding**: The PSP EIR did not specifically address this subject; however, at the time the PSP EIR was certified, there were no adopted/approved habitat conservation plans applicable to the PSP area. Pursuant to Mitigation Measure B-3 from the PSP EIR, a Resource Management Plan (RMP) was established for the PSP area to provide for a mitigation program and conservation plan for biological resources located within the PSP area.

**Project Analysis:** There are no habitat conservation plans or Natural Community Conservation Plans that are applicable to the Project Site, except for the Resources Management Plan for the PSP (CDFW, 2019). As noted above, the Project would be required to comply with applicable provisions of PSP EIR MM B-3, which would ensure that the Project does not conflict with the PSP RMP. Accordingly, the Project would not conflict with the provisions of an applicable habitat conservation plan or other approved local, regional, or state habitat conservation plan. Implementation of the Project would not result in any new or more severe impacts related to conflicts with an adopted habitat conservation plan, natural community conservation plan or other approved habitat conservation plan than previously disclosed in the PSP EIR.

## 5. Cultural Resources

A Cultural Resources Study (dated July 15, 2022) (PaleoWest, 2022a) was prepared for the Project by PaleoWest to identify potential archaeological and historical that may be affected by the Project. This report includes the findings from an archaeological pedestrian survey; a cultural records search and sacred lands search and an inventory of all recorded archaeological and historical resources located on the Project Site and within a one-half mile radius of the Project Site. This report is included as Appendix E to this EIR Addendum and its findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?***

**PSP EIR Finding**: The PSP EIR identified 45 historic resources in the PSP area, including twelve (12) ranches, ten (10) residences, and seven (7) farms. None of the identified historic resources are located on the Project Site. The PSP EIR also disclosed that unrecorded historic resources could be encountered during earth-disturbing activities. The PSP EIR included mitigation measures that require development projects to prepare pre-construction archaeology survey reports and conduct archaeological monitoring during earth-disturbing construction activities, if recommended by the pre-construction archaeology survey report, to preclude the substantial adverse change in the significance of a historical resource as defined in Section 15064.5. With application of the required PSP EIR mitigation measures, the PSP EIR concluded that impacts to historic resources would be reduced to less-than-significant levels.

**Project Analysis:** The Project Site was surveyed for the presence/absence of historical resources by PaleoWest in accordance with PSP EIR MM CR-1. PaleoWest observed the remnants of a commercial dairy complex (Nyenhuis Dairy) on the Project Site. Based on archival research of aerial photography, PaleoWest determined the building remnants observed on-site were from structures constructed between the late 1950s and 1980. PaleoWest did not find any evidence of any important historic events or individuals associated with the property and did not observe distinctive characteristics of type, period, region, or method of construction in the dairy complex remnants on the Project Site. Based on the totality of the archival research and site observations, PaleoWest determined that the remnants of the dairy complex on-site do not represent an important historical resource and no further research is required. (PaleoWest, 2022a, pp. 24 to 31) The Project would not result in a new or more severe significant impact to historical resources than previously disclosed in the PSP EIR.

Note: The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: MM CR-1 was satisfied by the Cultural Resources Study that was prepared for the Project (see EIR Addendum Appendix E); MM CR-2 is not applicable to the Project due to the low likelihood of finding significant buried/masked historical resources on the subject property.

***b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

**PSP EIR Finding**: The PSP EIR identified eight (8) prehistoric archaeological sites and eight (8) prehistoric isolates in the PSP area. None of the identified prehistoric archaeological resources are located on the Project Site. The PSP EIR also disclosed that unrecorded prehistoric archaeological resources could be encountered during earth-disturbing activities. The PSP EIR included mitigation measures that require

development projects to prepare pre-construction archaeology survey reports and conduct archaeological monitoring during earth-disturbing construction activities, if recommended by the pre-construction archaeology survey report, to preclude the substantial adverse change in the significance of a prehistoric archaeological resource as defined in §15064.5. With application of the required mitigation measures, the PSP EIR concluded that impacts to prehistoric archaeological resources would be reduced to less-than-significant levels.

**Project Analysis:** No prehistoric archaeological artifacts were observed within the Project Site (PaleoWest, 2022a, p. 21). In addition, according to a records searches conducted with the South Central Coastal Information Center (SCCIC) and the Native American Heritage Commission (NAHC), no prehistoric archaeological resources have been recorded within the Project Site (PaleoWest, 2022a, p. 16). Notwithstanding, the Project Site is highly disturbed due to historic agriculture and maintenance activities (i.e., discing) and there is the potential that prehistoric archaeological artifacts that may be present on the Site have been buried or masked. PaleoWest recommends that a qualified archaeologist monitor grading activities within areas that may have high sensitivity for prehistoric archaeological artifacts (PaleoWest, 2022a, p. 32). Accordingly, the Project would be required to implement a grading monitoring program pursuant to PSP EIR MM CR-2 to preclude potential impacts to prehistoric archaeological resources. Based on the Project Site's soil characteristics and the past discovery of a prehistoric isolate (i.e., granite metate) south of the Project Site, PaleoWest recommends that monitoring be conducted for grading activities on the approximate southern half of the Project Site (PaleoWest, 2022a, pp. 20, 32). With mandatory compliance with PSP EIR MM CR-2, the Project's potential impacts to prehistoric archaeological resources would be less than significant. Implementation of the Project would not result in any new or more severe significant impacts to archaeological resources than previously disclosed in the PSP PEIR.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts to cultural resources continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM CR-2 Where recommended in culturally-sensitive areas pursuant to Survey and Mitigation Reports, archeological monitoring of earth-disturbing activities shall be conducted. The monitoring certified archaeologist will identify any prehistoric or historic resources exposed, complete a preliminary evaluation of the resource, and recommend appropriate resource management for the treatment of the resource. If additional or unexpected archaeological features are discovered, the archaeologist shall report such findings to the City. If the resources are found to be significant, the archaeologist shall determine, in consultation with the City, appropriate actions for further exploration and/or salvage recovery.

Note: The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: MM CR-1 was satisfied by the Cultural Resources Study that was prepared for the Project (see EIR Addendum Appendix E).

***c) Disturb any human remains, including those interred outside of formal cemeteries?***

**PSP EIR Finding**: The PSP EIR did not identify any cemeteries or archaeological sites within the PSP area that may contain human remains.

**Project Analysis:** The Project Site does not contain a known cemetery. While not anticipated, in the unlikely event that human remains are discovered during Project grading or other ground-disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code Section 7050.5 as well as Public Resources Code Section 5097 *et. seq*. Mandatory compliance with these provisions of California state law would require that human remains, if unearthed during construction activities, to be appropriately treated thereby ensuring that Project impacts would be less than significant. The PSP EIR assumed that the Project Site would be fully developed. Implementation of the Project would not result in new or more severe significant impacts related to the potential discovery of human remains than previously disclosed in the PSP EIR.

## 6. Energy

An Energy Analysis (dated September 27, 2022) (Urban Crossroads, 2022c) was prepared for the Project by Urban Crossroads to quantify anticipated energy usage associated with the construction and operation of the Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and identify any potential methods of avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. This report is included as Appendix F to this EIR Addendum and its findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

**PSP EIR Finding**: Although the PSP EIR did not specifically address this question, the PSP EIR did indicate that approval and implementation of actions related to implementation of the PSP would result in an irretrievable commitment of nonrenewable resources such as energy supplies used for construction, heating, and cooling of buildings, transportation of people and goods to and from the PSP area, heating and refrigeration for food preparation and water, as wells as lighting and other associated energy needs. The PSP EIR did not identify any significant impacts related to the consumption of energy resources.

**Project Analysis:** The Project would implement the PSP land use plan and the Project's proposed land use and development intensity is consistent with the development regulations contained within the PSP. Therefore, the development proposed by the Project – and its energy use – is within the scope of the project that was evaluated in the PSP EIR.

Project construction would represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project-related construction activities are estimated to consume approximately 473,252 kWh of electricity, approximately 86,359 gallons of diesel fuel from operation of construction equipment, 28,790 gallons of diesel fuel from construction vendor and hauling trips, and 61,109 gallons of fuel from construction worker trips (Urban Crossroads, 2022c, pp. 23-28). The amount of energy and fuel use anticipated by the Project's construction activities are typical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or unnecessarily energy-intensive. As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise.

During Project operation, energy would be consumed by building operations and maintenance (electricity) and by vehicles traveling to/from the Project Site (diesel fuel, gasoline, and electricity). Project operations are estimated to consume 6,887,649 Kilowatt-hour (kWh) per year of electricity on an annual basis (Urban Crossroads, 2022c, p. 31). The Project's anticipated operations are not inherently energy intensive, and the Project's anticipated energy demands are comparable to, or less than, other light industrial / warehouse projects of similar scale and configuration. Additionally, the Project is required by law to comply with the California building Standards Code (CalGreen), which will minimize the Project's demand for energy, including energy produced from non-renewable resources. These regulations have become more protective of the environment since the certification of the PSP EIR, and as a result the Project's energy use will generally be less than what would have been expected at the time the PSP EIR was certified. Project-related traffic is anticipated to consume 732,255 gallons of fuel annually (Urban Crossroads, 2022c, p. 30). The trips generated by the Project and the miles traveled by those trips (vehicle

miles traveled [VMT]) are consistent with uses in the Inland Empire of similar scale and configuration. Also, it bears noting that the Project is expected to result in a reduction in daily vehicle trips to/from the Site relative to what was assumed by the PSP EIR; therefore, implementation of the Project is anticipated to result in lower gasoline and diesel fuel consumption compared to the levels expected by the scale of development anticipated by the PSP EIR (the Project's daily traffic is discussed in further detail under the "Transportation" topic in this Environmental Checklist). The Project is not anticipated to result in excessive and wasteful vehicle trips or VMT or associated excess and wasteful vehicle energy consumption

Based on the foregoing, implementation of the Project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation. Implementation of the Project would not result in new or more severe significant impacts related to energy resources than previously disclosed in the PSP EIR.

***b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

**PSP EIR Finding**: Although the PSP EIR did not did not specifically address this question, the PSP EIR disclosed that all future development within the PSP area would be required to comply with Title 24 of the California Code of Regulation (of which Part 6 establishes the State's Building Energy Efficiency Standards) to maximize energy efficiency. The PSP EIR did not identify any significant impacts related to energy efficiency.

**Project Analysis:** The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, as discussed in detail in the Project's Energy Analysis (Appendix F). Implementation of the Project would not result in new or more severe significant impacts related to energy resources than previously disclosed in the PSP EIR.

## 7. Geology/Soils

Southern California Geotechnical (SCG) prepared a Geotechnical Investigation (dated May 5, 2022) to evaluate the geotechnical conditions of the subject property, identify any geological hazards, and provide recommendations for the future development of the Project. Additionally, a Paleontological Resources Assessment (July 8, 2022) was prepared by PaleoWest to evaluate the potential for the Project Site to contain significant, non-renewable paleontological (fossil) resources. These reports are included as Appendices G and H, respectively, to this EIR Addendum and their findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:***

***i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

**PSP EIR Finding**: The PSP EIR determined that there are no Alquist-Priolo earthquake faults located within the PSP area; however, an unnamed fault is located in the southern portion of the PSP area, south of Pine Avenue and trending southeast to the San Bernardino County line. The PSP EIR concluded that impacts related to fault rupture would be less than significant because the unnamed fault would be located in open space and no development would occur in close proximity to the fault.

**Project Analysis:** The Project Site is not located within any Alquist-Priolo earthquake fault zone and there are no known faults on-site (SCG, 2022, p. 11). Accordingly, the Project would not expose people or structures to adverse effects related to the rupture of an earthquake fault. Implementation of the Project would not result in any new or more severe significant impacts related to fault rupture than previously disclosed in the PSP EIR.

***ii) Strong seismic ground shaking?***

**PSP EIR Finding**: The PSP EIR determined that development within the PSP area could be exposed to strong seismic ground shaking due to the numerous active faults located in the southern California region. The PSP EIR included mitigation measures (i.e., Mitigation Measures GS-1 and GS-2) that: 1) require development projects to prepare pre-construction geologic reports that identify site-specific geologic hazards and provide recommendations to attenuate the identified hazards; and 2) implement design measures that conform to the recommendations contained in the site-specific geologic report. With application of the required mitigation measures, the PSP EIR concluded that impacts associated with geologic hazards, including strong seismic ground shaking, would be reduced to less-than-significant levels.

**Project Analysis:** The Project Site is located in a seismically active area of Southern California and is anticipated to experience moderate-to-severe ground shaking during the Project's lifetime. This risk is not considered substantially different than that of other similar properties in the Southern California area. The Project is required to adhere to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the CBC, including the California Building Standards Code (CBSC),

also known as California Code of Regulations (CCR), Title 24 (Part 2), and the Chino Building Code, which is based on the CBSC with local amendments. The CBSC and Chino Building Code provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and these standards have been specifically tailored for California earthquake conditions. In addition, SCG prepared a Geotechnical Investigation that confirmed the information disclosed in the PSP EIR – the Project Site would experience ground shaking from moderate to large size earthquakes during the Project's lifetime – and provides recommendations to minimize potential hazards at the Project Site related to seismic ground shaking (SCG, 2022, pp. 11-27). The Project would be required to implement the design recommendation from the Project's Geotechnical Investigation in accordance with PSP EIR MM GS-2. With mandatory compliance with State and local building standards and MMs from the PSP EIR, the Project would not expose people and structures to substantial adverse effects, including loss, injury, or death, involving seismic ground shaking. The Project would not result in new or more severe significant impacts related to seismic ground-shaking than previously disclosed in the PSP EIR.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts to geologic hazards continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM GS-2 All individual developments shall be constructed according to requirements established in geologic studies pertaining to the project site, and general engineering practices established by the City of Chino.

Note: The City determined that the following MM from the PSP EIR does not apply to the Project or has been satisfied as part of the City's review of the Project's entitlement application materials: MM GS-1 was satisfied by the Geotechnical Investigation that was prepared for the Project (see EIR Addendum Appendix G).

***iii) Seismic-related ground failure, including liquefaction?***

**PSP EIR Finding**: The PSP EIR determined that the liquefaction risk in the PSP area ranges from low to very high. Liquefaction risk was correlated to the depth of groundwater; areas with shallow groundwater had the highest risk of liquefaction. The PSP EIR included mitigation measures (i.e., Mitigation Measures GS-1 and GS-2) that: 1) require development projects to prepare pre-construction geologic reports that identify site-specific geologic hazards and provide recommendations to attenuate the identified hazards; and 2) implement design measures that conform to the recommendations contained in the site-specific geologic report. With application of the required mitigation measures, the PSP EIR concluded that impacts associated with geologic hazards, including liquefaction, would be reduced to less-than-significant levels.

**Project Analysis:** According to PSP EIR Exhibit 5.5-2, the Project Site is located in an area with a "low" liquefaction risk. A geologic report prepared for the Project Site confirmed that the liquefaction risk at the Site is low (SCG, 2022, p. 12). Accordingly, the Project would not expose people or structures to substantial adverse effects, including loss, injury, or death, involving liquefaction. Therefore, the Project would not result in new or more severe significant impacts related to liquefaction than previously disclosed in the PSP EIR.

***iv) Landslides?***

**PSP EIR Finding**: The PSP EIR concluded that the risk of landslides in the PSP area is low due to the characteristics of the soils that underlie the PSP area.

**Project Analysis:** The Project Site is virtually flat and contains no substantial natural or man-made slopes under existing conditions. There are no substantial natural or man-made slopes in the Project Site vicinity, either. Accordingly, the Project Site is located in an area with a low potential for landslides. Proposed grading would create manufactured slopes on the western portion of the Project Site; however, these slopes would be designed and constructed to maximize stability and would not create a landslide risk to surrounding properties. The Project would not result in new or more severe significant impacts related to landslide than previously disclosed in the PSP EIR.

***b) Result in substantial soil erosion or the loss of topsoil?***

**PSP EIR Finding**: The PSP EIR did not identify any significant adverse impacts related to soil erosion or the loss of topsoil.

**Project Analysis:** The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and/or long-term operation. As demonstrated in the analysis below, implementation of the Project would not result in substantial effects related to soil erosion or the loss of topsoil. Implementation of the Project would not result in any new impacts or more severe significant impacts related to soil erosion than previously disclosed in the PSP EIR.

Construction Activities

Project construction would involve demolition, grading, paving, utility installation, building construction, and landscaping installation, which has the potential to temporarily expose on-site soils that are currently covered by concrete and could be subject to erosion during rainfall events or high winds.

Pursuant to State Water Resources Control Board requirements, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one (1) acre of total land area. Compliance with the NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Project-specific SWPPP. The SWPPP would identify a combination of erosion control and sediment control MMs (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges during construction. In addition, the Project would be required to comply with SCAQMD Rule 403 and the Chino Municipal Code (Section 19.09.030), which establish requirements for the control of dust during construction (including wind erosion) (SCAQMD, 2005; Chino, 2022a, Section 19.09.030). With mandatory compliance to the requirements noted in the Project's SWPPP, as well as applicable regulatory requirements, there would be no potential for substantial water and/or wind erosion impacts during Project construction. Implementation of the Project would not result in any new or more severe significant impacts related to soil erosion than previously disclosed in the PSP EIR.

Operational Activities

Upon Project build-out, the Project Site would be redeveloped with a light industrial / warehouse building and would feature landscaped open spaces and paved, impervious surfaces. Stormwater runoff from the Project Site would be captured and treated to reduce waterborne pollutants (including sediment).

Stormwater on the Project Site would be routed first to a detention basin on the southern portion of the Site and, then, off-site to the municipal storm drain system.

The City's Municipal Storm Water Permit will require the Project Applicant to prepare and implement a Water Quality Management Plan (WQMP, see Municipal Code Section 13.25.500). The WQMP is required to identify an effective combination of erosion control and sediment control MMs (i.e., BMP) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. The Preliminary WQMP for the Project is attached hereto as Appendix M. Compliance with the WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required. Because the Project would be required to utilize erosion and sediment control MMs to preclude substantial, long-term soil erosion and loss of topsoil, substantial soil erosion would not occur. Implementation of the Project would not result in any new or more severe significant impacts related to soil erosion than previously disclosed in the PSP EIR.

***c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?***

**PSP EIR Finding**: The PSP EIR disclosed that the PSP area is susceptible liquefaction (including lateral spread landslides) and subsidence-induced ground fissures due to groundwater withdrawal. The PSP EIR included mitigation measures (i.e., MMs GS-1, GS-2, and GS-3) that: 1) require development projects to prepare pre-construction geologic reports that identify site-specific geologic hazards and provide recommendations to attenuate the identified hazards; and 2) implement design measures that conform to the recommendations contained in the site-specific geologic report. With application of the required mitigation measures, the PSP EIR concluded that impacts associated with geologic hazards, including hazards related to unstable soil units, would be reduced to less-than-significant levels.

**Project Analysis:** The Project Site contains undocumented fill that could experience settlement. As a former commercial dairy, the soils on the Project Site also contain an appreciable amount of organic materials, including manure and vegetation. The settlement hazard can be attenuated through the removal of near surface soils down to competent materials and replacement with properly compacted fill and through the proper treatment of soils with organic materials, either blending (for soils with relatively low volume of organic materials) or removal (for soils with relatively high volumes of organic materials). The Project's Geotechnical Investigation contains design, grading, and construction recommendations to address potential stability hazards of soils on the Project Site. The Project would be required to implement the recommendations within the Project's Geotechnical Investigation pursuant to PSP EIR MMs GS-2 and GS-3. With mandatory compliance with mitigation measures from the PSP EIR, the Project would not expose people or structures to significant hazards related to unstable soils. Implementation of the Project would not result in any new impacts or more severe significant impacts related to unstable soils than previously disclosed in the PSP EIR.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts to geologic hazards continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM GS-2 All individual developments shall be constructed according to requirements established in geologic studies pertaining to the project site, and general engineering practices established by the City of Chino.

MM GS-3 Grading operations on all former dairy lands and other agricultural properties will be conducted in accordance with the soils report prepared by a registered soils engineer approved by the City of Chino. The soils engineer will make recommendations concerning removal of any organic material or the proper handling of such material during grading. All manure from dairy corrals and other surface areas shall be stripped and removed prior to grading operations, in accordance with applicable codes and regulations. The potential for methane in remaining soils shall be specifically addressed in soils reports on all former dairy lands and other agricultural properties. Where the potential for methane accumulation or release is identified, soils testing shall occur with results and remedial measures identified in the soils report.

Note: The City determined that the following MM from the PSP EIR does not apply to the Project or has been satisfied as part of the City's review of the Project's entitlement application materials: MM GS-1 was satisfied by the Geotechnical Investigation that was prepared for the Project (see EIR Addendum Appendix G).

***d) Be located on expansive soil, as defined in Table 18-1- B of the Uniform Building Code (since renamed as the California Building Code), creating substantial risks to life or property?***

**PSP EIR Finding**: The PSP EIR determined that soils in the PSP area are generally susceptible to expansion. The PSP EIR included mitigation measures (i.e., Mitigation Measures GS-1 and GS-2) that: 1) require development projects to prepare pre-construction geologic reports that identify site-specific geologic hazards and provide recommendations to attenuate the identified hazards; and 2) implement design measures that conform to the recommendations contained in the site-specific geologic report. With application of the required mitigation measures, the PSP EIR concluded that impacts associated with expansive soils would be reduced to less-than-significant levels.

**Project Analysis:** Soil samples were collected from the Project Site and subjected to laboratory analysis to determine their expansion potential. According to the results of the laboratory analysis, the soils on the Project Site have a "very low to non-expansive" potential (SCG, 2022, p. 13). Accordingly, the Project would not create substantial risks to life and property due to expansive soils. Implementation of the Project would neither result in a new impact related to expansive soils that was not disclosed in the PSP EIR nor substantially increase the severity of a significant impact previously disclosed in the PSP EIR.

***e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

**PSP EIR Finding**: The PSP EIR did not identify any significant adverse effects related to septic systems.

**Project Analysis:** The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur. Implementation of the Project would not result in any new impacts or more severe significant impacts related to septic tanks or alternative wastewater disposal systems than previously disclosed in the PSP EIR.

***f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**PSP EIR Finding**: The PSP EIR determined that significant paleontological resources could be discovered in the PSP area in older (Pleistocene) alluvium soils. The PSP EIR included mitigation measures that require

development projects located in areas underlain by Pleistocene-age alluvium soils to conduct paleontological monitoring during earth-disturbing construction activities to preclude the destruction of significant, unique paleontological resources. With application of the required mitigation measures, the PSP EIR concluded that impacts to paleontological resources would be reduced to less-than-significant levels.

**Project Analysis:** According to a Paleontology Assessment prepared by PaleoWest, the approximate northern half of the Project Site is underlain with young (middle Holocene) alluvial fan deposits that have a low sensitivity for paleontological resources at the ground surface but with increasing sensitivity at depth. Additionally, the approximately southern half of the Project Site is underlain by very old (early to middle Pleistocene) alluvial fan deposits with high sensitivity for paleontological resources. Therefore, the Project has the potential to directly or indirectly destroy a unique paleontological resource that may be present below the ground surface of the Project Site. This potential impact is consistent with the information disclosed in the PSP EIR and the Project would be required to comply with the MM established by the PSP EIR to ensure that significant impacts to paleontological resources do not occur. Implementation of the Project would not result in any new or more severe significant impacts to paleontological resources than previously disclosed in the PSP EIR.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts to geologic hazards continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM CR-3 Monitoring for fossil material by a qualified paleontologist is required during construction grading activities within older alluvium (Pleistocene), in order to avoid any disturbances to possible unknown or unidentified paleontological resources.

## 8. Greenhous Gas Emissions

A Greenhouse Gas Analysis (dated September 27, 2022) was prepared for the Project by Urban Crossroads to quantify the GHG emissions that would result from Project-related construction and operational activities (Urban Crossroads, 2022d). This report is included as Appendix I to this EIR Addendum and its findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**PSP EIR Finding:** The topic of greenhouse gas (GHG) emissions was not specifically addressed in the PSP EIR, and accordingly the PSP EIR did not identify a significant environmental impact due to GHG emissions resulting from construction and operation of planned development within the PSP.

**Project Analysis:** Although this topic was not specifically addressed in the PSP EIR, GHG emissions and the issue of global climate change do not represent new information of substantial importance that was not known and could not have been known at the time that the PSP EIR was certified. Information on the effect of GHG emissions on climate was known long before the City of Chino certified the PSP EIR. Global climate change and GHG emissions were identified as environmental issues as early as 1978 when the U.S. Congress enacted the National Climate Program Act (Pub L 95-367, 92 Stat 601). In 1979, the National Research Council published "Carbon Dioxide and Climate: A Scientific Assessment," which concluded that climate change was an accelerating phenomenon partly due to human activity. Global climate change also was addressed in a widely-published series of reports by the Intergovernmental Panel on Climate Change (IPPC) dating back to the 1990s, including IPPC's "2001 Third Assessment Report." California adopted legislation in 2002 requiring the California Air Resources Board to develop regulations limiting greenhouse gas emissions from automobiles. As such, information about global climate change and its relationship to GHG emissions was available with the exercise of reasonable diligence at the time the PSP EIR was certified in 2003.

Furthermore, the PSP EIR analyzed air quality impacts associated with buildout of the PSP, inclusive of criteria pollutants that also are GHGs. The PSP EIR also addressed vehicle emissions (both construction and operational) and operational emissions from energy consumption, which are the most common sources of GHG emissions. During the public review period and public hearings associated with the PSP EIR, no objections or concerns were raised regarding the PSP EIR's lack of analysis of GHG emissions, and no legal challenge was filed within the statute of limitations period established by Public Resources Code Section 21167I. Pursuant to CEQA case law and CEQA Guidelines Section 15162(a)(3), the issue of project-related GHG emissions does not provide new information of substantial importance or substantial evidence of a new impact to the environment that was not or could not have been known at the time the PSP EIR was certified; thus, minor additions are needed to make the previous EIR adequate to cover the actions that are currently proposed, which are documented herein.

To reduce GHG emissions on a City-wide level, the City of Chino adopted a Climate Action Plan (CAP). The first version of the CAP (CAP 2013) went into effect on January 2, 2014, and an updated CAP (CAP Update, which superseded CAP 2013) went into effect on January 1, 2021. The City determined that implementation of the CAPs would result in less-than-significant GHG emissions in the City: CAP 2013 would achieve the GHG emissions reduction mandate of Assembly Bill 32 (AB 32) and that implementation

of the CAP Update would achieve the GHG emissions reduction mandate of Senate Bill 32 (SB 32) and would put the City on a path to achieving the State's goal of carbon neutrality by 2045. Pursuant to the CAP Update, the Project would be required to incorporate design features that achieve a minimum of 100 points from the applicable CAP Screening Table. The point values correspond to the minimum emissions reduction expected from each feature. Projects that obtain at least 100 points will be consistent with the reduction quantities anticipated in the CAP Update and would be determined to have a less than significant individual and cumulative impact for GHG emissions. The City requires all development projects subject to CEQA review to comply with the CAP. The Project's compliance with the CAP would be assured through conditions of approval assigned to proposed discretionary approvals as well as through City staff review of development applications (i.e., building permits). With mandatory compliance with the City of Chino CAP, the Project would not generate GHG emissions that have a significant effect on the environment. Accordingly, the Project's GHG emissions do not represent a new, significant air quality impact or an increase in the severity of a significant air quality impact previously disclosed in the PSP EIR.

For informational purposes, the Project's annual GHG emissions are summarized in Table 3-7.

**Table 3-7 Annual Project Greenhouse Gas Emissions Summary**

| Emission Source | Emissions (MT/yr) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerants | Total $CO_2e$ |
| Annual construction-related emissions amortized over 30 years | 47.43 | 2.33E-03 | 1.67E-03 | 0.03 | 48.04 |
| Mobile Source | 5,966.00 | 0.39 | 0.59 | 8.36 | 6,160.00 |
| Area Source | 18.82 | 0.00 | 0.00 | 0.00 | 19.30 |
| Energy Source | 1,090.00 | 0.10 | 0.02 | 0.00 | 1,096.00 |
| Water Usage | 302.40 | 6.99 | 0.17 | 0.00 | 527.10 |
| Waste | 77.60 | 7.75 | 0.00 | 0.00 | 271.70 |
| Refrigerants | 0.00 | 0.00 | 0.00 | 156.40 | 156.40 |
| TRU Source | | | | | 832.77 |
| On-Site Equipment | | | | | 858.45 |
| **Total $CO_2e$ (All Sources)** | **9,969.76** | | | | |

Source: (Urban Crossroads, 2022d, Table 3-6)

Table 3-7 illustrates that a majority of Project-related GHG emissions are from mobile sources (passenger vehicles and heavy trucks). As noted earlier in this analysis, Project operations would generate substantially fewer net daily vehicle trips than the land uses assumed by the PSP EIR (the Project's daily traffic is discussed in further detail under the "Transportation" topic in this Environmental Checklist). Thus, the Project would reduce vehicle tailpipe GHG emissions within the PSP area relative to the levels that would result from the scale of development that was anticipated by the PSP EIR.

***b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?***

**PSP EIR Finding:** The topic of greenhouse gas (GHG) emissions was not specifically addressed in the PSP EIR, and accordingly the PSP EIR did not identify a significant impact on the environment due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

**Project Analysis:** The Project's Greenhouse Gas Analysis (see EIR Addendum Appendix I) demonstrates that the Project would be consistent with and would not conflict with implementation of the CAP Update,

which would achieve goals and objectives established by applicable GHG emissions reductions plans and policies, including AB 32 and SB 32 (which were not in effect at the time the PSP EIR was certified, but establish State-wide GHG reductions targets) and the CARB Scoping Plan. Accordingly, the Project's GHG emissions do not represent a new, significant air quality impact or an increase in the severity of a significant air quality impact previously disclosed in the PSP EIR.

## 9. Hazards and Hazardous Materials

Three environmental site assessment (ESA) reports were prepared to determine the presence/absence of hazards and hazardous materials on the Project Site: a Phase I ESA prepared by Nova Group (dated April 30, 2021) (Nova, 2021), a Limited Soil Investigation prepared by Nova Group (dated April 29, 2022) (Nova, 2022), and a Shallow Surface Soil Investigation prepared by Ramboll (dated August 29, 2022) (Ramboll, 2022). These reports are included as Appendices J, K, and L to this EIR Addendum and their findings are incorporated in the analysis presented herein.

***Would the Project:***

***a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

**PSP EIR Finding**: The PSP EIR determined that the land uses proposed by the PSP would not include those that would generate substantial quantities of hazardous wastes or toxic materials. The PSP EIR also determined that soils on former agriculture sites in the PSP area had the potential to contain pesticides/herbicides. All development projects within the PSP would be required to comply with applicable federal, State, and local regulations related to handling, transport, and disposal of hazardous materials and waste; mandatory compliance with these regulations would ensure that the PSP would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

**Project Analysis:** As demonstrated in the analysis below, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Project would not result in any new significant impacts or increase the severity of previously identified significant impacts, as compared to the analysis presented in the PSP EIR.

Existing Site Conditions

No hazardous material storage was observed within the Project Site and no evidence of hazardous materials use was observed within the Site; no stained soils, stressed vegetation, petroleum storage containers, or strong odors were observed on the property (Nova, 2021, pp. 20-24). Household and agricultural waste/debris was observed in various locations on the Project Site; however, the waste/debris was not considered to be a substantial hazard and would be removed from the Site and disposed in accordance with State and local solid waste handling standards as part of construction (Nova, 2021, p. 23). Several stockpiles of imported fill of unknown origin are present on the southeast portion of the Project Site. The stockpiles, which were deposited on the Project Site between 2012 and 2017, were observed to contain miscellaneous waste (Nova, 2021, p. 24). Soil samples were collected from the soil stockpiles and subjected to a range of laboratory tests to determine if they contained hazardous materials; none of the soil samples from the stockpiles were found to contain volatile organic compounds, organochlorine pesticides, metals, hydrocarbons, or polychlorinated biphenyls (PCBs) at levels above commercial/industrial screening levels and, thus, would not represent a hazard to the public or environment during construction or operation of the Project (Ramboll, 2022, pp. 4-5).

Although not observed by Nova Group or Ramboll, the Project Site is thought to contain a septic system due to the age of the former structures on the Site. Any septic system found on-site would be required to be removed, handled, and disposed in accordance with all applicable local and State regulations.

Accordingly, implementation of the Project would not expose the public or the environment to significant hazards associated with the removal and disposal of the on-site septic systems from the Project Site.

Structures that were previously present on the Project Site have been demolished, but the concrete foundations and scattered plaster debris remain. Due to the age of these materials, they have the potential to be asbestos containing materials (ACMs) (Nova, 2021, p. 25). Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the federal Environmental Protection Agency (EPA). Federal asbestos requirements are found in National Emission Standards for Hazardous Air Pollutants (NESHAP) within the Code of Federal Regulations (CFR) Title 40, Part 61, Subpart M, and are enforced in the Project area by the SCAQMD. In conformance with the NESHAP, SCAQMD Rule 1403 establishes survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during construction activities. If it is determined that ACMs are present on the Project Site under existing conditions, then Rule 1403 requires notification of the SCAQMD prior to commencing any construction activities. Rule 1403 also sets forth specific procedures for the removal of asbestos, and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACM. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs and, thereby, potential significant impacts from asbestos removal would not occur.

Construction Activities

Heavy equipment would be used on the Project Site during the Project's construction, which would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be present on the Project Site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (SCAQMD), Santa Ana Regional Water Quality Control Board (RWQCB), and the Chino Valley Fire District. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase.

Operational Activities

The Project would redevelop the Project Site with a light industrial / warehouse building. The future building occupant for the Project Site is not yet identified; however, the Project is designed to house warehouse distribution and light industrial occupants, and it is possible that hazardous materials could be used during a future building user's daily operation. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project Site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project Site and that handles/stores substantial quantities hazardous materials (as defined in Section 25500 of California

Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the Chino Valley Fire District in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Chino Valley Fire District and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and prepare a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project's operation is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts related to hazardous materials continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM HM-5 In order to minimize risks to life and property, projects within the plan area will be required to demonstrate compliance with all applicable federal, state and local laws and regulations governing the handling, transport, treatment, generation and storage of hazardous materials.

Note: The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: MM HM-3 was satisfied by the ESAs that were prepared for the Project (see EIR Addendum Appendices J, K, and L); MM HM-4 does not apply to the Project because the Project would not result in the demolition of any structures.

***b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

**PSP EIR Finding**: The PSP EIR determined that the land uses proposed by the PSP would not include those that would generate substantial quantities of hazardous wastes or toxic materials. The PSP EIR determined that soils on former dairy sites in the PSP area had the potential to contain methane; however, the PSP EIR concluded that impacts related to accidental release of soil-bound methane into buildings and/or the environment would be less than significant due to the City's standard building and grading code requirements (as provided in the City's Municipal Code).

**Project Analysis:** The Project Site was used for dairy farming and the soils on the Project Site do contain organic materials, such as vegetation and manure. The Project would be required to comply with MM GS-3, which would reduce potential hazards related to soil-bound methane to less than significant levels. As discussed under the previous response, in the event that hazardous materials are used or stored on the Project Site under near-term construction or long-term operational activities, compliance with applicable

federal, State, and local regulations would be required to ensure the safe handling of hazardous materials. Mandatory compliance with these regulations would ensure that, if an accident occurs on-site, it would be treated appropriately to avoid a significant hazard to the public or the environment. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment in the event an accident on-site results in the release of hazardous materials. The Project would not result in any new significant impacts or more severe significant impacts related to hazardous materials than previously disclosed in the PSP EIR.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts related to hazardous materials continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM GS-3 Grading operations on all former dairy lands and other agricultural properties will be conducted in accordance with the soils report prepared by a registered soils engineer approved by the City of Chino. The soils engineer will make recommendations concerning removal of any organic material or the proper handling of such material during grading. All manure from dairy corrals and other surface areas shall be stripped and removed prior to grading operations, in accordance with applicable codes and regulations. The potential for methane in remaining soils shall be specifically addressed in soils reports on all former dairy lands and other agricultural properties. Where the potential for methane accumulation or release is identified, soils testing shall occur with results and remedial measures identified in the soils report.

MM HM-5 In order to minimize risks to life and property, projects within the plan area will be required to demonstrate compliance with all applicable federal, state and local laws and regulations governing the handling, transport, treatment, generation and storage of hazardous materials.

***c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**PSP EIR Finding**: The PSP EIR did not identify any impact related to hazardous emissions or the handling of hazardous materials or substances within one-quarter mile of an existing or proposed school.

**Project Analysis:** There are no existing or proposed schools located within one-quarter mile of the Project Site. Accordingly, the Project would not emit or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project would not result in any new significant impacts or increase the severity of previously identified significant impacts relative to the analysis presented in the PSP EIR.

***d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

**PSP EIR Finding**: The PSP EIR did not identify any hazardous material sites compiled pursuant to Government Code Section 65962.5 within the PSP area.

**Project Analysis:** Government Code Section 65962.5 requires DTSC, the State Department of Health Services, State Water Resources Control Board, and the State Department of Resources Recycling and Recovery to maintain a list of hazardous materials sites that fall within specific, defined categories. According to the records search, the Project Site was listed on several environmental databases; these listings were related to the Project Site's former dairy use and do not identify the Project Site as a source of contamination, hazardous materials release, or the location of a hazardous materials violation (Nova, 2021, p. 13). Although the Project Site is listed on environmental databases, none of the databases where the Project Site is listed fall within the categories regulated by Government Code Section 65962.5. Implementation of the Project would not result in any new significant impacts or more severe significant impacts related to hazardous materials than previously disclosed in the PSP EIR.

***e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

**PSP EIR Finding**: The Chino Airport borders the PSP area on the north. The PSP EIR determined that the land uses planned by the PSP were compatible with the Chino Airport and appropriately reflected the Chino Airport Land Use Compatibility Plan's (ALUCP) adopted noise contours and safety zones of the Chino Airport. The PSP EIR concluded that development of the PSP would result in less-than-significant safety hazards for people in the PSP area.

**Project Analysis:** The Project Site is located immediately east of the Chino Airport. The Project provides for the development of light industrial / warehouse land uses on the Project Site, in accordance with the "Light Industrial" land use designation that was applied to the site by the PSP. The Project would not introduce any structures within the Chino Airport runway approach clear zone and the Project Applicant would be required to comply with all applicable Federal Aviation Administration (FAA) site design, equipment, and operations standards during construction and operation of the Project. As noted above, the PSP EIR concluded that the land uses proposed by the PSP would be compatible with operations at the Chino Airport and that implementation of the PSP would not result in a safety hazard to people residing or working in the area. Accordingly, because the Project is merely implementing the PSP land plan and complying with the applicable PSP development standards and City of Chino Municipal Code requirements, development of the Project would not result in any airport safety hazard impacts that were not previously disclosed in the PSP EIR.

***f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

**PSP EIR Finding**: The PSP EIR did not identify any impacts related to private airstrips.

**Project Analysis:** There are no private airstrips located within two miles of the Project Site. Accordingly, the Project would not result in a safety hazard for people residing or working in the vicinity of a private airstrip. The Project would not result in any impacts that were not previously disclosed in the PSP EIR.

***g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**PSP EIR Finding**: The PSP EIR did not identify any impacts associated with potential conflicts with adopted emergency response plans or emergency evacuation plans.

**Project Analysis:** The Project Site does not contain any emergency facilities nor is it identified as an emergency evacuation route by any emergency response plans or emergency evacuation plans (Chino, 2010a; Chino, 2010b). During construction and at Project build out, adequate emergency vehicle access would be required to be maintained at all times. As part of the City's discretionary review process for the proposed Project, the Chino Valley Fire District reviewed the Project's plans and found that appropriate emergency ingress and egress is available to and from the site to ensure public safety, and that the Project would not substantially impede emergency response times in the local area. Accordingly, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impacts would occur. The Project would not result in any impacts that were not previously disclosed in the PSP EIR.

***h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

**PSP EIR Finding**: The PSP EIR determined that no wildlands exist within the PSP in the area where the Project Site is located.

**Project Analysis:** The Project Site is located in an area designated by the City of Chino as having "little or no threat" associated with wildland fire hazards (Chino, 2010a, Figure SAF-4). In addition, the California Department of Forestry and Fire Protection does not identify the Project Site within a fire hazard severity zone (CalFire, 2007). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands and no impact would occur. This conclusion is consistent with the information disclosed in the PSP EIR.

## 10. Hydrology and Water Quality

A Preliminary Water Quality Management Plan (WQMP) (dated December 2022) (PBLA, 2022) was prepared for the Project by PBLA Engineering, Inc. (PBLA). The purpose of the Preliminary WQMP is to help identify pollutants of concern, establish the BMP for the Project to minimize the release of pollutants of concern, and establish long term maintenance responsibilities for the Project's water quality features. This report is included as Appendix M to this EIR Addendum and their findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

**PSP EIR Finding**: The PSP EIR determined that development of the PSP could adversely affect water quality by the discharge of various pollutants including but not limited to: oils, greases, solvent, pesticides, and urban debris resulting from urban runoff and construction activities within the PSP. The PSP EIR included mitigation measures (i.e., Mitigation Measures HWQ-1 through HWQ-3 and HWQ-5) that require development projects to comply with National Pollutant Discharge Elimination System (NPDES) regulations and implement Best Management Practices (BMPs) to reduce water pollution from urban runoff. With application of the required mitigation measures, the PSP EIR concluded that the PSP's impacts to water quality would be less than significant.

**Project Analysis:** As demonstrated in the analysis below, the Project would not violate any water quality standards or waste discharge requirements. The Project would not result in any new significant impacts or increase the severity of any significant impacts previously disclosed in the PSP EIR.

Construction Activities

Construction of the proposed Project would involve site preparation, grading, building construction, architectural coating, and paving. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and solvents, and other chemicals with the potential to adversely affect water quality.

Pursuant to the requirements of the Santa Ana RWQCB, the City of Chino (Municipal Code Chapter 13.25), and the PSP EIR (MM HWQ-1), the Project would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the BMPs that the Project's construction contractors would be required to implement during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities.

Operational Activities

To meet the requirements of the City's Municipal Storm Water Permit – and in accordance with Chino Municipal Code Section 13.25.500 and PSP EIR Mitigation Measures HWQ-1 through HWQ-3 – the Project Applicant would be required to prepare and implement a WQMP. A WQMP is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. The Project's Preliminary WQMP, prepared by PBLA, is included as Appendix M to this EIR Addendum. As identified in the Preliminary WQMP, the Project is designed to include structural source control BMPs consisting of a detention/bio-retention basin and self-treating landscape areas, as well as operational source control BMPs (including but not limited to: activity restrictions, landscape management BMPs, employee training, catch basin inspection program) to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged into the City's storm drain system. Compliance with the Preliminary WQMP would be required as a condition of approval for the Project. Long-term maintenance of on-site water quality features also would be required as a condition of approval to ensure the long-term effectiveness of all on-site water quality features.

Additionally, the NPDES program requires certain land uses, including certain industrial land uses, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted (Industrial General Permit). Under this currently effective NPDES Industrial General Permit, the Project would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon a detailed accounting of all operational activities and procedures, and the Project's building users and their operational characteristics are not currently known, details of the operational SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined with certainty at this time. However, based on the performance requirements of the NPDES Industrial General Permit, the Project's mandatory compliance with all applicable water quality regulations would further reduce potential water quality impacts during long-term operation.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during long-term operation. Implementation of the Project would not result in any new or more severe significant impacts related to water quality than previously disclosed in the PSP EIR.

Mitigation: No new or updated mitigation measures are required. All applicable measures identified in the PSP EIR to mitigate hydrology and water quality impacts continue to apply to the proposed Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM HWQ-1 All development shall comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Stormwater Permit requirements to the satisfaction of the City of Chino. Applicable BMP provisions shall be incorporated into the NPDES Permit.

Note: The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: MMs HWQ-2 and HWQ-3 were satisfied by the WQMP prepared for the Project (see EIR Addendum Appendix M); MMs

HWQ-4 through HWQ-7 do not apply to private development Projects and implementation of these measures is the responsibility of the City.

***b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

**PSP EIR Finding**: The PSP EIR did not identify any impacts related to the potential depletion of groundwater supplies or interference with groundwater recharge resulting from implementation of the PSP.

**Project Analysis:** The Project's proposed on-site water system would be required to connect to the City of Chino's municipal water system; therefore, no water wells would be constructed on the Project Site and the Project would not directly extract groundwater resources.

The Project would introduce impervious surfaces to the subject property, which would in turn reduce the property's ability to infiltrate surface water into the Chino groundwater basin. However, a majority of the groundwater recharge in the Chino groundwater basin occurs in the northern portion of the Basin, north of the City of Chino, within percolation basins located throughout San Bernardino County (CBWM, 2017; Chino, 2010b, p. 4.8-13). The Project Site is located in the southern portion of the Chino groundwater basin and would not physically impact any of the major groundwater recharge facilities in the Basin. As such, development of the Project Site would not result in substantial, adverse effects to local groundwater levels. Furthermore, the Project would incorporate a detention basin and landscaped areas to maximize the percolation of on-site stormwater runoff into the groundwater basin.

For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Implementation of the Project would not result in any new impacts or more severe significant impacts related to groundwater supplies and management than previously disclosed in the PSP EIR.

***c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

***i) Result in substantial erosion or siltation on- or off-site?***

**PSP EIR Finding**: The PSP EIR concluded that although the PSP would alter the existing drainage patterns in the PSP area, the alterations would result in less-than-significant erosion or siltation impacts because the PSP's master drainage plan was designed to reduce the velocity of stormwater at outlets within the PSP open space area, including Chino Creek and Mill Creek and individual development projects would implement BMPs to preclude substantial erosion and siltation from individual properties.

**Project Analysis:** The Project would implement land uses on the subject property that are consistent with the PSP land plan; therefore, the development activities proposed by the Project were planned by the PSP and anticipated by the PSP EIR. The Project would alter the existing drainage pattern on the Project Site; however, as described previously in Responses 7(b) and 10(a), the Project would implement a SWPPP and WQMP to preclude substantial erosion and siltation on- or off-site. Implementation of the Project would not result in any new or more severe significant impacts related to soil erosion or siltation than previously disclosed in the PSP EIR.

***ii) Substantially increase the rate or amount of surface run off in a manner which would result in flooding on- or off-site?***

**PSP EIR Finding**: The PSP EIR concluded that although the PSP would alter the existing drainage patterns in the PSP area (above the 566-foot elevation line), the alterations would result in less-than-significant flooding hazards because the PSP's master drainage plan was designed to safely convey anticipated stormwater flows to regional stormwater facilities.

**Project Analysis:** The Project would re-develop the subject property in accordance with the PSP land plan; therefore, the development activities proposed by the Project were planned by the PSP – and by its stormwater drainage master plan – and anticipated by the PSP EIR. The Project would grade the entire Project Site, thereby altering the Site's existing drainage patterns; however, the Project's on-site storm drain system would be adequately sized to capture and convey peak on-site stormwater flows to off-site stormwater drainage facilities that are designed pursuant to the PSP storm drainage master plan and constructed in accordance with the PSP's master drainage plan to provide adequate capacity for buildout of the PSP area, including the Project's peak stormwater flows in addition to existing runoff flows. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Implementation of the Project would not result in any new or more severe significant impacts related to flooding on- or off-site than previously disclosed in the PSP EIR.

***iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**PSP EIR Finding**: The PSP EIR concluded that the PSP's master storm drain would contain adequate capacity to convey peak stormwater runoff flows within the PSP area to regional stormwater facilities. The PSP EIR also concluded that after the application of mitigation, implementation of the PSP would not create substantial polluted runoff.

**Project Analysis:** As discussed in the above response, existing stormwater drainage facilities have adequate capacity to accommodate peak stormwater runoff flows discharged from the Project Site. Also, as discussed in Response 10(a), the Project will be required to comply with a SWPPP and a site-specific WQMP, which will identify BMPs that are required to ensure that near-term construction activities and long-term post-development activities would not result in substantial amounts of polluted runoff. Accordingly, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Implementation of the Project would not result in any new or more severe significant impacts related to existing or planned stormwater drainage systems than previously disclosed in the PSP EIR.

***iv) Impede or redirect flood flow?***

**PSP EIR Finding**: The PSP EIR concluded that no impact would occur because the PSP would not place any structures within a 100-year flood hazard area that would impede or redirect flood flows.

**Project Analysis:** According to Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, the Project Site is not located within the 100-year flood hazard area (FEMA, 2008). Accordingly, the Project would not place structures within a 100-year flood hazard area that could impede or redirect flood flows. Implementation of the Project would not result in any new or more severe significant impacts related to flood flows than previously disclosed in the PSP EIR.

***d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

**PSP EIR Finding**: The PSP EIR concluded that the PSP would not expose people or structures to a significant risk of injury or death involving flooding from dam inundation because development would only occur in the northern portion of the PSP area, which would not be subject to inundation in the event of a catastrophic failure at the Prado Dam. The PSP EIR did not identify any significant effects within the PSP area related to inundation by seiche, tsunami, or mudflow.

**Project Analysis:** The Project Site is not located within an area subject to flooding as a result of a failure of a levee or dam (City of Chino, 2010b, Figure SAF-3). As such, the proposed Project would result in no impact due to the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Additionally, based on the distance between the Project Site from large bodies of water, there is no potential for the Project to cause or be affected by inundation by seiche or tsunami. The Project Site is not located near any steep hillsides and there are no steep hillsides present on the subject property; therefore, there is no potential for Project to cause or be adversely affected by mudflow. Implementation of the Project would not result in any new or more severe significant impacts related to inundation than previously disclosed in the PSP EIR.

***e) Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?***

**PSP EIR Finding**: The PSP EIR concluded that future development within the PSP area would be required to adhere to State water quality requirements and would not result in substantial adverse water quality effects. Although the PSP EIR did not specifically address the potential for the PSP to conflict with or obstruct implementation of a sustainable groundwater management plan, the PSP EIR did address the potential for the PSP to deplete groundwater supplies or interfere with groundwater recharge (and concluded that such impacts would be less than significant).

**Project Analysis:** As discussed in Response 10(a) above, the Project Site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* by preparing and adhering to a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct *the Santa Ana River Basin Water Quality Control Plan*.

The Project Site is located within the Chino Groundwater Basin, which is an adjudicated groundwater basin. Adjudicated basins, like the Chino Groundwater Basin are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Subbasin. No component of the Project would obstruct with or prevent implementation of the management plan for the Chino Groundwater Basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan.

Based on the foregoing information, implementation of the Project would not result in any new or more severe significant impacts related to the implementation of water quality control plans or sustainable groundwater management plans than previously disclosed in the PSP EIR.

## 11. Land Use and Planning

***Would the Project:***

***a) Physically divide an established community?***

**PSP EIR Finding**: The PSP EIR did not identify any significant environmental effects within the PSP area related to the division of an established community.

**Project Analysis:** The Project would implement the land use plan for the PSP. The Project Site is one of the last remaining undeveloped parcels within the PSP's industrial area (north of Kimball Avenue, east of Flight Avenue and south of Merrill Avenue) and the Project would serve as an extension of existing development in area. Implementation of the Project would not result in any new or more severe significant impacts related to physically dividing an established community than previously disclosed in the PSP EIR.

***b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

**PSP EIR Finding**: The PSP EIR concluded that implementation of the PSP would not conflict with any applicable land use plan, policy, or regulation.

**Project Analysis:** The Project Site would be developed in accordance with the land use regulations and development standards contained within the PSP; therefore, the development activities proposed by the Project were anticipated by the PSP EIR, and in fact, the Project would implement the vision of the PSP, making the Project Site more much consistent with applicable land use policies, plans and regulations than its existing (vacant) or former (dairy) uses. As noted above, the PSP EIR concluded that implementation of the PSP would not conflict with any land use policies or regulations adopted for the purpose of mitigating or avoiding an environmental impact. Thus, because the Project is consistent with the PSP and because the PSP was previously found to not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, implementation of the Project would not cause a significant environmental impact due to a land use planning conflict. Implementation of the Project would not result in any new or more severe significant impacts related to conflicts with a land use plan, policy, or regulation than previously disclosed in the PSP EIR.

## 12. Mineral Resources

***Would the Project:***

***a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**PSP EIR Finding**: The PSP EIR did not identify any significant environmental effects within the PSP area related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

**Project Analysis:** The Project Site is located within the MRZ-3 mineral resources zone, which "…is defined as an area where the significance of mineral deposits cannot be determined from the available data" (Chino, 2010b, Figure 4.6-4). As such, the Project Site does not comprise a "known mineral resource." Additionally, the Project Site is not zoned for mining and the Project would result in the development of property that the PSP EIR assumed would be developed. Implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. The Project would not result in any new or more severe significant impacts related to mineral resources than previously disclosed in the PSP EIR.

***b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

**PSP EIR Finding**: The PSP EIR did not identify any significant environmental effects within the PSP area related to the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

**Project Analysis:** The Project Site is not designated as an important mineral resource recovery site by either the City of Chino General Plan or the PSP. Accordingly, implementation of the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Implementation of the Project would not result in any new impacts or more severe impacts related to the loss of availability of a locally-important mineral resource recovery site than previously disclosed in the PSP EIR.

## 13. Noise

A Noise Impact Analysis (dated September 26, 2022) (Urban Crossroads, 2022e) was prepared for the Project by Urban Crossroads to evaluate Project-related long-term operational and short-term construction noise impacts. This report is included as Appendix N to this EIR Addendum and its findings are incorporated into the analysis presented herein.

***Would the Project result in:***

***a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

**PSP EIR Finding**: The PSP EIR concluded that construction of the PSP could expose sensitive receptors to noise levels that exceed the City's standards, if construction activities were to occur between the hours of 7:00 pm and 7:00 am. The PSP EIR also concluded that the PSP would result in cumulatively considerable noise increases along numerous roadway segments within and adjacent to the PSP area that could expose sensitive receptors to noise levels in excess of the City's standards. The PSP EIR included mitigation measures to minimize potential noise impacts: construction activities within the PSP area are required to follow specific protocols (Mitigation Measure N-1) and new residential development within the PSP is required to incorporate noise-reducing design features, if located adjacent to roadways that exceed applicable noise standards (Mitigation Measure N-2). After mitigation, the PSP EIR concluded that impacts would be less than significant.

**Project Analysis:** The analysis below summarizes the Project's potential to generate or expose sensitive receptors to noise levels in excess of applicable standards during temporary construction activities and/or long-term operation. As demonstrated in the analysis below, implementation of the Project would not result in any new or increase the severity of previously identified significant impacts, as compared to the analysis presented in the PSP EIR. Refer to the Project's Noise Impact Analysis (EIR Addendum Appendix N) for a detailed discussion of the methodologies and assumptions used to calculate the Project's construction and operational noise.

Construction Activities

The Project would generate short-term noise during construction ranging between 39.4 and 44.1 decibels equivalent sound level (dBA $L_{eq}$) at sensitive receiver locations nearest the Project Site, which would not exceed the City's daytime noise standard of 65 dBA $L_{eq}$ (and would be less than the peak construction noise levels disclosed in the PSP EIR, 90 dBA) (Urban Crossroads, 2022e, p. 40). Because the Project Site is not located within 500 feet of sensitive receptors, the Project would not be prohibited by the MMs in the PSP EIR from conducting nighttime construction activities on the Project Site. In the event nighttime construction activities were to occur at the Project Site, it would include concrete pouring for the building foundation, floor slab, wall panels, and/or truck court. Nighttime concrete pouring activities on the Project Site would expose the sensitive receptor locations nearest the Project Site to noise levels ranging between 33.3 and 35.8 dBA $L_{eq}$., which would not exceed the City's nighttime standard of 50 dBA $L_{eq}$ (Urban Crossroads, 2022e, p. 41). Notwithstanding, the Project would be required to comply with PSP MM N-1, which requires the Project's construction contractor to comply with specific construction operations standards to minimize sensitive receptors' exposure to loud noises during construction. Compliance with applicable mitigation from the PSP EIR and applicable standards from the City's Municipal Code would ensure that the Project's construction activities do not generate noise levels in excess of local standards.

Implementation of the Project would not result in any new or more severe impacts from construction noise than previously disclosed in the PSP EIR.

Operational Activities - Stationary Noise

Although the future tenants of the proposed Project's buildings are unknown at this time, on-site Project-related noise sources are expected to include roof-top air conditioning units, idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of goods, and parking lot vehicle movements. The long-term stationary noise from Project operation would range from 32.4 to 35.7 dBA $L_{eq}$ at nearby receiver locations, which would not exceed the City's standards for residential uses of 55 dBA $L_{eq}$ (daytime) or 50 dBA $L_{eq}$ (nighttime) (Urban Crossroads, 2022e, pp. 33-34). When considered in the context of existing noise, daytime and nighttime noise from Project operations would contribute 0.0 dBA $L_{eq}$ to the ambient noise environment (Urban Crossroads, 2022e, p. 36). Operational noise from the Project would not exceed the significance criteria used by the City (Urban Crossroads, 2022e, p. 35). Accordingly, the Project would not expose sensitive receptors to noise levels in excess of the applicable City of Chino standards, and the Project would not result in any new significant impacts or increase the severity of previously identified significant impacts as compared to the analysis presented in the PSP EIR.

Operational Activities – Off-Site Traffic Noise

The Project's proposed land uses would generate fewer daily traffic trips than the land uses assumed by the PSP (the Project's daily traffic is discussed in further detail in the "Transportation" section of this Environmental Checklist); therefore, the Project would reduce mobile-source noise emissions within the PSP area relative to the levels disclosed in the PSP EIR. The Project would not result in any new or more severe significant impacts from mobile sources that disclosed in the PSP EIR.

Mitigation: No new or updated mitigation measures are required. All applicable measures identified in the PSP EIR to mitigate noise impacts continue to apply to the proposed Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM N-1 The following construction noise reduction measures will be implemented:

- All construction activities conducted within 500 feet of any occupied dwelling shall not occur from 7 P.M. to 7 A.M. the following day, and at any time on Sundays or universally observed holidays.
- All construction equipment will use properly operating mufflers.
- All staging areas shall be located away from occupied dwellings and schools where feasible.
- The City of Chino will approve construction truck access routes that minimize noise intrusion into sensitive areas, such as neighborhoods, schools, and parks.

Note: The City determined that the following MM from the PSP EIR does not apply to the Project or has been satisfied as part of the City's review of the Project's entitlement application materials: MM N-2 does not apply because the Project does not propose to construct new sensitive receptor land uses.

***b) Generation of excessive ground borne vibration or ground borne noise levels?***

**PSP EIR Finding**: The PSP EIR did not identify any significant environmental effects related to excessive ground borne vibration or ground borne noise levels.

**Project Analysis:** During construction, the Project would result in maximum vibration levels of approximately 0.000 inches per second at sensitive receptors located in proximity to the Project Site, which is less than the City of Chino's standard of 0.05 inches per second (Urban Crossroads, 2022e, p. 44). Accordingly, the Project would not generate excessive ground borne vibration during construction. During long-term operation, vibration levels from truck activity on the Project Site and along the public streets that abut the Project Site is anticipated to be similar to existing conditions due to the truck activity that already occurs in the vicinity of the Project Site. Accordingly, there is no potential for operation of the Project to expose persons to or generate excessive (i.e., significant) ground borne vibration or noise. Implementation of the Project would not result in any new or more severe significant impacts related to excessive ground borne vibration or noise levels than previously disclosed in the PSP EIR.

***c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

**PSP EIR Finding**: The Chino Airport borders the northern portion of the PSP. The PSP EIR determined that the land uses planned by the PSP were compatible with the Chino Airport and appropriately reflected the Chino Airport Land Use Compatibility Plan's (ALUCP) adopted noise contours. Nonetheless, the PSP EIR applied mitigation that requires the City to review development applications for compatibility with the Chino Airport (MM N-3). The PSP EIR concluded that noise impacts from the Chino Airport would be less than significant.

**Project Analysis:** The Chino Airport abuts the Project Site on the west. The Project provides for the development and operation of a light industrial / warehouse building on the Project Site, which is consistent with the "Light Industrial" land use designation that was applied to the site by the PSP. As noted above, the PSP EIR concluded that the land uses proposed by the PSP would be compatible with operations at the Chino Airport and that implementation of the PSP would not result in a substantial noise impact to people residing or working in the area. In addition, the data presented in the Chino General Plan and its EIR indicate that the Project Site is not located within an existing or future year noise contour associated with the Chino Airport that is inappropriate or incompatible with the proposed light industrial / warehouse use (Chino, 2010a, Noise Element; Chino, 2010b, Section 4.10). Implementation of the Project would not result in any new or more severe significant impacts related to noise from air travel than previously disclosed in the PSP EIR.

Note: City staff determined that PSP EIR MM N-3 is not applicable to the Project because it involves actions that are the responsibility of the City.

## 14. Population and Housing

***Would the Project:***

***a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

**PSP EIR Finding**: The PSP EIR determined that implementation of the PSP would result in a substantial population growth within the PSP area through the introduction of new homes and businesses; however, the PSP EIR concluded that environmental impacts would be less than significant because expected growth would be consistent with long-range, regional growth projections prepared by the Southern California Association of Governments (SCAG) and because expected growth would improve the jobs/housing imbalance in the County of San Bernardino (which would reduce daily commutes which would result in a concomitant reduction of mobile source air pollutant emissions and energy consumption).

**Project Analysis:** The Project does not include a residential component and, therefore, would not directly induce population growth within the area. The Project would generate additional employment opportunities and foster economic growth within the City of Chino that could indirectly induce population growth in the area; however, the Project is merely implementing the approved PSP land plan – which designates the Project Site for "Light Industrial" land uses – and development proposed by the Project was anticipated by the PSP EIR. Accordingly, the Project would not induce population growth in the PSP area to a greater degree than previously disclosed in the PSP EIR. Implementation of the Project would not result in any new impacts or more severe impacts related to substantial unplanned population growth than previously disclosed in the PSP EIR.

***b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

**PSP EIR Finding**: The PSP EIR did not identify any significant environmental effects within the PSP area related to the displacement of substantial numbers of existing housing.

**Project Analysis:** There are no dwelling units on the Project Site under existing conditions. Although the Project Site historically contained a residence, this residence was present at the time the PSP EIR was certified in 2003 and the demolition of this dwelling was included within the scope of the project evaluated by the PSP EIR. Implementation of the Project would not result in any new impacts or more severe impacts related to the displacement of substantial numbers of existing people or housing than previously disclosed in the PSP EIR.

**15. Public Services**

***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

***a) Fire protection?***
***b) Police Protection?***
***c) Schools?***
***d) Parks?***
***e) Other public facilities?***

**PSP EIR Finding**: The PSP EIR concluded that implementation of the PSP would result in substantial, adverse effects to local public services – including fire protection services, police protection services, public schools, parks, and libraries – due to expected population growth within the PSP area. With full buildout of the PSP land plan, which provides several public school sites and substantial parks/open space, and implementation of the mitigation measures included within the PSP EIR, which require development projects to pay applicable development impact fees, the PSP EIR concluded that impacts to public services would be reduced to less-than-significant levels.

**Project Analysis:** The development activities proposed by the Project were planned by the PSP and, therefore, the Project's demand for public services was anticipated by the PSP EIR. The Project would be required to pay all applicable development impact fees, as specified in the PSP EIR, to offset its demand for fire protection services, police protection services, schools, parks, and other public facilities (e.g., libraries). Accordingly, the Project would not result in any new significant impacts or increase the severity of previously identified significant impacts relative to the analysis presented in the PSP EIR.

Mitigation: No new or updated mitigation measures are required. All applicable measures identified in the PSP EIR to mitigate public services impacts continue to apply to the proposed Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM PS-S-2 Prior to issuance of a building permit, project developers shall pay statutory developer fees to the CVUSD, form a Communities Facilities District, or provide land and improvements pursuant to the requirements established in SB 50. The amount of fees or special taxes to be paid or land and improvements to be provided will be determined based on the established state formula for determining construction costs.

MM PS-S-3 To reduce potential safety hazards during construction, the City shall require developer notification to Chino Valley Unified School District of pending construction activity adjacent or near operating schools. Evidence of notification shall be provided to the City prior to issuance of grading and building permits for projects within any Master Plan, Tentative Map or Site Plan inclusive of, or immediately adjacent to, an operating school site.

MM PS-P-1 Police impact fees shall be paid to cover capital costs associated with the creation of additional facilities and improvements to service The Preserve area. The City of Chino may allow credit toward impact fees for any police facilities constructed by the developer.

MM PS-F-1 Developer impact fees shall be paid to contribute to the cost of new fire facilities, apparatus, and equipment, to offset the increase in fire services demand created by the project.

MM PS-F-3 Prior to construction, the developer shall contact the Fire District for verification of current fire protection development requirements. All new construction shall comply with all applicable statutes, codes, ordinances, and/or Fire District standards.

MM PS-F-4 Water lines within the project site shall be designed to meet the fire requirements.

MM PS-F-5 Fire hydrants shall be designed and placement specified by the Fire District at the time water lines to the project area are built or as a condition of development project approval.

Note: The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: MMs PS F-2, PS F-6, PS L-2, and PS PR-2 do not apply to the Project because the City is the party responsible for implementing these measures; MMs PS-S-1, PS PR-1, and PS-L-1 do not apply to the Project because the Project does not propose to develop residential land uses.

## 16. Recreation

***Would the Project:***

***a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

**PSP EIR Finding.** The PSP would result in the construction of up to 9,779 dwelling units, which would increase the population within the City of Chino by approximately 33,249 residents. Although new residents within the PSP area would create a demand for recreation facilities, the PSP EIR concluded that the PSP would result in a less-than-significant impact to local park facilities because the PSP would provide sufficient recreation facilities to offset the demand within the PSP area and because the City will require all development within the PSP area to pay a recreation impact fee. Notwithstanding, the PSP EIR concluded that the PSP would result in a cumulatively considerable, adverse impact to regional park facilities (i.e., Prado Regional Park). The PSP EIR included mitigation measures (i.e., MM PS-PR-1) that require residential development projects to dedicate park and recreation facilities, pay a recreation impact fee, or a combination thereof. The PSP EIR also determined that entry fees for Prado Regional Park would defray operations and maintenance costs. With application of required mitigation, the PSP EIR concluded that the PSP's impacts to neighborhood and regional parks would be less than significant.

**Project Analysis:** The Project would develop the subject property with an employment land use (i.e., light industrial / warehousing). The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Implementation of the Project would not result in any new impacts or more severe impacts related to recreational facilities than previously disclosed in the PSP EIR.

Note: The City determined that the following MM from the PSP EIR does not apply to the Project or has been satisfied as part of the City's review of the Project's entitlement application materials: MM PS PR-1 does not apply to the Project because the Project does not propose to develop residential land uses.

***b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

**PSP EIR Finding.** The PSP EIR disclosed that new, local park and recreation facilities would be constructed within the PSP area. The PSP EIR did not identify any significant environmental impacts related to the construction of recreational facilities.

**Project Analysis:** The Project does not propose to construct any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur. Implementation of the Project would not result in any new impacts or more severe impacts related to recreational facilities than previously disclosed in the PSP EIR.

## 17. Transportation

A Traffic Study (dated September 27, 2022) was prepared for the Project by Urban Crossroads (Urban Crossroads, 2022f). This report is included as Technical Appendix O to this EIR Addendum and its findings are incorporated into the analysis presented herein.

***Would the Project:***

***a) Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

**PSP EIR Finding.** For purposes of analysis in the PSP EIR, the Project Site was assigned to Traffic Analysis Zone (TAZ) 9. Within TAZ 9, areas planned for "Light Industrial" land uses were assumed to generate 6.96 total vehicle trips per day for every 1,000 s.f. of building area, including 0.89 trips during the AM peak hour and 0.89 trips during the PM peak hour. Of the vehicle trips that were anticipated for "Light Industrial" land uses in TAZ 9, approximately 83 percent (5.81 trips per 1,000 s.f.) were assumed to be passenger vehicle trips and approximately 17 percent (1.15 trips per 1,000 s.f.) were assumed to be heavy trucks (2, 3, and 4+ axle).

The PSP EIR determined that traffic from the PSP would cause and/or contribute to significant adverse impacts at 32 intersections under interim conditions and 49 intersections at full buildout. The PSP EIR includes mitigation measures that require the City of Chino to participate in regional, programmatic planning efforts to improve long-term regional circulation (i.e., Mitigation Measures T-1 through T-8) and for individual development projects to prepare traffic studies and implement project-specific mitigation measures to offset the projects' individual impacts to the local circulation network (i.e., Mitigation Measure T-9). The PSP EIR determined that implementation of Mitigation Measures T-1 through T-9 would minimize cumulative impacts to the circulation system; however, the PSP EIR concluded that cumulative impacts would be significant and unavoidable.

**Project Analysis:** As demonstrated in the analysis below, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. The Project would not result in any new or more severe significant impacts to the local or regional transportation network than was identified in the PSP EIR.

*SCAG Connect SoCal*

The fundamental goals of SCAG's *Connect SoCal* are to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Due to the Project's consistency with the Countywide Plan and the GHSP – which the SCAG relies on for its regional land use planning program – as well as the Project Site's geographic location in proximity to major local and regional truck routes, the Project would not conflict with the goals and policies of *Connect SoCal* – including the following goals related to vehicular and non-vehicular circulation.

- Increase mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Increase person and goods movement and travel choices within the transportation system.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

*San Bernardino County Congestion Management Plan*

The San Bernardino County Congestion Management Program (CMP) was prepared by the San Bernardino Associated Governments (since re-named as the San Bernardino County Transportation Authority). The intent of the CMP is to create a link between land use, transportation, and air quality planning decisions and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds to alleviate traffic congestion and related impacts and improve air quality. There are no CMP facilities adjacent to the Project Site and operation of the Project would not generate traffic volumes that exceed the original projections of the PSP EIR (as addressed below) and, therefore, would not result in a new or more severe conflict with any CMP goal or policy than disclosed in the PSP EIR.

*Chino General Plan*

According to the Project's Traffic Study and using trip generation rates from the 11th Edition of the Institute of Traffic Engineers' *Trip Generation Manual* (which reflects observed, average traffic demands from modern warehouse development), the Project is calculated to generate 1,972 total vehicle trips per day (1,566 passenger vehicle trips and 406 truck trips), including 111 trips in the AM peak hour and 148 trips in the PM peak hour (Urban Crossroads, 2022f, p. 58). For comparison, the Project would be expected to generate 6,441 total vehicle trips per day (5,377 passenger vehicle trips and 1,064 truck trips), including 823 during the AM and PM peak hours, using the traffic generation factors from the PSP EIR. The total vehicle traffic generated by the Project would be approximately 70 percent less than the volumes anticipated by the PSP EIR and peak hour traffic from the Project would be approximately 85 percent less in the AM peak hour and approximately 80 percent less in the PM peak hour, respectively, than the volumes anticipated by the PSP EIR. Because the Project would result in a substantial reduction in total daily and peak hour traffic relative to the assumptions used in the PSP EIR, implementation of the Project would neither result in new significant transportation impacts that were not disclosed in the PSP EIR nor substantially increase the severity of the significant transportation effects previously identified in the PSP EIR. Although the Project would generate substantially less traffic than assumed by the PSP EIR, the reduction in traffic would not avoid any of the significant and unavoidable "level of service" (LOS) impacts identified in the PSP EIR (and that conflict with Policy P1 under Chino General Plan Objective TRA 1.2), but which are no longer considered an environmental impact under CEQA (see CEQA Guidelines Section 15064.3(a)).

The Project would not conflict with applicable goals and policies from the General Plan addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, including Objective TRA-1.1 (Policies P3 through P6, P9), Objective TRA-1.2 (Policy P2), Objective TRA-3.1 (Policies P1, P5), Objective TRA-6.1 (Policy P3), Objective TRA-6.3 (Policy P1), Objective TRA 7.1 (Policies P4, P7), Objective TRA-10.1 (Policy P2), Objective TRA-10.2 (Policies P1 through P3), Objective TRA-11.1 (Policies P2, P3), and Objective TRA 14.2 (Policy P1).

Mitigation: In accordance with Senate Bill (SB) 743, the California Natural Resources Agency (CNRA) adopted changes to the CEQA Guidelines in December 2018 related to the evaluation of transportation impacts from development projects. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by LOS and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Accordingly, the following information is disclosed for informational purposes but does not relate to an environmental impact or mitigation under CEQA.

No new or updated mitigation measures are required. All applicable measures identified in the PSP EIR to mitigate impacts related to transportation continue to apply to the proposed Project. The City determined that the following MMs from the PSP EIR do not apply to the Project or have been satisfied as part of the City's review of the Project's entitlement application materials: The City is the responsible party for implementing MMs T-1, and T-3 through T-8 and these measures do not apply to private development projects; MM T-2 is satisfied by the Project's design; MM T-9 was satisfied by the Project's Traffic Study (see EIR Addendum Appendix O).

***b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

**PSP EIR Finding.** The topic of vehicle miles traveled (VMT) was not specifically addressed in the PSP EIR as this threshold of significance was not in place at the time the PSP EIR was certified. Notwithstanding, VMT was assessed as part of the air quality impact analysis included as part of the PSP EIR. Thus, the PSP EIR contained sufficient information that was available to the public about projected VMT resulting from vehicle trips originating from or terminating within the PSP area, and the associated effects could be determined with the exercise of reasonable diligence.

**Project Analysis:** CEQA Guidelines Section 15064.3(c) is clear that "[t]he provisions of [Section 15064.3] shall apply prospectively as described in [CEQA Guidelines] Section 15007." CEQA Guidelines Section 15007(c) specifically states: "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." The CEQA Guidelines changes with respect to VMT took effect on July 1, 2020, whereas the PSP EIR was certified in 2003. As such, and in accordance with CEQA Guidelines Sections 15064.3(c) and 15007(c), revisions to the PSP EIR are not required under CEQA in order to conform to the new requirements established by CEQA Guidelines Section 15064.3.

Once a project is approved, CEQA does not require that it be analyzed anew every time another discretionary action is required to implement the project. Quite the opposite, where an EIR or MND has previously been prepared for a project, CEQA expressly prohibits agencies from requiring a subsequent or supplemental EIR or MND, except in specified circumstances (Pub. Res. Code Section 21166.). Under CEQA, "Section 21166 comes into play precisely because in-depth review has already occurred, the time for challenging the sufficiency of the original EIR has long since expired, and the question is whether circumstances have changed enough to justify repeating a substantial portion of the process." (*Citizens Against Airport Pollution v. City of San Jose* ("CAAP") (2014), 227 Cal.App.4th at 796.) There was no CEQA requirement to analyze VMT at the time the PSP EIR was certified; thus, there is no need to analyze VMT impacts in connection with this EIR Addendum.

Furthermore, the new VMT requirements set forth by CEQA Guidelines Section 15064.3 do not relate to a different type of impact, but merely a different way of analyzing transportation impacts. The PSP included a detailed assessment of potential impacts, including potential impacts to air quality as a result of projected VMT. As this information was disclosed as part of the PSP EIR, VMT associated with buildout of the PSP does not comprise "new information" that was not known or could not have been known at the time the PSP EIR was certified. Because VMT impacts were known, the adoption of the requirement to analyze VMT therefore does not constitute significant new information requiring preparation of a subsequent or supplemental EIR. *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320.

In the case of the proposed Project, there are no changed circumstances that would warrant additional analysis under Public Resources Code Section 21166. Even if an analysis was conducted, the results of such an analysis would show that VMT from the Project is less than what would occur under the development assumptions utilized in the PSP EIR, based on the Project's substantial reduction in passenger vehicle and heavy truck traffic relative to the calculations utilized in the PSP EIR. As shown in the preceding response, the Project is calculated to eliminate approximately 4,313 daily vehicle traffic trips within the PSP area based on the original traffic generation factors that were assumed in the PSP EIR. Therefore, there is substantial evidence that the Project as proposed would result in reduced VMT as compared to the project evaluated by the PSP EIR.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in the PSP EIR, and the Project would not increase the severity of a significant impact as previously identified and analyzed in the PSP EIR.

***c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**PSP EIR Finding.** The PSP EIR did not identify any safety hazards related to a design feature or land use proposed by the PSP.

**Project Analysis:** The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along study area roadways under existing conditions. All proposed improvements within the public right-of-way would be installed in conformance with City design standards. If any component of Project construction would occur in the public right-of-way and require the partial or full closure of a sidewalk and/or travel lane, all work would be required to adhere to the applicable construction control practices that are specified in the *State of California Department of Transportation Construction Manual*, dated January 2021 and published by Caltrans, to minimize potential safety hazards. The City reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced within the City public right-of-way through implementation of the Project. Based on the foregoing information, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Implementation of the Project would not result in any new impacts or more severe impacts related to hazards due to a geometric design feature than previously disclosed in the PSP EIR.

***d) Result in inadequate emergency access?***

**PSP EIR Finding.** The PSP EIR did not identify substantial adverse impacts related to inadequate emergency access.

**Project Analysis:** The Project would construct industrial land uses on the Project Site, which would require the need for emergency access to-and-from the site. The City reviewed the Project's design to ensure that adequate access to-and-from the site would be provided for emergency vehicles. The City also will require the Project to provide adequate paved access to-and-from the site (via a condition of approval) and will review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during temporary construction activities. Implementation of the Project would not result in any new impacts or more severe impacts related to inadequate emergency access than previously disclosed in the PSP EIR.

**18. Tribal Cultural Resources**

***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

***a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

**PSP EIR Finding:** Although the PSP EIR did not specifically address this subject, the PSP EIR disclosed all recorded historical resources in the PSP area, and identified the potential for discovery of historic and archaeological resources during earth moving construction activity.

**Project Analysis:** The Project Site does not have any resources listed or eligible for listing in the California Register of Historical Resources, or in any local register of historical resources (PaleoWest, 2022a, pp. 15-17, 31). Accordingly, the Project would not impact a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Implementation of the Project would not result in any new or more severe significant impacts related to tribal cultural resources than previously disclosed in the PSP EIR.

***b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?***

**PSP EIR Finding:** Although the PSP EIR did not specifically address this subject, the PSP EIR contained sufficient information related to the PSP's cultural setting to conclude that there was the potential for tribal cultural resources to be located within the PSP area.

**Project Analysis:** As previously discussed in Response 5(b), the Project Site is highly disturbed and no tribal cultural resources were observed on the Project Site or previously recorded on the Site (PaleoWest, 2022a, pp. 15-17, 21). Although no tribal cultural resources were observed on the Project Site, the southern half (approx.) contains soils that have the potential to hold buried tribal cultural resources. The Project would implement a monitoring program (and, potentially, resource recovery program) during grading to protect inadvertent discoveries of buried/masked tribal cultural resources, as required by PSP EIR MM CR-2. Mandatory compliance with PSP EIR MM CR-2 would preclude potential impacts to tribal cultural resources as defined in Public Resources Code 5024.1(c). Implementation of the Project would not result in any new or more severe significant impacts to tribal cultural resources than previously disclosed in the PSP EIR.

Mitigation: No new or updated MMs are required. All applicable MMs identified in the PSP EIR to reduce impacts to cultural resources continue to apply to the Project as listed below and in the MMRP for the PSP EIR (attached hereto as Appendix A).

MM CR-2 Where recommended in culturally-sensitive areas pursuant to Survey and Mitigation Reports, archeological monitoring of earth-disturbing activities shall be conducted. The monitoring certified archaeologist will identify any prehistoric or historic resources exposed, complete a preliminary evaluation of the resource, and recommend appropriate resource

management for the treatment of the resource. If additional or unexpected archaeological features are discovered, the archaeologist shall report such findings to the City. If the resources are found to be significant, the archaeologist shall determine, in consultation with the City, appropriate actions for further exploration and/or salvage recovery.

## 19. Utilities and Service Systems

***Would the Project:***

***a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

**PSP EIR Finding.** The PSP EIR disclosed that implementation of the PSP would require the construction of new utility infrastructure to serve the PSP area. The PSP EIR concluded that physical effects related to the construction of new utility infrastructure would be less than significant.

**Project Analysis:** No existing utility lines would be relocated or upsized as part of the Project and no new utility lines would be constructed. The Project would connect to existing utility lines abutting the Project Site. The Project would involve utility connections to provide electric power and telecommunications services to the Project Site; connections would be made to existing facilities abutting the Site. The construction of proposed utility improvements has the potential to result in environmental effects associated with short-term air pollutant emissions, noise emissions, water quality effects, and traffic movement disruptions that are an inherent part of the Project's construction process. However, these impacts already were included in the construction-level impact analysis provided under the Air Quality, Hydrology and Water Quality, Noise, and Transportation topics of this Environmental Checklist, and were determined to not result in a substantial adverse effect on the environment and, also, to be within the scope of the analysis for the PSP EIR. The Project would not result in a significant environmental impact related to the construction of utilities that was not previously disclosed in the PSP EIR.

***b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

**PSP EIR Finding.** The PSP EIR concluded that the City would have sufficient water supply to meet the water demands of the PSP in addition to the City's existing and projected future service obligations.

**Project Analysis:** The Project would implement industrial land uses on the Project Site in accordance with the PSP land plan. Accordingly, the development activities – and water demand – proposed by the Project were planned by the PSP and, therefore, anticipated by the PSP EIR. Furthermore, a Water Supply Assessment prepared for the Project and the City's *2020 Urban Water Management Plan* (UWMP), which anticipates buildout of the PSP and its associated water demand, both indicate that the City has sufficient water supplies to meet its service demand for normal, single-dry year, and multiple-dry year conditions through at least the year 2045 (Chino, 2021, pp. 7-8 to 7-10; CMC, 2023, pp. 6-1 to 6-2). Accordingly, the Project would not require new or expanded water entitlements. Implementation of the Project would not result in any new impacts or more severe impacts related to water supplies than previously disclosed in the PSP EIR.

***c) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

**PSP EIR Finding.** The PSP EIR determined that existing wastewater treatment facilities could accommodate the PSP's demand for wastewater treatment services and, therefore, the PSP EIR concluded that the PSP's impacts to wastewater treatment facilities would be less than significant.

**Project Analysis:** The Project would receive wastewater treatment service from IEUA's RP-5 facility. The RP-5 facility has an existing treatment capacity of approximately 16.3 million gallons of wastewater per day and treats approximately 9 million gallons of wastewater per day (IEUA, 2022a). IEUA is in the process of expanding the treatment capacity of RP-5 to 22.5 million gallons per day; the expansion project is expected to be completed in mid-2024, prior to the Project becoming operational (IEUA, 2022b). Based on wastewater generation factors used in the PSP EIR, the Project would generate approximately 46,000 gallons of wastewater per day (46.0 acres × 1,000 gallons per day per acre = 46,000 gallons). The RP-5 facility has approximately seven million gallons of excess treatment capacity under existing conditions and will be adding an additional six million gallons of treatment capacity prior to the Project becoming operational; therefore, RP-5 is expected to have adequate treatment capacity to provide service to the Project. The Project would not require the construction of new or expanded wastewater treatment facilities. Implementation of the Project would not result in any new or more severe significant impacts related to wastewater treatment than previously disclosed in the PSP EIR.

***d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid wastes reduction goals?***

**PSP EIR Finding.** Solid waste from the PSP area would be disposed at the El Sobrante Landfill. The PSP EIR determined that the El Sobrante Landfill would have sufficient capacity to accommodate waste from the PSP area, in addition to its existing service obligations, for at least 50-70 years. In the event the El Sobrante Landfill reached its disposal capacity, the PSP EIR determined that additional landfills in the Southern California region could provide waste disposal services to the PSP area. The PSP EIR concluded that the PSP would result in a less-than-significant impact to landfill facilities.

**Project Analysis:** The Project Site will receive landfill services from the El Sobrante Landfill. The El Sobrante Landfill is permitted to receive 16,054 tons of refuse per day (CalRecycle, n.d.). In August 2022, which is the most recent data available, the El Sobrante Landfill accepted approximately 10,510.86 tons of waste per day, which corresponds to approximately 65 percent of its average permitted daily disposal volume (RCDWR, 2022, p. 5). The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045; however, future landfill expansion opportunities exist at this site (CalRecycle, n.d.).

The analysis below summarizes the Project's potential to generate solid waste during construction and/or operation that would exceed the disposal capacity of local landfill facilities. As demonstrated in the analysis below, the Project would generate less-than-significant volumes of solid waste and would not result in any new impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the PSP EIR.

*Construction Impact Analysis*

The Project would generate solid waste requiring disposal that would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project (i.e., 925,362 s.f. of building floor space) and the United States' Environmental Protection Agency's construction waste generation factor of 4.34 pounds per s.f. for non-residential uses, approximately 2,008 tons of waste is expected to be generated during the Project's construction phase ([925,362 s.f. × 4.34 pounds per s.f. ÷ 2,000 pounds per ton = 2,008 tons) (EPA, 2009, p. 10). The State of California requires a minimum of 65 percent of all construction waste to be diverted from landfills (by recycling, reusing, or other waste reduction strategies); therefore, the Project is estimated to generate approximately 702.8 tons of construction waste requiring landfilling.

The Project's construction phase is estimated to have a duration of approximately 226 days; therefore, the Project is estimated to generate approximately 3.1 tons of solid waste per day requiring landfill during construction. The Project's daily solid waste generation would utilize less than one-tenth of one percent of the excess daily disposal capacity at the El Sobrante Landfill ([3.1 tons/5,544 tons] x 100 ≈ 0.06 percent). Accordingly, the El Sobrante Landfill would have sufficient daily capacity to accept solid waste generate by the Project's construction phase. Implementation of the Project would not result in any new impacts or more severe impacts related to solid waste generation than previously disclosed in the PSP EIR.

*Operational Impact Analysis*

Long-term operation of the Project is estimated to generate approximately 6.6 tons of solid waste per day (1.42 lbs/100 s.f. x 925,362 s.f. ≈ 13,140.1 lbs x 1 ton/2,000 lbs ≈ 6.6 tons). This figure is based on daily waste generation rate for warehouse land uses of 1.42 lbs/100 s.f. (CalRecycle, 2022). The State of California requires a minimum of 65 percent of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 2.31 tons per day of waste requiring landfill disposal. The solid waste generated by the Project would represent less than one-tenth of one percent of the excess daily capacity at the El Sobrante Landfill ([2.3 tons/5,544 tons] x 100 ≈ 0.04 percent). Accordingly, the El Sobrante Landfill would have sufficient daily capacity to accept solid waste generate by the Project's operation. Implementation of the Project would not result in any new or more severe significant impacts related to solid waste generation than previously disclosed in the PSP EIR.

***e) Comply with federal, State, and local statutes and regulations related to solid waste?***

**PSP EIR Finding.** The PSP EIR did not identify any significant impacts due to non-compliance with federal, state, or local statutes and regulations related to solid waste.

**Project Analysis:** There are no components of the proposed Project that would result in non-compliance with federal, state, or local statutes or regulations related to solid waste. The Project would not result in an impact that was not previously disclosed in the PSP EIR.

**20. Wildfire**

***If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:***

***a) Substantially impair an adopted emergency response plan or emergency evacuation plan?***

***b) Due to slope, prevailing winds, and other factors exacerbate wildfire risks and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

***c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary ongoing impact to the environment?***

***d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

**PSP EIR Finding**: The PSP EIR determined that no wildlands exist within the northern portion of the PSP area (i.e., generally the area north of Pine Avenue) and concluded that no significant impact related to wildland fire hazards would occur upon buildout of the PSP.

**Project Analysis:** The Project Site is not located in or near a state responsibility area or lands classified as very high fire hazard severity zones (Chino, 2010a, Figure SAF-4; CalFire, 2007). Accordingly, implementation of the Project would not exacerbate existing wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires within a state responsibility area or very high fire hazard severity zone. Implementation of the Project would not result in any new or more severe significant impacts related to wildfire hazards than previously disclosed in the PSP EIR.

**21. Mandatory Findings of Significance**

***Does the Project:***

***a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?***

**Project Analysis:** As described throughout the analysis presented herein, the proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, to a greater degree than previously disclosed in the PSP EIR.

***b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

**Project Analysis:** As described throughout this analysis, the Project would not result in new environmental impacts that were not previously disclosed in the PSP EIR and would not increase the severity of environmental impacts disclosed in the PSP EIR. Therefore, there is no potential for the Project to result in cumulatively considerable effects to the environment beyond those previously disclosed in the PSP EIR. The PSP EIR concluded that cumulative effects would be significant and unavoidable for the topics of agricultural resources, air quality, biology resources, land use, transportation and traffic, and utilities.

***c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?***

**Project Analysis:** Implementation of the Project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, beyond those disclosed in the PSP EIR, and instead, the Project's impacts are generally less than the impacts assumed and analyzed in the PSP EIR due to a substantial reduction in vehicle traffic levels – and related air pollutant and noise emissions – from the levels anticipated by the PSP EIR.

# 4.0 REFERENCES

## 4.1 LIST OF PREPARERS

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PaleoWest. ..... Cultural Resources Assessment
Alden Environmental .....Biological Technical Report
Southern California Geotechnical ..... Geotechnical Investigation
Nova Group, Ramboll.....Environmental Site Assessments
PBLA Engineering, Inc. ..... Water Quality Management Plan
Urban Crossroads, Inc. .....Air Quality Impact Analysis
Urban Crossroads, Inc. ..... Energy Analysis
Urban Crossroads, Inc ..... Greenhouse Gas Impact Analysis
Urban Crossroads, Inc .....Mobile Source Health Risk Assessment
Urban Crossroads, Inc. .....Noise Impact Analysis
Urban Crossroads, Inc. .....Traffic Study
Charles Marr Consulting ..... Water Supply Assessment

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