Addendum to the Environmental Impact Report for the Altitude Business Centre

(SCH No. 2017051060)

IN-N-OUT DISTRIBUTION CENTER

SITE APPROVAL
(CASE NO. PL 17-0044)

SPECIAL CONDITIONAL USE PERMIT
(CASE NO. PL 17-0042)

Lead Agency:

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

CEQA Consultant:

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602
Contact: David Ornelas
(619) 501-6041 ext. 102

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LIST OF ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
AB	Assembly Bill
AB 32	Assembly Bill 32
AB 2185	Assembly Bill 2185
ABC EIR	Altitude Business Centre Environmental Impact Report
ACMs	Asbestos-Containing Materials
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BFSA	Brian F. Smith and Associates, Inc.
BMP	Best Management Practice
CalGreen	California Green Building Standards Code
CalTrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CBDA	Chino Basin Dairy Area
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CSU	California State University
CVFD	Chino Valley Fire Department
dB	decibel
DIF	Development Impact Fee
DTSC	Department of Toxic Substances Control
E+P	Existing Plus Project
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
e.g.	“exempli gratia” meaning “for example”
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas(es)
gpd	gallons per day

Acronym	Definition
HVAC	heating, ventilation, and air conditioning
HVLP	high volume, low pressure
HMBEP	Hazardous Materials Business Emergency Plan
I-15	Interstate 15
IEUA	Inland Empire Utilities Agency
ITE	Institute of Transportation Engineers
i.e.	"is est" meaning "that is"
kBTU/yr	kilo-British thermal units per year
kWh	kilowatt hours
Leq	Equivalent continuous (average) sound level
lbs/day	Pounds per Day
LBP	Lead-Based Paint
LGC	LGC Geo-Environmental, Inc.
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
mph	Miles per Hour
MS4	Municipal Separate Storm Sewer System
MT	Metric Tons
$MTCO_2eq/year$	Metric Tons of Carbon Dioxide Equivalents per Year
NAHC	Native American Heritage Commission
NO_X	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
$PM_{2.5}$	Particulate Matter (2.5 microns in diameter)
PM_{10}	Particulate Matter (10 microns in diameter)
PSP	The Preserve Specific Plan
ROG	Reactive Organic Gas(es)
RP-5	Regional-Plant 5
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
SA	Site Approval
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCH	State Clearinghouse

Acronym	Definition
SCUP	Special Conditional Use Permit
SGMA	Sustainable Groundwater Management Act
SO_X	Sulfur Oxide
s.f.	Square Foot
SR	State Route
SR-60	State Rouse 60
SR-71	State Route 71
SR-83	State Rouse 83
SWPPP	Storm Water Pollution Prevention Plan
VMT	Vehicles Miles Traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

The City of Chino (hereafter "City") received applications from In-N-Out Burger (hereafter "Project Applicant") to develop a multi-building distribution center (hereafter "the Project") within a portion of the development site for the previously approved Altitude Business Centre project (City of Chino Case Numbers PL16-0456, PL16-0457, PL17-0042, PL17-0044, PL19-0048, and PL19-0049). 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 Environmental Impact Report (EIR) for the Altitude Business Centre and only minor technical changes or additions are required to the Final EIR to fully address the proposed Project.

1.1 PROJECT SUMMARY

The Project involves the development of an approximately 26-acre property located south of Kimball Avenue, approximately 375 feet north of Bickmore Avenue, approximately 1,000 feet east of Euclid Avenue, and approximately 2,000 feet west of Rincon Meadows Avenue in the City of Chino, San Bernardino County, California. The Project site comprises the "Phase 1" area of the approved Altitude Business Centre project. The Project Applicant proposes to develop the Project site with an In-N-Out Burger distribution center and five (5) ancillary structures: a fleet maintenance building, a sharehouse/cookout building, a utility building, and two (2) guardhouses. Improvements associated with the Project include the construction of on-site paved parking areas and drive aisles, the installation of on-site landscaping, the installation of on-site walls and fences, and on- and off-site utility infrastructure improvements/connections. Refer to Section 3.0, *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 §§ 21000-21177, applies to most public agency discretionary 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 that could avoid or reduce the discretionary actions' significant, adverse environmental effects. CEQA also gives other public agencies and the general public an opportunity to participate in the environmental review process.

1.2.1 Prior CEQA Compliance

The Chino Planning Commission approved the Altitude Business Center (hereafter, "the ABC") on October 7, 2019. The approved ABC provides for the development of business center with 25 buildings (totaling up to 1,219,015 square feet [s.f.] of building floor area) on an approximately 72-acre property within south Chino (within an area known as "The Preserve"). The approved ABC also provides for the development of off-site improvements, including but not limited to improvements to the Kimball Avenue segment between Euclid Avenue and Rincon Meadows Avenue and construction of a segment of Mayhew Avenue between Euclid Avenue and Bickmore Avenue.

In conjunction with their approval of the ABC, the Chino Planning commission certified its EIR (State Clearinghouse Number 2017051060, hereafter, "the ABC EIR). The ABC EIR was prepared as a Project EIR

pursuant to CEQA Guidelines § 15161. As defined by CEQA Guidelines § 15161, a Project EIR shall "…focus primarily on the changes in the environment that would result from the development project," and "…examine all phases of the project including planning, construction, and operation."

In certifying the ABC EIR, the Chino Planning Commission found that the ABC EIR adequately addressed the potential environmental impacts associated with the planning, construction, and operation of the ABC. The ABC EIR identified six (6) significant and unavoidable environmental impacts under three (3) individual environmental topics that would result from implementation of the ABC project:

- Agricultural Resources: The ABC EIR found that the ABC would convert Farmland with substantial agricultural production value to non-agricultural use, which would result a significant direct and cumulatively-considerable impact in consideration of the past, ongoing, and projected future loss of farmland in the Chino Basin Dairy Area (CBDA).
- Air Quality: The ABC EIR found that the ABC would generate NO_x emissions at buildout that would exceed South Coast Air Quality Management (SCAQMD) thresholds and would cumulatively contribute to an existing air quality violation in the South Coast Air Basin (SCAB) (i.e., NO_x and O_3 concentrations, which do not meet regional attainment status).
- Transportation: The ABC EIR determined that implementation of the ABC would create significant and unavoidable direct and cumulative traffic impacts on local and regional intersections, streets, and highways – including impacts to San Bernardino Congestion Management Plan facilities – that could not be mitigated to less-than-significant levels.

In conjunction with certifying the ABC EIR, the Planning Commission adopted a Statement of Overriding Considerations, which stated that the benefits of the ABC 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. Mitigation measures 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. Mitigation measures 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 mitigation measure 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 § 15164).

1.2.3 Finding for the Project

The City of Chino, serving as the CEQA Lead Agency for the proposed Project (*See* CEQA Guidelines §§ 15050–15051), determined in its independent judgment that the Project does not meet any of the circumstances from CEQA Guidelines § 15162 and that an Addendum to the previously-certified ABC 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 4.0 of this document, the Project would not require major revisions to the previously-certified ABC EIR because the Project would neither result in any significant impacts to the physical environment that were not already disclosed in the ABC EIR nor result in substantial increases in the severity of the environmental impacts previously disclosed in the ABC EIR.

b. Subsequent to the certification of the ABC EIR, no substantial changes in the circumstances under which the Project would be undertaken have occurred that would require major revisions to the ABC 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 ABC EIR was certified, and would alter the conclusions of the ABC 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), the *Environmental Setting* (Section 2.0), and the *Project Description* (Section 3.0).

b. The environmental impact analysis (Section 4.0), which concludes that implementation of the Project would neither result in any new, significant environmental impacts that were not previously disclosed in the ABC EIR nor substantially increase the severity of the significant environmental impacts beyond the levels disclosed in the ABC EIR.

c. Three (3) technical reports and other documentation that evaluate the proposed Project, which are attached as EIR Addendum Technical Appendices A-C.

Appendix A: Air Quality, Greenhouse Gas, Health Risk Assessment, and Energy Analysis Memorandum

Appendix B: Noise Impact Analysis

Appendix C: Traffic Impact Analysis

d. The Draft and Final ABC EIR, accompanying Mitigation Monitoring and Reporting Program (MMRP), Technical Appendices to the ABC EIR, Findings and Statement of Facts, and Statement of Overriding Considerations, which are all herein incorporated by reference pursuant to CEQA Guidelines § 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/city_hall/departments/community_development/planning/environmental_documents

1.4 PREPARATION AND PROCESSING 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 ABC EIR, to the City of Chino Planning Commission for review as part of their deliberations concerning the proposed Project. A public hearing will be held before the City of Chino 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 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 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The Project site is located south of Kimball Avenue, approximately 375 feet north of Bickmore Avenue, approximately 1,000 feet east of Euclid Avenue, and approximately 2,000 feet west of Rincon Meadows Avenue, in the City of Chino, San Bernardino County, California. The Project site is located in the south portion of the City of Chino, generally to the south of the City of Ontario, west of the City of Eastvale, and east of the City of Chino Hills. Interstate 15 (I-15) is located approximately 5.2 miles east of the Project site (as the crow flies), State Route 71 (SR-71) is located approximately 2.0 miles west of the Project site, and State Route 60 (SR-60) is located approximately 4.3 miles north of the Project site.

The Project site's location is illustrated on Figure 2-1, *Regional Map,* Figure 2-2, *Vicinity Map*, Figure 2-3, *USGS Topographic Map.*

2.2 EXISTING CONDITION OF PROJECT SITE

As shown on Figure 2-4, *Aerial Photograph,* the Project site is heavily disturbed by historic agricultural and commercial dairy farm uses. The southern portion of the site, is occupied by ornamental landscape nurseries, ancillary agricultural structures, and vacant structures and site improvements associated with a discontinued/abandoned dairy use. The central portion of the Project site is comprised of agricultural fields and vacant land that has been subject to weed abatement activities (i.e., discing/tilling).

2.3 ENVIRONMENTAL SETTING AND SURROUNDING LAND USES

As previously noted, the Project site is located within the area of Chino known as "The Preserve." In 2003, the City of Chino adopted a master plan (The Preserve Specific Plan, hereafter "PSP") to guide development of the 5,435 acres within The Preserve. Land uses within The Preserve were historically dominated by agricultural and dairy land uses; however, the area is transitioning to residential land uses and employment-generating land uses (including distribution warehousing, e-commerce, business park, and light industrial land uses) as prescribed by the PSP. A majority of the residential development within The Preserve occurred prior to The Great Recession, although the pace of residential development in The Preserve has increased over the last few years, with several master-planned communities actively under construction as of the writing of this EIR Addendum. The pace of industrial development within The Preserve was very slow until approximately 2014; since 2014, multiple large-scale industrial projects have been approved and are constructed, under construction, or pending construction. Existing land uses surrounding the Project site include the following:

North: Property located to the north of the Project site (north of Kimball Avenue) is occupied by Chino Valley Fire District (CVFD) Station 63 and the Chino Airport.

South: Abutting the Project site to the south is a several-acre residential property (with one home and multiple outbuildings). Properties located south of Bickmore Avenue are occupied by dairy farms and pastures. Vacant, undeveloped land is located southeast of the Project site.

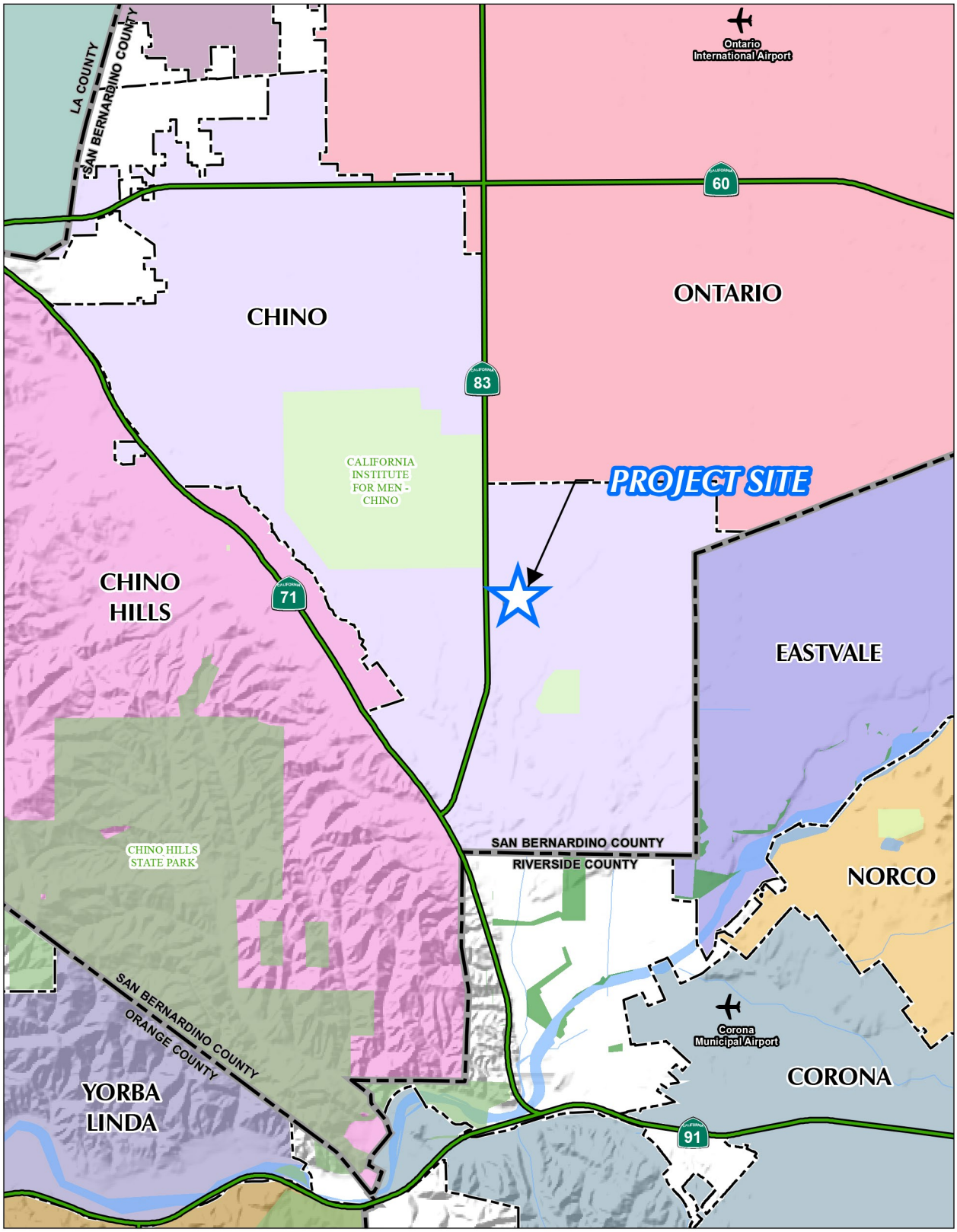
West: Properties located west of the Project site are occupied by a recreational vehicle (RV) storage lot and gas station. Vacant, undeveloped land also is located west of the Project site (east of Euclid Avenue);

however, the City of Chino approved two projects – the Euclid Commerce Center and the Euclid Business Center – that will develop the undeveloped area as business parks.

East: Properties located east of the Project site are planned for business park, mini-warehouse (self storage), and light industrial/warehouse uses pursuant to the approved ABC. Farther east of the Project site include single-family residential communities and a public park.

2.4 EXISTING GENERAL PLAN AND ZONING

The City of Chino General Plan and the Preserve Specific Plan (PSP) are the prevailing long-range planning documents that pertain to the Project site. The City of Chino General Plan Land Use Map identifies the Project site as being located within "The Preserve Specific Plan" and generally designates the Project site for "Airport Related" land uses (Chino, 2010a, Figure LU-2). The PSP establishes specific zoning designations and development standards for the Project site. The Project site also is designated for "Airport Related" land uses by the PSP. The "Airport Related" designation allows for office, manufacturing, business park, and other uses compatible with the Chino Airport (Chino, 2016a, p. 27). The location of the Project site within the PSP is shown on Figure 2-5, The Preserve Specific Plan Land Use Plan.

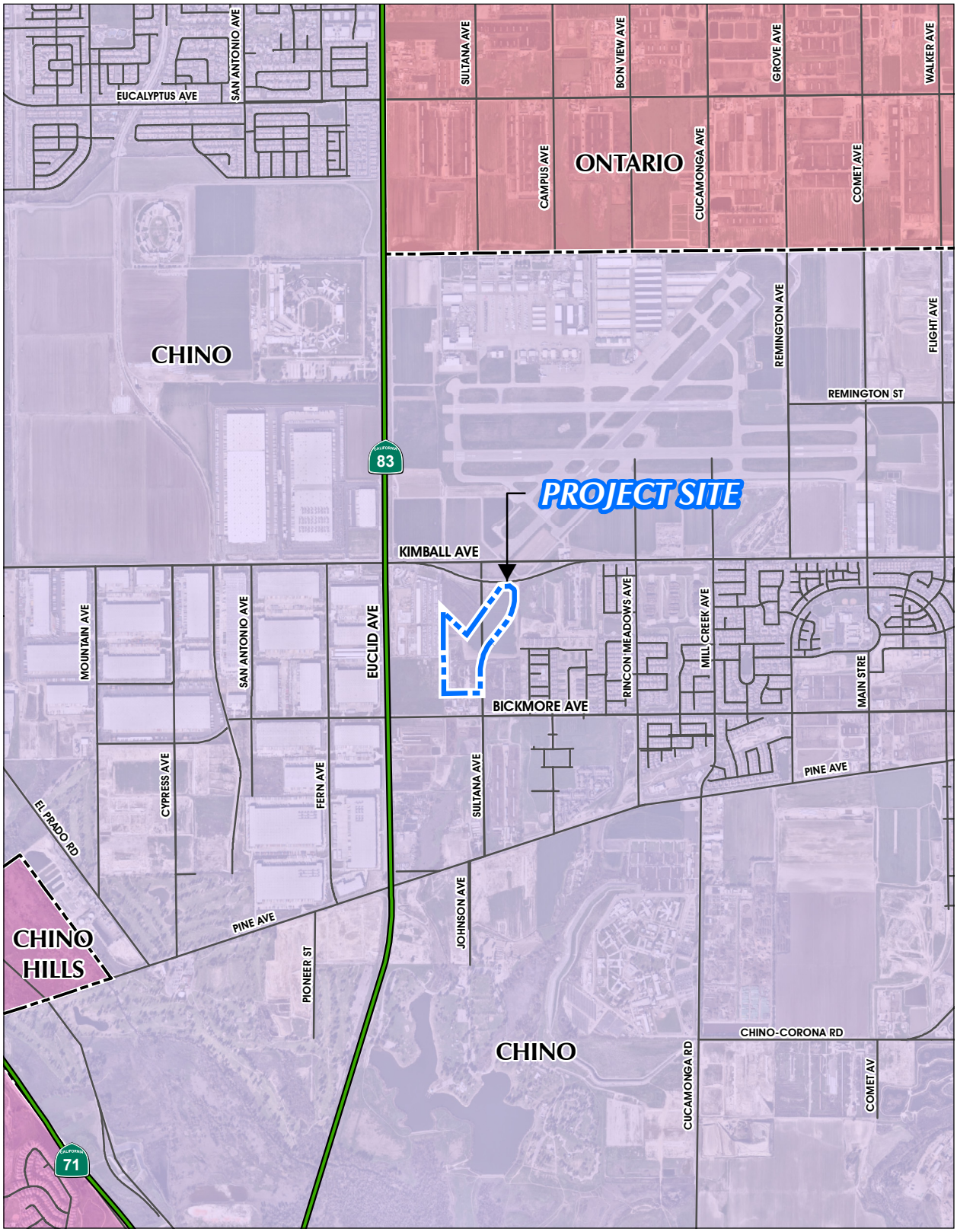


Source(s): ESRI, LA GIS Portal (2018), OCLandBase (2018), RCTLMA (2019), SANBAG (2018), SBCTA (2019)

Figure 2-1

0 0.5 1 2 Miles

Regional Map

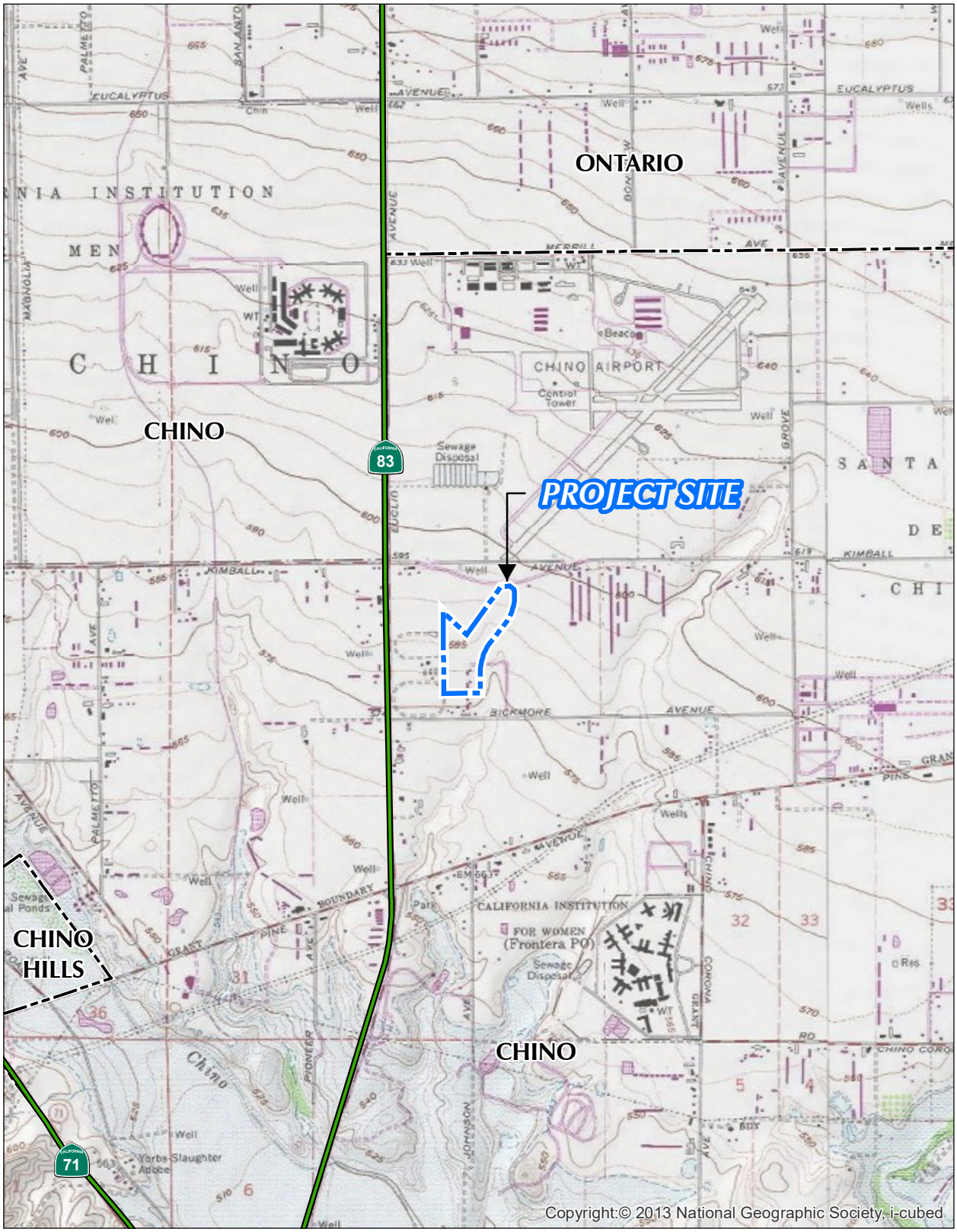


Source(s): ESRI, Nearmap Imagery (2019), SBCTA (2019)

0 625 1,250 2,500 Feet

Figure 2-2

Vicinity Map



Source(s): ESRI, SBCTA (2019), USGS (2013)

0 625 1,250 2,500 Feet

Figure 2-3

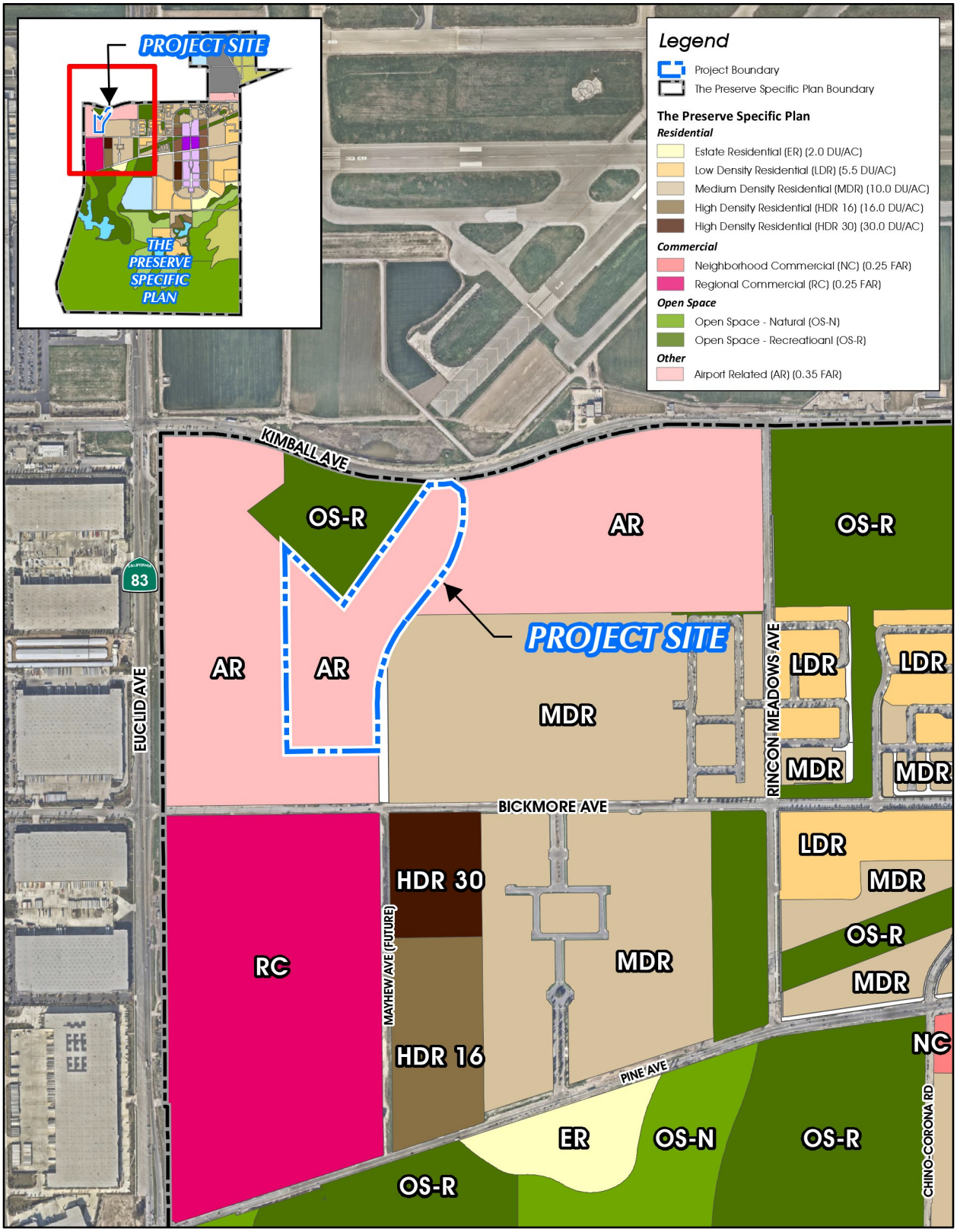
USGS Topographic Map

Source(s): ESRI, Nearmap Imagery (2019), SBCTA (2019)

Figure 2-4

0 100 200 400 Feet

Aerial Photograph



Source(s): City of Chino, ESRI, Nearmap Imagery (2019), SBCTA (2019)

Figure 2-5

0 250 500 1,000 Feet

The Preserve Specific Plan Land Use Plan

3.0 PROJECT DESCRIPTION

The Project evaluated by this EIR Addendum is located within the City of Chino, San Bernardino County, California. The proposed Project consists of two discretionary actions: a modification to approved Site Approval PL17-0044 and a modification to approved Special Conditional Use Permit PL17-0042. The application materials for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and copies are available for review at the City of Chino Development Services Department, Planning Division, located at 13220 Central Avenue, Chino, California, 91710. The individual components of the Project are discussed below.

3.1 PROJECT COMPONENTS

The discretionary actions under consideration by the City of Chino would modify Site Approval PL17-044 and Special Conditional Use Permit PL17-0042 that were approved as part of the ABC. Approved Site Approval PL17-044 and Special Conditional Use Permit PL17-0042 allow for development of the Project with three warehouse buildings (ABC Buildings 4, 5, and 6) totaling a combined 488,500 s.f. of building floor area. On-site improvements associated with approved Site Approval PL17-044 and Special Conditional Use Permit PL17-0042 included paved parking lots and truck courts, drive aisles, landscaping, a surface water quality/detention basin, and connections to public utilities. Generally, the proposed Project would replace the original, approved development concepts for the ABC Building 4, 5, and 6 sites and develop a distribution center facility for In-N-Out Burger in their place. The modifications proposed to Site Approval PL17-044 and Special Conditional Use Permit PL17-0042 are described in detail on the following pages. Other discretionary and administrative actions that may be necessary to implement the proposed Project are listed in Table 3-4, *Summary of Project Approvals/Permits*, at the end of this section.

3.1.1 Site Approval Modification (PL17-0044)

A. Site Plan Summary

The proposed Site Approval Modification provides a detailed development plan for the Project site, including a site layout, architectural design, and landscaping plan. The Project would operate as a 380,593 s.f. distribution center for In-N-Out Burger. The distribution center would supply In-N-Out Burger restaurants across southern California; however, no restaurant would be constructed on-site. The conceptual site plan and landscape plan for the Project are shown on Figure 3-1 and Figure 3-2. The distribution center would include a distribution building and five (5) ancillary structures including a fleet building, a sharehouse/cookout building, a utility building, and two (2) guardhouses as summarized in Table 3-1, *Site Plan Summary*.

Table 3-1 Site Plan Summary

Building	Floor Area
Distribution Building	284,996 s.f.
Fleet Building	24,429 s.f.
Sharehouse/Cookout Building	66,779 s.f.
Utility Building	3,909 s.f.
Two (2) Guardhouses	480 s.f.
Total	***380,593 s.f.***

The individual buildings within the proposed distribution center are described below.

Distribution Building

The approximately 284,996 s.f. distribution building would house space for storage and processing of beef, the preparation and packaging of beef burger patties, storage of perishables (i.e., lettuce, tomatoes, onions, potatoes), storage, preparation, and packaging of burger spread, warehouse space for non-perishable goods and general restaurant supplies (e.g., linens, paper goods), mechanical/equipment rooms, and shipping/receiving docks. The distribution building would contain approximately 115,228 s.f. of refrigerated storage/processing space. The distribution building also would include employee office space, conference rooms, laboratory space (for food safety testing), employee break areas, and restroom facilities. The distribution building occupies the approximately southern half of the Project site.

The distribution building would feature a Mission Revival architectural theme and would have a maximum height of approximately 54.5 feet above finished grade, although the front of the building (facing Mayhew Avenue) would have a lower height (up to approximately 45.5 feet) and would feature a varied roofline, horizontal offsets, extensive storefront windows, decorative architectural elements (tower features, arches, wrought iron, tile clay roof) for visual interest. The distribution building is designed to be constructed of concrete tilt-up panels; a stucco finish would be applied to the front of the building. The building's exterior color palette would be primarily white with accent colors of red/rust/ochre (clay tile roof) and bronze (wrought ironwork, cornices, gutters). Conceptual architectural elevations for the distribution building are illustrated on Figure 3-3, *Conceptual Architecture Elevations – Distribution Building*.

Fleet Building

The approximately 24,429 s.f. fleet building is located in the northeast portion of the Project site. The fleet building would have a maximum height of 35 feet above finished grade and would utilize the same decorative architectural elements (e.g., arches, store front windows, red tile roof, wrought iron) as the distribution building. Like the distribution building, the fleet building would be constructed of concrete tilt-up panels and painted white (stucco finishes would be applied to portions of the building). Conceptual architectural elevations for the fleet building are illustrated on Figure 3-4, *Conceptual Architecture Elevations – Fleet Building*. The fleet building would provide space for six (6) service bays, equipment/materials storage, two wash bays for tractor trailers, and a fueling island. The fleet building also contains employee office and meeting space, a break area, and restroom facilities. The fleet building would provide maintenance, washing, and fueling services to In-N-Out fleet vehicles only.

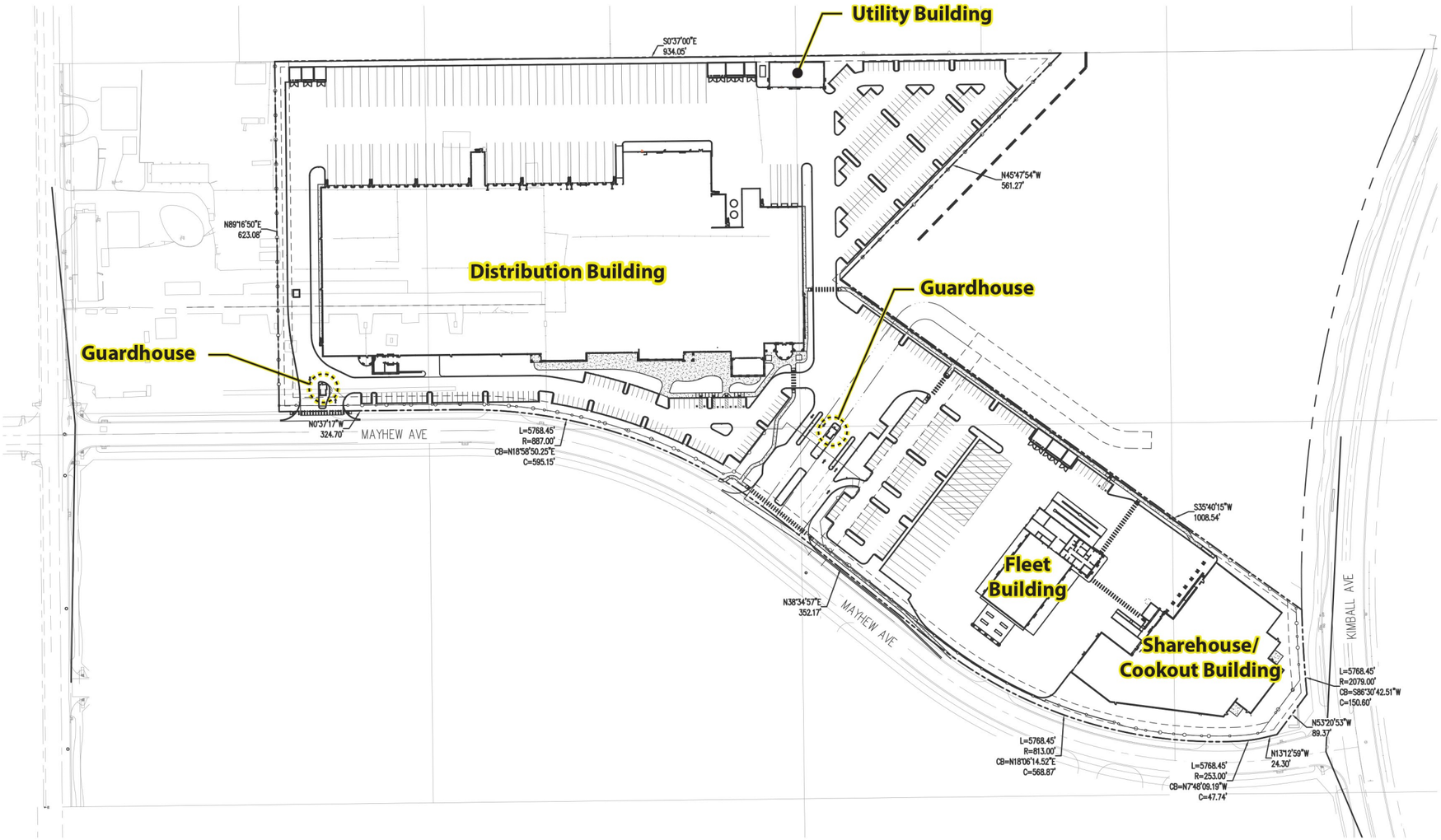
Sharehouse/Cookout Building

The sharehouse/cookout building is a multi-purpose building located in the northeast corner of the Project site and occupying approximately 66,779 s.f. The sharehouse/cookout building provides preparation/staging/loading space for In-N-Out's cookout trailer catering program, fabrication and maintenance workshops, general warehouse space, employee office space, a break area, and restroom facilities. The conceptual architectural design of the sharehouse/cookout building is illustrated on Figure 3-5, *Conceptual Architecture Elevations – Sharehouse/Cookout Building*. The sharehouse/cookout building would have a stepped roof and the height of the building would vary from approximately 34.5 feet to approximately 49.5 feet above finished grade. The sharehouse/cookout building would utilize the same color palette and decorative architectural design elements as the distribution building and the fleet building.

SITE APPROVAL/SPECIAL CONDITIONAL USE PLAN

IN-N-OUT DISTRIBUTION CENTER

LOT 54, SECTION 30, TOWNSHIP 2 SOUTH, RANGE 7 WEST,
ACCORDING TO MAP OF SUBDIVISION OF A PART OF THE RANCHO
SANTA ANA DEL CHINO, IN THE COUNTY OF SAN BERNARDINO,
STATE OF CALIFORNIA



Source(s): Haskell (01-30-2020)

Not to Scale

Figure 3-1

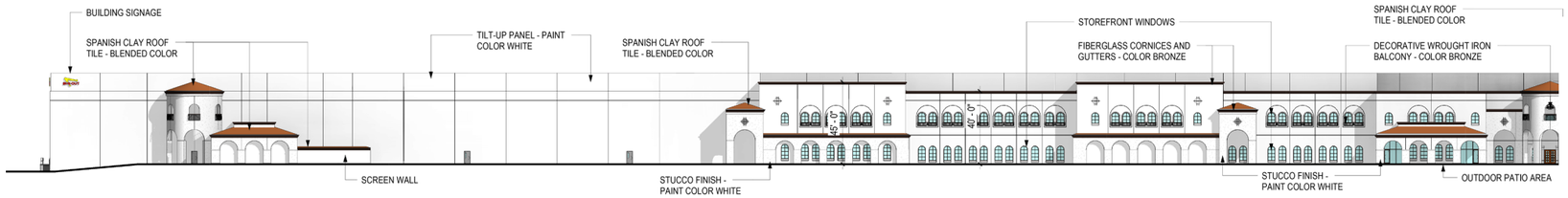
Conceptual Site Plan

Source(s): Galloway (01-27-2020)

Figure 3-2

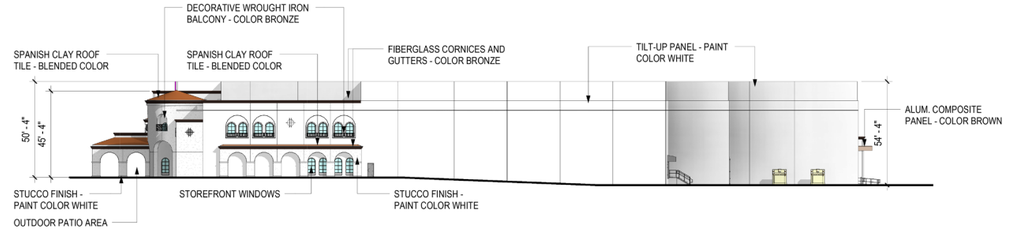
Not to Scale

Conceptual Landscape Plan

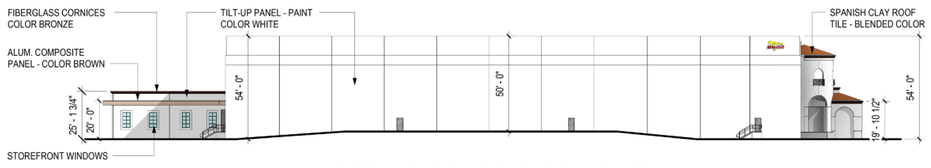


OVERALL BUILDING ELEVATION - EAST

OVERALL BUILDING ELEVATION - WEST



OVERALL BUILDING ELEVATION - NORTH



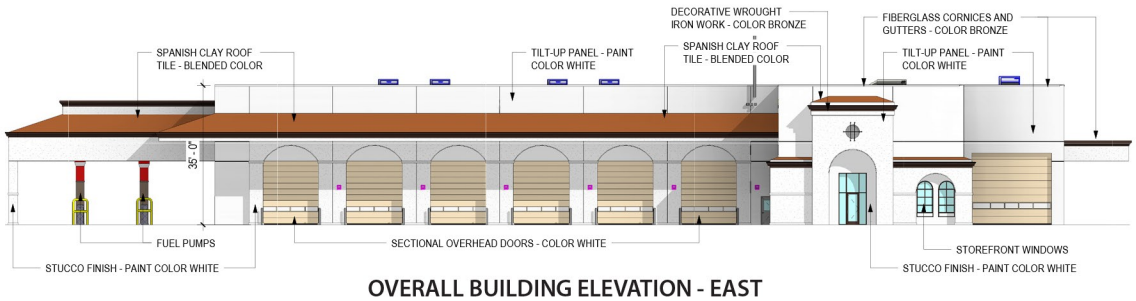
OVERALL BUILDING ELEVATION - SOUTH

Source(s): Haskell (01-30-2020)

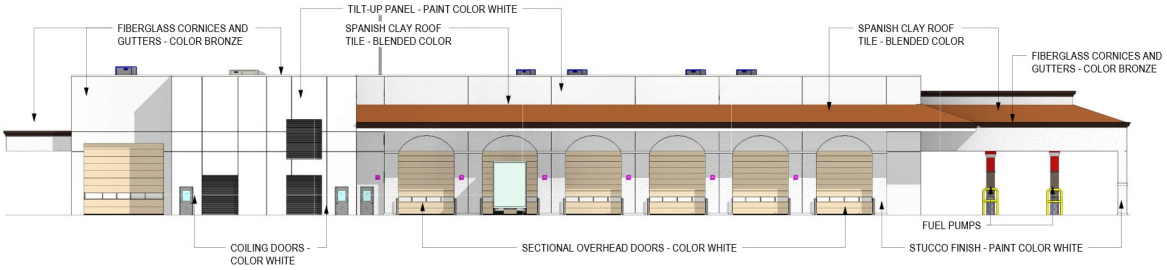
Figure 3-3

Not to Scale

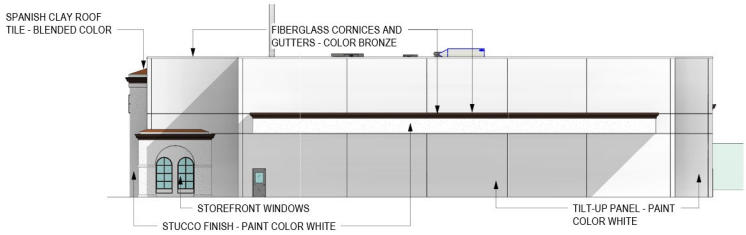
Conceptual Architecture Elevations – Distribution Building



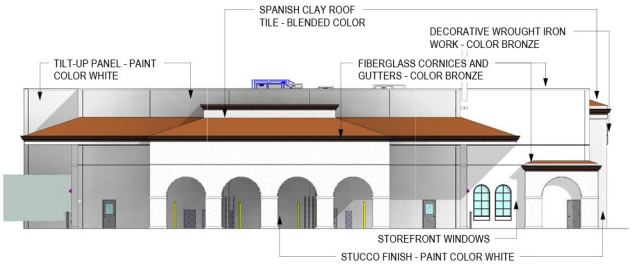
OVERALL BUILDING ELEVATION - EAST



OVERALL BUILDING ELEVATION - WEST



OVERALL BUILDING ELEVATION - NORTH



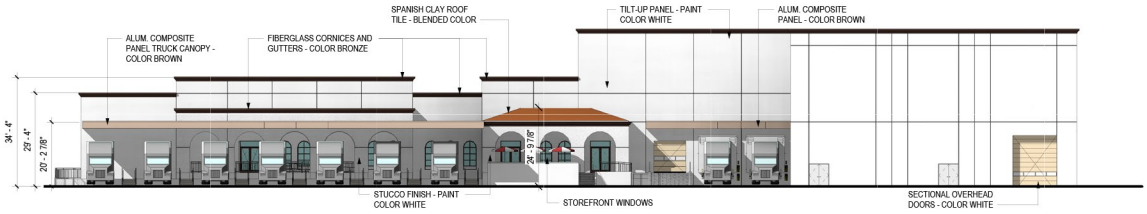
OVERALL BUILDING ELEVATION - SOUTH

Source(s): Haskell (01-30-2020)

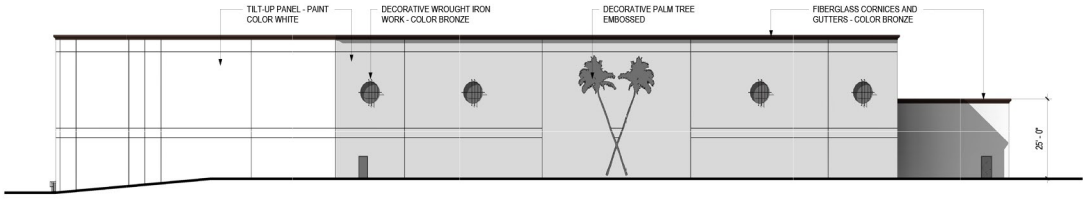
Figure 3-4

Not to Scale

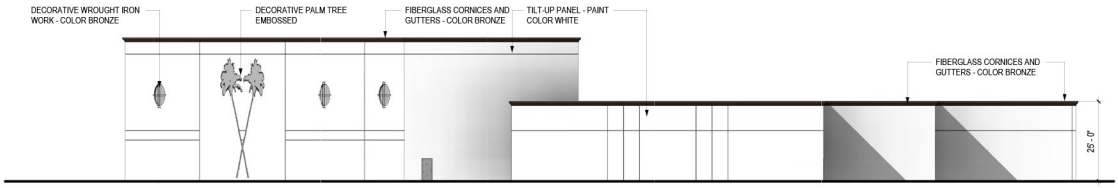
Conceptual Architecture Elevations – Fleet Building



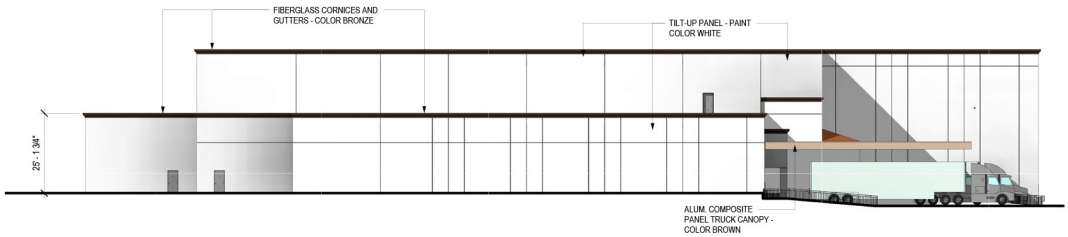
OVERALL BUILDING ELEVATION - SOUTH



OVERALL BUILDING ELEVATION - EAST



OVERALL BUILDING ELEVATION - NORTH



OVERALL BUILDING ELEVATION - WEST

Source(s): Haskell (01-30-2020)

Figure 3-5

Not to Scale

Conceptual Architecture Elevations – Sharehouse/Cookout Building

Utility Building

The utility building is located along the western boundary of the Project site, behind the distribution building. The approximately 3,909 s.f. utility building houses the wastewater treatment equipment for the distribution building as well as electrical equipment, a fire pump, and storage room. The utility building would reach a maximum height of approximately 32 feet above the finished grade and would be constructed of concrete tilt-up panels painted white. The conceptual architecture design for the utility building is illustrated on Figure 3-6.

Guardhouses

Two approximately 240 s.f. guardhouses are proposed on the Project site, one in the central portion of the site and one in the south portion of the site. The guardhouses would control tractor-trailer access to/from the site. Each guardhouse would be approximately 13.5 feet tall. The guardhouses would have a stucco finish and would be painted white with clay tile roofs. The conceptual architecture design for the guardhouses is illustrated on Figure 3-6.

3.1.2 Special Conditional Use Permit Modification (PL17-0042)

The City of Chino requires the approval of a Special Conditional Use Permit (SCUP) to allow the construction of buildings over 50,000 s.f. The approved ABC project allows for buildings with more than 50,000 s.f. of floor area to be developed on the Project site pursuant to approved SCUP PL17-0042. Because the Project includes several buildings that exceed 50,000 s.f., the Project proposes to modify SCUP PL17-0042 to comport with the proposed modifications to Site Approval PL17-0044.

3.2 PROJECT TECHNICAL CHARACTERISTICS

3.2.1 Project Improvements

A. Public Road Improvements

The Project site abuts one existing public street, Kimball Avenue to the north and abuts one future public street, Mayhew Avenue to the east. The Project does not include any public roadway improvements. All public roadway improvements, including frontage improvements to Kimball Avenue and Mayhew Avenue, will be completed by the master developer of the ABC project as required by the ABC's conditions of approval and will be in place prior to the opening of the Project.

B. Utility Improvements

Water Infrastructure

The City of Chino would provide water services to the Project. The Project would include two connections to a 12-inch-diameter water line that will be constructed within the Mayhew Avenue right-of-way by the master developer of the ABC (a required by the ABC's conditions of approval). The water line within Mayhew Avenue will be operational prior to opening of the Project. All proposed water facilities would be designed and constructed in accordance with City of Chino standards.

Sanitary Sewer Infrastructure

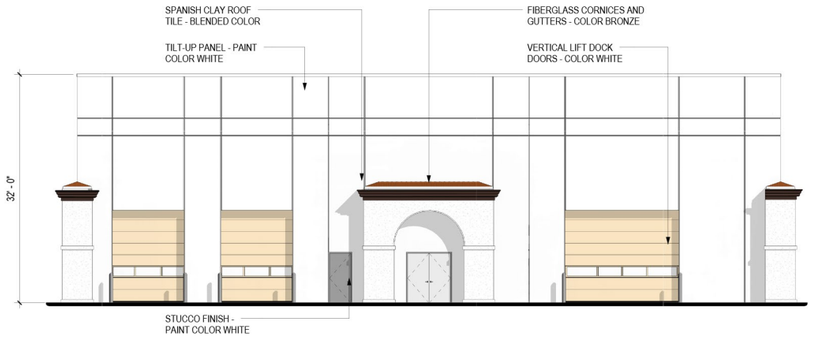
The City of Chino would provide domestic wastewater collection services to the Project. The Project would include one connection to a 12-inch-diameter domestic sanitary sewer line that will be constructed within the Mayhew Avenue right-of-way by the master developer of the ABC (as required by the ABC's conditions of approval). The domestic sanitary sewer line within Mayhew Avenue will be operational prior

to opening of the Project. All proposed domestic sanitary sewer facilities would be designed and constructed in accordance with City of Chino standards.

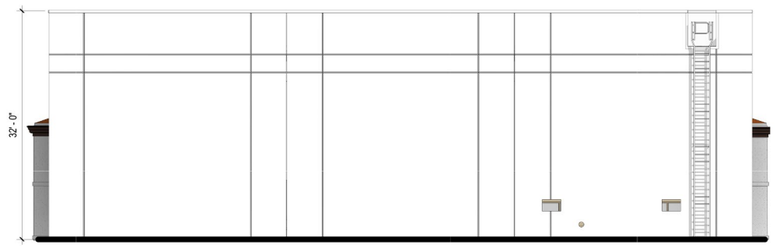
Wastewater from the food processing areas within the distribution building will be routed through the utility building for treatment. After treatment, the wastewater discharged from the utility building will meet applicable State of California water quality standards for food processing facilities. The treated wastewater would be discharged, ultimately, to an existing sanitary sewer line for non-reclaimable wastewater ("Inland Empire Brine Line" or "Brine Line") that is located beneath Euclid Avenue and owned by the Santa Ana Watershed Project Authority (SAWPA) and regulated locally by the Inland Empire Utilities Agency (IEUA), one of SAWPA's member agencies. Under existing conditions, there is no connection between the Project site and the Brine Line; therefore, the Project would construct an off-site wastewater pipe to provide a direct connection from the proposed utility building to the Brine Line. The connection to the Brine Line is expected to be constructed within one of the four potential alignments shown on Figure 3-7. The proposed connection to the Brine Line would be designed and constructed in accordance with SAWPA and IEUA standards.

Stormwater Drainage Infrastructure

An on-site storm drain system is proposed to be installed as part of the Project, consisting of a network of underground storm drain pipes, an infiltration trench, and subsurface infiltration basins that would collect, treat, and temporarily store stormwater runoff (as needed) before discharging treated flows from the property. The subsurface infiltration basins proposed by the Project would be constructed beneath the parking lot in the northwest corner of the Project site and would be constructed in lieu of the aboveground water quality/detention basin originally provided at the same location by the approved ABC. (The subsurface infiltration basins proposed by the Project contain a larger storage volume than the surface basin provided by the ABC.) Stormwater runoff would be discharged off-site via a proposed connection to a 90-inch-diameter storm drain line that will be constructed within the Mayhew Avenue right-of-way by the master developer of the ABC (as required by the ABC's conditions of approval). The storm drain line within Mayhew Avenue will be operational prior to opening of the Project.

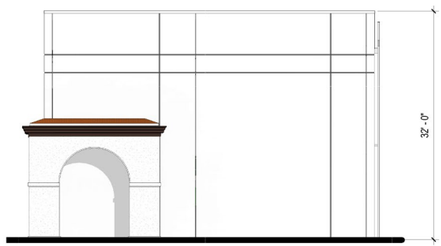


UTILITY ELEVATION - EAST

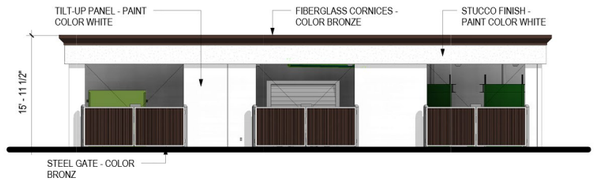


UTILITY ELEVATION - WEST

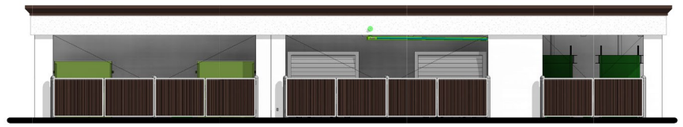
UTILITY ELEVATION - SOUTH



UTILITY ELEVATION - NORTH



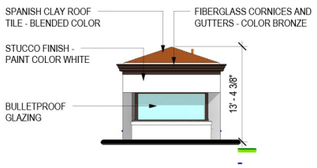
TRASH ELEVATION - EAST

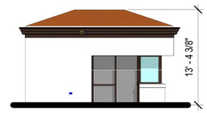


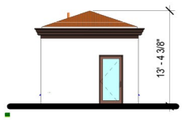
TRASH ELEVATION - EAST

GUARDSHACK ELEVATION - NORTH

TRASH ELEVATION - SOUTH







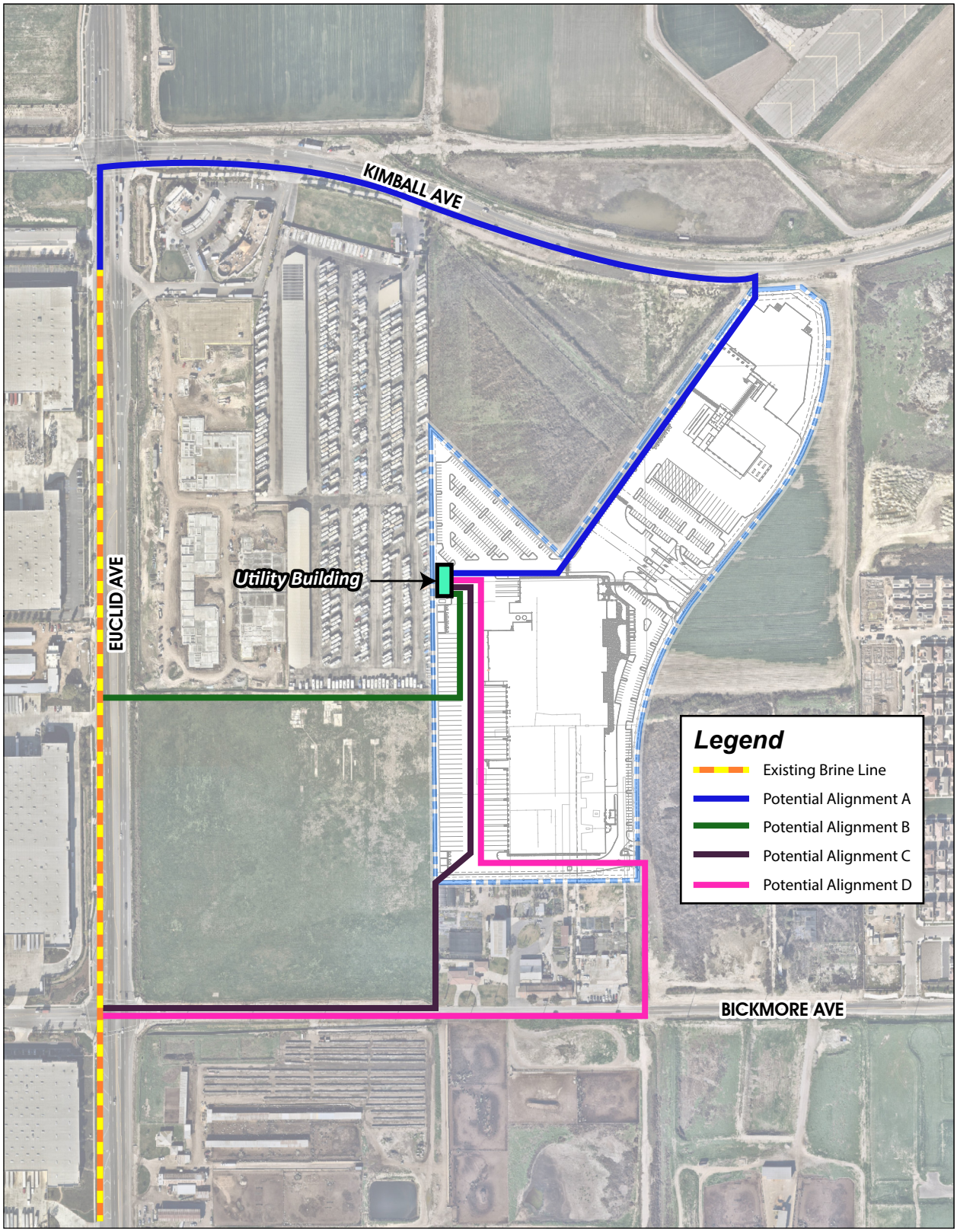
GUARDSHACK ELEVATIONS

Source(s): Galloway (01-27-2020)

Figure 3-6

Not to Scale

Conceptual Architecture Elevations – Outbuildings



Source(s): ESRI, Haskell (2020), Nearmap Imagery (2019)

Figure 3-7

Potential Alignments for Brine Line Connection

3.2.2 Project Construction Characteristics

The Project is expected to be constructed over the course of approximately 26 months. Construction activities would commence with demolition of existing site structures/improvements then site preparation, during which the property would be graded and underground infrastructure would be installed. Next, surface materials would be poured and the buildings would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing/walls, and other site improvements would be installed, and fine grading would occur. The estimated duration of the various stages of Project construction are summarized in Table 3-2, *Estimated Construction* Schedule. Construction equipment is expected to operate on the Project site eight (8) hours per day, up to six (6) days per week during the construction phase. The types and numbers of heavy equipment expected to be used during construction activities are summarized in Table 3-3, *Construction Equipment Fleet*.

Table 3-2 Estimated Construction Schedule

Phase Name	Start Date	End Date	Days
Demolition	07/01/2020	08/11/2020	30
Site Preparation	08/12/2020	09/08/2020	20
Grading	09/09/2020	11/10/2020	45
Building Construction	11/11/2020	07/19/2022	440
Paving	07/20/2022	09/06/2022	35
Architectural Coating	06/15/2022	09/06/2022	60

(Urban Crossroads, 2020a, Table 1)

Table 3-3 Construction Equipment Fleet

Activity	Equipment	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	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

(Urban Crossroads, 2020a, Table 2)

Physical disturbances would occur over the entire Project site during construction. Potential off-site improvements would be limited to the off-site sanitary sewer connection to the Brine Line described

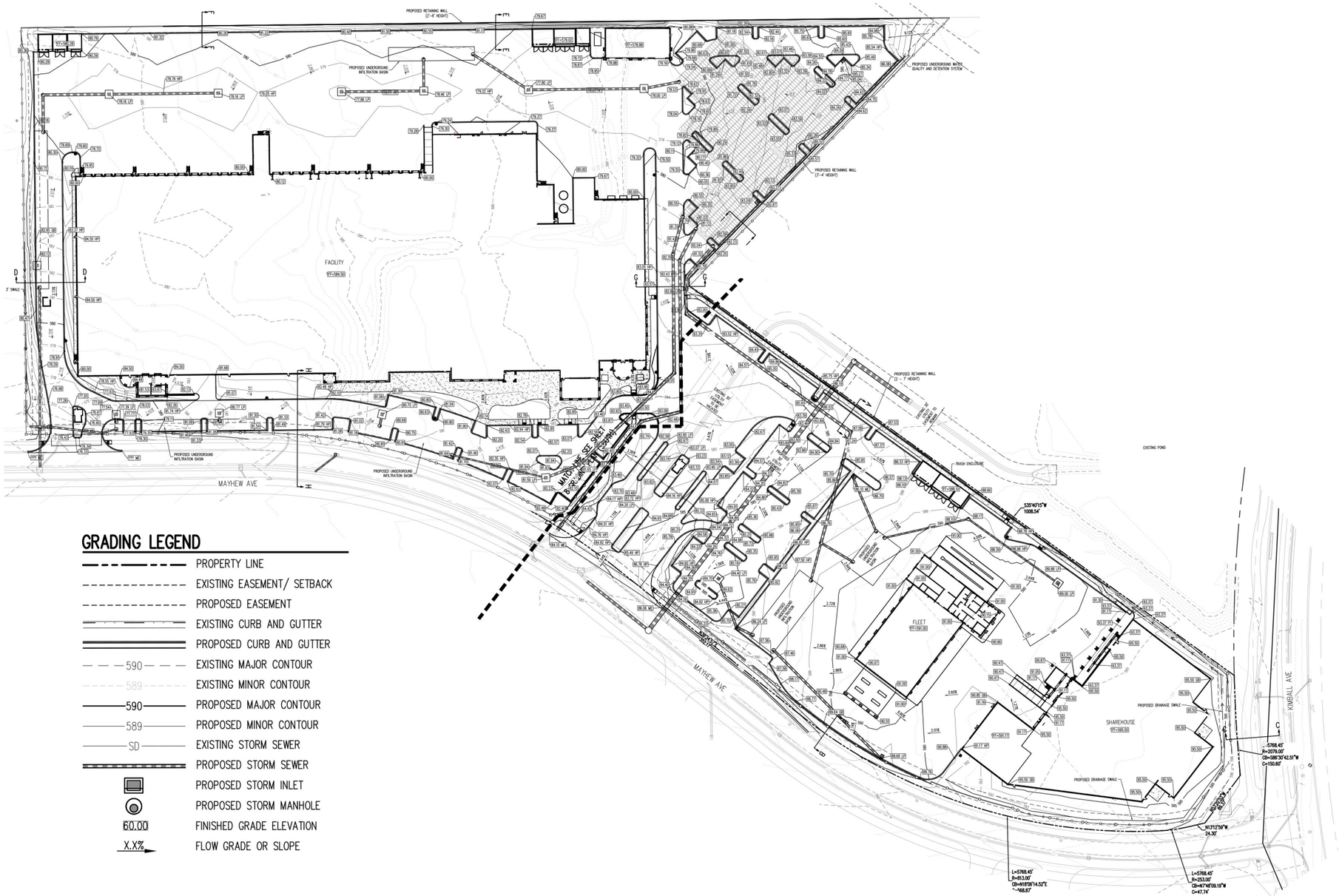
earlier in this section. Earthwork activities associated with Project construction are expected to balance and no import or export of soil materials to the Project site would be required. When grading is complete, the property would be in a generally flat condition, with the highest point of the Project site located along the northwestern Project site boundary (approximately 592 feet above mean sea level, amsl) and the lowest point located at the southeastern corner of the Project site (approximately 576 feet amsl); the Project site would have a slight downward slope from northwest to southeast. The grading concept does not include any manufactured slopes and includes one retaining wall along the Project's western boundary (the retaining wall is necessary because the finished grade of the Project site would be lower than abutting property on the west). The Project grading concept is illustrated on Figure 3-8, *Proposed Grading Plan*.

3.2.3 Project Operational Characteristics

The Project would function as a distribution center for In-N-Out Burger. The Project would receive deliveries from outside vendors, process, prepare, and package ingredients, food, and condiments for In-N-Out Burger restaurants, and distribute foodstuffs prepared/packaged on-site and dry and paper goods to In-N-Out Burger restaurants. The Project also would provide maintenance services to In-N-Out Burger fleet vehicles and serve as a home base for In-N-Out Burger cookout catering services. For purposes of evaluation in this EIR Addendum, it is assumed that the building would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with Chino Municipal Code Section 20.10.090, which states that exterior lighting shall be energy-efficient, shielded, or recessed, and directed downward, and away from adjoining properties.

The buildings are designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading, and unloading of tractor trailers at designated loading bays. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings 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. Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory.

During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project site on a daily basis. Based on estimated operations data provided by the Project Applicant, the Project is calculated to generate approximately 1,532 total vehicle trips on a daily basis, including 1,370 daily passenger vehicle trips (actual trips) and 162 daily truck trips (actual trips). The proposed distribution center is estimated to result in a demand for approximately 90,250 gallons of water per day and approximately 81,000 gallons of total wastewater per day (19,500 gallons of domestic wastewater and 61,500 gallons of non-reclaimable wastewater. Based on calculations from the Project's energy report (*Appendix A*), the Project's energy use is estimated at approximately 5,054,255 kilowatt hours (kWh) per year, and natural gas usage is estimated at approximately 6,220,144 thousand British thermal units per year (kBTU/yr). The Project will be required by State law to be constructed in accordance with the California Green Building Standards Code (CalGreen), which requires the incorporation of various energy efficiency and water-saving features.



Source(s): Haskell (01-30-2020)

Figure 3-8

Not to Scale

Proposed Grading Plan

3.3 IMPLEMENTATION PROCESS

The City of Chino has primary approval responsibility for the proposed Project. As such, the City is serving the Lead Agency for this EIR Addendum pursuant to CEQA Guidelines § 15050. The City will consider the information contained in this EIR Addendum and this EIR Addendum's Administrative Record in its decision-making processes.

In the event of approval of the Project and this EIR Addendum, the City would issue discretionary and administrative permits to implement the Project. A list of the primary actions related to the Project under City jurisdiction and the jurisdiction of other agencies is provided in Table 3-4, *Summary of Project Approvals/Permits*. 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 3-4 or elsewhere in this EIR Addendum (CEQA Guidelines § 15124(d)).

Table 3-4 ***Summary of Project Approvals/Permits***

Public Agency	Approvals and Decisions
City of Chino	
Proposed Project – City of Chino Discretionary Approvals	
City of Chino Planning Commission	• Approve, conditionally approve, or deny modification to Site Approval PL17-0044. • Approve, conditionally approve, or deny modification to Special Conditional Use Permit PL17-0042. • Reject or approve this Addendum to the ABC EIR along with appropriate CEQA Findings explaining the decision not to prepare a subsequent EIR pursuant to CEQA Guidelines § 15162.
Subsequent City of Chino Discretionary and Ministerial Approvals	
City of Chino Subsequent Implementing Approvals	• Issue Grading Permits. • Issue Building Permits. • Issue Occupancy Permits. • Approve Utility Infrastructure Improvement Plans.
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	• Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
South Coast Air Quality Management District	• Issuance of permits related to operation of on-site fuel dispenser(s).
Inland Empire Utilities Agency	• Issuance of permits related to connection to the Brine Line.
California Department of Transportation	• Issuance of encroachment permits for Euclid Avenue (SR-83).

4.0 ENVIRONMENTAL ANALYSIS

1. Project Number(s): Site Approval Modification (Case No. PL17-0044) and Special Conditional Use Permit Modification (Case No. PL17-0042)

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: South of Kimball Avenue, approximately 375 feet north of Bickmore Avenue, approximately 1,000 feet east of Euclid Avenue, and approximately 2,000 feet west of Rincon Meadows Avenue

5. Project Sponsor's Name and Address: In-N-Out Burger, 13502 Hamburger Lane, Baldwin Park, CA 91706

6. General Plan Designation: Airport Related

7. Zoning Designation: The Preserve Specific Plan (Airport Related)

8. Project Description: The Project involves the construction and operation of a distribution center with five (5) buildings on an approximately 26-acre property. Refer to 3.0, *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 some residential uses but are transitioning to residential and employment-generating land uses pursuant to the approved land plan for the PSP. Refer to 2.0, *Environmental Setting*, 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, South Coast Air Quality Management District, Inland Empire Utilities Agency, California Department of Transportation.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a potentially significant impact as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and 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 and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

4.2 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 (Altitude Business Centre EIR, State Clearinghouse Number 2017051060), 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 Altitude Business Centre 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:_____
Printed Name and Title: Andrea Gilbert, Senior Planner

4.3 EVALUATION OF ENVIRONMENTAL IMPACTS

The scope of the City's environmental review of the proposed Project is governed by CEQA (See Public Resources Code § 21166) and the CEQA Guidelines (See CEQA Guidelines § 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 ABC as disclosed in the ABC 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 ABC EIR was certified. This evaluation includes a determination as to whether the proposed Project would result in any new significant impacts or a substantial increase to a previously identified significant impact.

Because the CEQA Guidelines to not stipulate the format or content of an Addendum, the topical areas identified in the City of Chino's Initial Study form 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 ABC 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 ABC EIR. The MMRP specified mitigation measures that would apply to development activities related to the ABC to minimize the environmental effects of the ABC's implementation. The previously adopted mitigation measures applicable to the Project will be imposed as conditions of approval and are listed in Section 5.0 of this document.

1. Aesthetics

Would the Project:

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

ABC EIR Finding: The ABC EIR identified scenic resources in the vicinity of the Project site including the San Gabriel Mountains to the north and the Chino Hills to the south/southwest. The ABC EIR concluded that the ABC area did not contain any designated scenic vistas or scenic corridors and that public views of the San Gabriel Mountains and Chino Hills would not be obstructed by the ABC due to their distance from the ABC site and the height of the mountains and hills in relation to the maximum heights of the ABC's buildings. The ABC EIR concluded that impacts would be less than significant.

Project Analysis: The visual conditions of the Project site are the same as the conditions described in the ABC EIR. No scenic vistas or scenic corridors are located in the vicinity of the Project site (Chino, 2010a, p. CC-21). Distant views of the San Gabriel Mountains to the north and Chino Hills to the west and south are available from existing public viewing areas in the Project site vicinity; however, these views are not prominent from the Project site and are available in numerous locales in the City. From existing public viewpoints (Kimball Avenue and Bickmore Avenue are the only existing public viewing areas that have the potential to be substantially affected by the Project) the San Gabriel Mountains and Chino Hills would remain visible above the proposed buildings due to the distance between the Project site and these off-site topographic features. Accordingly, given the facts that the Project site is not a scenic vista or near a designated scenic resource or that scenic views would not be obstructed by the Project, implementation of the Project would result in a less-than-significant impact to scenic vistas. The Project would not result in any new or more severe impacts to scenic vistas relative to the impacts that were previously disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined that the ABC site was not located within or adjacent to a scenic highway corridor and did not contain any scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. Additionally, the ABC EIR noted that there were no State-designated or eligible scenic highways within the vicinity of the site. The ABC EIR concluded that no impact would occur.

Project Analysis: According to the California Department of Transportation (CalTrans), there are no State-designated scenic highways in the vicinity of the Project site (CalTrans, 2019). Furthermore, the Project site does not contain any scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings. Accordingly, implementation of the Project would have no impact on any scenic resources within a state scenic highway corridor. The Project would not result in any new or more severe impacts to scenic resources within a State scenic highway relative to the information that was previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that the ABC would not substantially degrade the existing visual character or quality of the site or its surrounding areas during construction or operation. The ABC EIR noted that although the ABC would change the visual character of the site from dairy/agriculture operations to a business center, the ABC's surrounding area was transitioning from agricultural to non-agricultural (urban) land uses. Furthermore, the ABC proposed a number of site design, architectural, and landscaping elements consistent with the requirements of the PSP that would ensure the ABC's character is consistent with PSP's vision for the area surrounding the ABC site. The ABC EIR concluded that impacts would be less than significant.

Project Analysis: The visual conditions of the Project site and surrounding area are similar to the conditions that that were described and evaluated in the ABC EIR and the analysis provided in the ABC EIR remains applicable to the Project.

Project-related changes to local visual character would be less than significant during near-term construction activities because construction activity is common in the City (and in the PSP area), would be temporary in nature, and would not substantially degrade the visual character of the area. The proposed buildings would reflect a classic style (Mission Revival) utilizing contemporary building practices and building materials. Additionally, the Project site would be planted with an attractive selection of plants, including trees, shrubs, and groundcovers, that would improve the visual condition of the Project site relative to existing conditions. The City has reviewed the Project and determined that the Project would be consistent with the applicable development standards and design guidelines from the PSP and would have a less than significant impact to local visual quality and character. Accordingly, 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 ABC EIR. As such, the Project would not result in any new or more severe impacts to visual character and quality relative to the information disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that implementation of the ABC would include exterior lighting. However, the ABC EIR determined that light and glare impacts would be less than significant because the ABC would be required to comply with the lighting requirements of the City's Municipal Code and the PSP which would minimize the potential for light and/or glare effects to occur. Accordingly, the ABC EIR concluded that light and/or glare impacts would be less than significant.

Project Analysis: The Project Applicant 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 City of Chino Municipal Code (Chino, 2019, § 20.10.090). The lighting standards in the PSP and the Municipal Code 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 impacts to lighting/glare than was previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR disclosed that implementation of the ABC would convert Farmland with substantial agricultural production value to non-agricultural use. The loss of the Farmland on the ABC site was found to be a significant direct impact and also would be a significant cumulative impact in consideration of the past, ongoing, and projected future loss of farmland in the Chino Basin Dairy Area. The ABC EIR concluded that no feasible mitigation measures were available for the ABC's conversion of Farmland with substantial agricultural importance/value to non-agricultural use. Accordingly, the ABC EIR concluded that the ABC's impacts to Farmland was a significant and unavoidable direct and cumulative impact. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the ABC EIR.

Project Analysis: According to the California Department of Conservation (CDC) "California Important Farmland Finder," the Project site contains "Prime Farmland" and "Unique Farmland" and the potential off-site improvement area for the Brine Line connection (hereafter "Project off-site improvement area") contains "Other Land" and "Urban and Built-Up Land" (CDC, n.d.). The Project's on-site development footprint is identical to what was disclosed and evaluated in the ABC EIR. Therefore, the Project would neither reduce nor increase impacts to Prime Farmland and Unique Farmland relative to what was disclosed in the ABC EIR. Although the loss of Prime Farmland and Unique Farmland on the Project site would represent a significant and unavoidable direct and cumulative impact, the Project's conversion of Prime Farmland and Unique Farmland to a non-agricultural use is within the scope of impacts that were disclosed in the ABC EIR. There would be no off-site impacts to Farmland. The Project would not result in any new or substantially more severe impacts to Farmland that were not previously disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that none of the lands within the ABC site were designated or zoned for agriculture use, or subject to a Williamson Act contract. Therefore, the ABC EIR concluded that no impact would occur.

Project Analysis: The Project site is not zoned for agricultural use and there are no Williamson Act contracts for the Project site (Chino, 2017a). Accordingly, the Project would not conflict with existing zoning for agricultural use or with a Williamson Act contract. The Project would not result in any impacts to agricultural resources that were not previously disclosed in the ABC EIR.

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))?

ABC EIR Finding: The ABC EIR disclosed that there were no existing areas zoned for forest land, timberland, or Timberland Production on the ABC site or in the vicinity of the ABC area. The ABC EIR concluded that no impact would occur.

Project Analysis: The Project site is not zoned for forest land or timberland. Additionally, there are no lands in the Project site vicinity that are zoned for forest land or timberland. Therefore, implementation of 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 ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that there were no forest land or timberland on or in the vicinity of the ABC site. The ABC EIR concluded that implementation of the ABC would have no potential to result in the loss or conversion of forest land to non-forest use.

Project Analysis: The Project site is not zoned for forest land nor does any forest land exist in the vicinity of the Project site. Therefore, implementation of the Project would not result in the loss of forest land or indirectly cause any forestland to be converted to non-forest use. This conclusion is consistent with the information disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR disclosed that the ABC would not involve other changes to the existing environment, which, due to their location or nature, could result in conversion of off-site Farmland, to non-agricultural use or conversion of forest land to non-forest use. However, the ABC EIR disclosed that the ABC would convert Farmland located on the ABC area to non-agricultural use, which was determined to be significant direct and cumulative impact. The ABC EIR concluded that feasible mitigation measures were not available for the ABC's conversion of Farmland. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the ABC EIR.

Project Analysis: As discussed above, the Project site and surrounding area does not contain forest land and, therefore, implementation of the Project would not convert forest land to non-forest use. However, as previously noted, the Project site does include Farmland (defined as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) and, therefore, implementation of the Project would convert Farmland to non-agricultural use. The Project's development footprint is identical to what was disclosed and evaluated in the ABC EIR. Therefore, the Project would neither reduce nor increase impacts to Farmland relative to what was disclosed in the ABC EIR. Although the loss of Farmland on the Project site would represent a significant and unavoidable direct and cumulative impact, the Project's conversion of Farmland to a non-agricultural use is within the scope of impacts that were disclosed in the ABC EIR. The Project would not result in any new or substantially more severe impacts to Farmland that were not previously disclosed in the ABC EIR.

3. Air Quality

An air quality and health risk assessment was prepared for the Project by Urban Crossroads, Inc., to evaluate potential criteria and hazardous air pollutant emissions that could result from the Project's construction and operation. This report is included as *Appendix A*, to this EIR Addendum and its findings are incorporated into the analysis presented herein.

Would the Project:

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

ABC EIR Finding: The ABC EIR disclosed that construction activities on the ABC site would generate localized particulate matter (PM_{10} and $PM_{2.5}$) emissions that would exceed applicable South Coast Air Quality Management (SCAQMD) localized emissions thresholds. The localized particulate matter emissions during construction would result in violations to the National Ambient Air Quality Standards and California Ambient Air Quality Standards and would increase the frequency or severity of existing air quality violations, cause or contribute to new violations, and/or delay the timely attainment of air quality standards in the South Coast Air Basin (SCAB), thereby conflicting with the SCAQMD's *2016 Air Quality Management Plan (AQMP)*. The ABC EIR included mitigation to reduce localized particulate matter emissions during Project construction below the applicable SCAQMD emissions thresholds, which would avoid the conflict with the *2016 AQMP*.

Project Analysis: The Project is consistent with the PSP land use plan which was approved by the City of Chino in 2003 and is reflected on the City of Fontana's General Plan Land Use Map and, therefore, accounted for by the land use and growth projections utilized by SCAQMD during preparation of the *2016 AQMP*. Thus, implementation of the Project would be consistent with the land use/growth (and emissions) projections used in the *2016 AQMP* and the Project's operation would not result in air pollutant emissions that were not already anticipated by the *2016 AQMP*. Furthermore, implementation of 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 Responses 3(b) and 3(c), below. Based on the foregoing analysis, implementation of the Project would not conflict with or obstruct implementation of the *2016 AQMP*. As demonstrated by this analysis, implementation of the Project would not conflict with or obstruct implementation of the *AQMP* to a greater degree than the approved ABC and would not result in new or substantially increased impacts that were not previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that implementation of the ABC would result in cumulatively considerable net increases of nitrogen oxide (NO_X) emissions during construction and volatile organic compound (VOC) and NO_X emissions during long-term operation. Both NO_X and VOCs are precursors for ozone, for which the SCAB is in non-attainment of applicable federal and/or state ambient air quality standards; therefore, the ABC EIR determined that implementation of the ABC would result in a significant contribution to the SCAB's inability to meet applicable air quality standards. The ABC EIR included mitigation that would reduce NO_X emissions during construction and VOC emissions during operation to below the SCAQMD's applicable thresholds. The ABC EIR also included mitigation to reduce NO_X emissions from long-term operation of the ABC; however, the ABC EIR concluded that no feasible mitigation was available to reduce NO_X emissions during long-term operation to a less-than-significant level. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the ABC EIR.

Project Analysis: The Project's maximum construction- and operational-related criteria pollutant emissions are summarized in Table 4-1, *Project Construction Emissions Summary*, and Table 4-2, *Project Operational Emissions Summary*, respectively. The methodology used to calculate the air pollutant emissions associated with the Project is described in detail in *Appendix A*. It should be noted that although

the Project would be required to comply with all applicable mitigation measures from the ABC EIR that would reduce air pollution, the analysis below does not take credit for any emissions reductions that would result from the implementation of ABC EIR mitigation measures. Thus, the actual construction and operational emissions associated with the Project would be less than quantities disclosed in Table 4-1 and Table 4-2.

As shown in Table 4-1, peak Project construction activities would not exceed the applicable SCAQMD significance threshold for any criteria pollutant and, thus, would be less than significant. The SCAQMD considers any project-specific criteria pollutant emissions that exceed applicable SCAQMD significance thresholds also to be cumulatively considerable. To put it another way, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to not be cumulatively considerable. Thus, because Project construction 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 air quality standards during construction. (Urban Crossroads, 2020a, pp. 5-6) Although the Project would not result in a cumulatively considerable contribution of criteria pollutant emissions, the Project would be required to comply with applicable mitigation measures (MMs) identified in the SWIP SP PEIR to reduce air pollutant emissions (i.e., MMs 4.3-1 through 4.3-4). Implementation of the Project would neither result in new, significant air quality impacts that were not disclosed in the ABC EIR nor increase the severity of air quality impacts that were previously disclosed in the ABC EIR.

Table 4-1 Project Construction Emissions Summary

Phase	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2020	6.52	63.85	43.80	0.15	11.48	6.65
2021	6.01	53.30	41.22	0.15	8.04	3.19
2022	38.78	50.17	44.87	0.16	9.00	3.39
Winter						
2020	6.55	63.85	40.60	0.14	11.48	6.65
2021	6.04	53.19	38.25	0.14	8.04	3.19
2022	38.82	50.06	41.48	0.15	9.01	3.39
Maximum Daily Emissions	**38.82**	**63.85**	**44.87**	**0.16**	**11.48**	**6.65**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 3)

As shown in Table 4-2, the Project's operational activities would generate NO_X emissions that exceed the SCAQMD's regional significance threshold; however, the ABC EIR already disclosed that NO_X emissions related to operation of the ABC would exceed the SCAQMD regional threshold and the City adopted a Statement of Overriding Considerations for operational NO_X emissions associated with development of the ABC at the time the ABC EIR was certified. Further, the operational emissions levels associated with the Project would not exceed the emissions volumes disclosed in the ABC EIR. Although buildout of the Project is expected to result in cumulatively considerable net increases of criteria pollutant emissions, the Project's contribution does not represent new air quality impacts that were not disclosed in the ABC EIR, nor would they represent an increase in the severity of air quality impacts that were previously disclosed in the ABC EIR. (Urban Crossroads, 2020a, pp. 6-8)

Table 4-2 Project Operational Emissions Summary

Operational Activities – Summer Scenario	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	8.74	1.37E-03	0.14980	1.00E-05	5.40E-04	5.40E-04
Energy Source	0.18	1.67	1.40	0.01	0.13	0.13
Mobile Source (Passenger Cars)	3.92	3.22	55.74	0.16	17.36	4.66
Mobile Source (Trucks)	4.99	191.39	45.57	0.79	29.46	9.42
On-Site Equipment Source	0.12	1.27	0.76	0.00	0.04	0.04
Total Maximum Daily Emissions	**17.96**	**197.55**	**103.62**	**0.96**	**46.99**	**14.24**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Operational Activities – Winter Scenario	**Emissions (lbs/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area	8.74	1.37E-03	0.14980	1.00E-05	5.40E-04	5.40E-04
Energy Source	0.18	1.67	1.40	0.01	0.13	0.13
Mobile Source (Passenger Cars)	3.57	3.38	45.70	0.15	17.36	4.66
Mobile Source (Trucks)	4.69	197.58	37.78	0.79	29.40	9.39
On-Site Equipment Source	0.12	1.27	0.76	0.00	0.04	0.04
Total Maximum Daily Emissions	**17.31**	**203.90**	**85.79**	**0.95**	**46.93**	**14.22**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 4)

Mitigation: The Project Applicant would be required to comply with applicable MMs identified in the ABC EIR, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the ABC EIR (refer to Section 5.0). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

Construction Mitigation Measures

MM 4.3-1 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of Chino shall verify that the following notes are specified on the grading plan and within the construction management plan required in accordance with City of Chino Municipal Code Section 20.23.210. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Chino staff or its designee to confirm compliance.

a) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance are watered at least three (3) times per day during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall achieve a minimum soil moisture of 12 percent. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.

b) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (mph). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.

c) Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.

d) Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect.

e) If materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

f) All street frontages adjacent to the construction site shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.

g) Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and initiate corrective action within 24 hours.

h) Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.

i) Any on-site stock piles of debris, dirt, or other dusty material shall be covered or watered as necessary to minimize fugitive dust pursuant to SCAQMD Rule 403.

j) A high wind response plan shall be formulated and implemented for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.

MM 4.3-2 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM10 Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers" by complying with the following requirements. To ensure and enforce compliance with these requirements, prior to grading and building permit issuance, the City of Chino shall verify that the following notes are included on the grading and building plans and within the construction management plan required in accordance with City of Chino Municipal Code Section 20.23.210. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Chino staff or its designee to confirm compliance.

a) If visible dirt or accumulated dust is carried onto paved roads during construction, the contractor shall remove such dirt and dust at the end of each work day by street cleaning.

b) Street sweepers shall be certified by the South Coast Air Quality Management District as meeting the Rule 1186 sweeper certification procedures and requirements for PM10-efficient sweepers. All street sweepers having a gross

vehicle weight of 14,000 pounds or more shall be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.

MM 4.3-3 Prior to grading permit issuance, the City of Chino Planning Division and City of Chino Engineering Division shall review and approve a construction management plan in accordance with City of Chino Municipal Code Section 20.23.210. The construction management plan shall include the following note. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Chino staff to confirm compliance.

a) During grading activity, all construction equipment with more than 150 horsepower shall be California Air Resources Board (CARB) Tier 3 Certified or better.

MM 4.3-3a Project construction contractors shall assure that all construction equipment complies with all applicable California Air Resources Board (CARB) air quality regulations. Also, Project construction contractors shall tune and maintain all construction equipment in accordance with the equipment manufacturer's recommended maintenance schedule and specifications. Maintenance records for all pieces of equipment shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Chino staff or their designee.

MM 4.3-3b The Project Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District "SOON" funds. The "SOON" program provides funds to qualifying off-road diesel construction fleets for the purchase of commercially-available, low-emission heavy-duty engines.

MM 4.3-4 Prior to grading permit issuance, the City of Chino Planning Division and City of Chino Engineering Division shall review and approve a construction management plan in accordance with City of Chino Municipal Code Section 20.23.210. The construction management plan shall include the following note. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Chino staff to confirm compliance.

a) Only "low-volatile organic compound" paint products (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used on-site. All other architectural coatings shall comply with the VOC limits prescribed by SCAQMD Rule 1113.

Operational Mitigation Measures

MM 4.3-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations.

Prior to the issuance of an occupancy permit, the City of Chino shall conduct a site inspection to ensure that the signs are in place.

MM 4.3-6 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City of Chino demonstrating that the Project is designed to exceed the California Energy Code (Title 24, Part 6) standards in effect at the time of building permit application submittal by three (3) percent and includes the energy efficiency design features listed below at a minimum.

a) Preferential parking locations for carpool, vanpool, EVs and CNG vehicles;

b) All outdoor cargo handling equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) shall be electric-powered; and

c) All fixtures installed in restrooms and employee break areas shall be U.S. EPA Certified WaterSense or equivalent.

MM 4.3-7 Prior to the issuance of permits that would allow the installation of landscaping, the City of Chino shall review and approve landscaping plans for the site that requires: 1) a plant palette emphasizing drought-tolerant plants; and 2) use of water-efficient irrigation technique. The City of Chino shall inspect for adherence to these requirements after landscaping installation.

MM 4.3-8 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City of Chino demonstrating that occupants/tenants of the Project site will be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

MM 4.3-9 Legible, durable, weather-proof signs shall be placed at driveways where delivery trucks exit onto public streets that direct truck drivers to designated truck routes. The City of Chino shall confirm the required signs are installed prior to issuance of an occupancy permit.

MM 4.3-10 A maximum of 154,500 square feet of refrigerated warehouse space shall be permitted within the Project. The refrigerated warehouse space shall only be permitted west of Mayhew Avenue, at the approximate locations of proposed Buildings 4, 5, and/or 6. For purposes of this mitigation measure, refrigerated warehouse space shall include all areas kept at a sustained temperature of 55 degrees Fahrenheit or lower.

MM 4.3-11 Prior to the issuance of a building permit and/or tenant improvement permit for any warehouse building that contains refrigerating storage, an electrical hookup for refrigeration units on delivery trucks shall be provided at all loading dock spaces servicing the refrigerated storage spaces. As a condition of occupancy permits, trucks incapable of utilizing the electrical hookup for powering refrigeration shall be prohibited from accessing the site.

c) Expose sensitive receptors to substantial pollutant concentrations?

ABC EIR Finding: The ABC EIR determined that implementation of the ABC would exposure sensitive receptors in the vicinity of the ABC site to substantial particulate matter (PM_{10} and $PM_{2.5}$) concentrations

during construction. The ABC EIR included mitigation to reduce localized particulate matter emissions to less-than-significant levels during construction. The ABC EIR determined that operation of the ABC would not expose any sensitive receptors in the vicinity of the ABC site or its primary truck routes to substantial pollutant concentrations and would not generate any pollutant concentrations that could result in adverse human health effects. The ABC EIR concluded that impacts from operation of the ABC would be less than significant.

Project Analysis: The Project's maximum construction- and operational-related localized pollutant emissions are summarized in Table 4-3, *Project Construction Localized Emissions Summary*, and Table 4-4, *Project Operational Localized Emissions Summary*, respectively. The methodology used to calculate the localized criteria air pollutant emissions associated with the Project is described in detail in *Appendix A*. As shown in Table 4-3 and Table 4-4, the Project would not exceed the SCAQMD significance thresholds for localized air pollutant emissions during construction or operation. Therefore, implementation of the Project would expose sensitive receptors to less-than-significant localized criteria pollutant concentrations. (Urban Crossroads, 2020a, pp. 9-13)

Table 4-3 Project Construction Localized Emissions Summary

On-Site Demolition Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**33.20**	**21.75**	**6.00**	**2.20**
SCAQMD Localized Threshold	137	1,161	30	9
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Site Preparation Emissions	**Emissions (lbs/day)**			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**63.79**	**22.39**	**11.28**	**6.59**
SCAQMD Localized Threshold	240	2,170	47	14
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
On-Site Grading Emissions	**Emissions (lbs/day)**			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**60.88**	**32.40**	**6.47**	**3.74**
SCAQMD Localized Threshold	257	2,345	53	15
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 5)

Table 4-4 Project Operational Localized Emissions Summary

Operational Activity	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**12.99**	**7.38**	**2.51**	**0.87**
SCAQMD Localized Threshold	291	2,695	16	4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 6)

Additionally, a mobile source health risk analysis was prepared to evaluate the potential for localized diesel emissions associated with the Project (i.e., truck trips) to result in carcinogenic and non-carcinogenic health risk impacts to residential, worker, and school child receptors near the Project site. The methodology used to calculate Project-related localized diesel emissions is described in detail in

Appendix A. (Urban Crossroads, 2020a, p. 17) The health risk analysis for the Project found that implementation of the Project would result in a maximum excess carcinogenic risk of 2.31 in one million, which is less than the SCAQMD threshold of 10 in one million (and less than the maximum excess carcinogenic risk disclosed in the ABC EIR). In addition, the health risk analysis for the Project found that implementation of the Project would result in a non-carcinogenic health risk of 0.0008, which is less than the SCAQMD threshold of 1.0 (and less than the maximum non-carcinogenic health risk disclosed in the ABC EIR). Thus, Project operation would result in less-than-significant health risks (carcinogenic and non-carcinogenic) to receptors in the Project vicinity. (Urban Crossroads, 2020a, p. 17)

Lastly, implementation of the Project would not result in the formation of a CO "hot spot." As noted in the ABC EIR, the traffic generated by the ABC would not be substantial enough to create a CO "hot spot." The Project would generate less traffic than assumed by the ABC EIR for the ABC Building 4, 5, and 6 sites; therefore, implementation of the Project would reduce the total amount of daily traffic generated by the ABC and would further lower the ABC's potential to result in a CO "hot spot." (The Project's daily traffic is discussed in further detail in Subsection 17, *Transportation*).

Based on the foregoing analysis, the Project would expose sensitive receptors to less-than-significant pollutant concentrations during construction and operation. Implementation of the Project would neither result in new, significant air quality impacts that were not disclosed in the ABC EIR nor increase the severity of air quality impacts that were previously disclosed in the ABC EIR.

Mitigation: Although the Project would not expose sensitive receptors to substantial pollutant concentrations, the Project Applicant would be required to comply with MMs 4.3-1 and 4.3-2 from the ABC EIR, which are intended to reduce localized particulate matter concentrations. Refer to Response 3(b), above. No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

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

ABC EIR Finding: The ABC EIR concluded that the ABC would not produce unusual or substantial construction-related odors. Odors associated with long-term operation of the ABC were determined to be minimal and less than significant. Additionally, the ABC EIR noted that the ABC would comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance.

Project Analysis: Project construction activities could produce odors resulting 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. In addition, 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. Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction.

During long-term operation, the proposed Project would include distribution center land uses, which are not typically associated with objectionable odors. The temporary outdoor storage of refuse associated

with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any substantial odor effects. Furthermore, the proposed Project would be required to comply with Section 8.50.040 of the City's Municipal Code and SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation. As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.

In conclusion, 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. The analysis above is consistent with the conclusion from the ABC EIR, and the Project would not result in any new or more severe odor impacts relative to the information disclosed in the ABC EIR.

4. Biological Resources

The physical conditions of the Project site are unchanged since certification of the ABC EIR in 2019. Therefore, the analysis below relies on information contained in the biological resources assessment prepared for the ABC project as this information continues to be relevant to the Project site (refer to ABC Appendix C). As noted earlier in this EIR Addendum, the ABC EIR and all of its technical appendices, including the biological resources assessment, are incorporated by reference pursuant to pursuant to CEQA Guidelines § 15150.

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 or U.S. Fish and Wildlife Service?

ABC EIR Finding: The ABC EIR disclosed that the ABC site and/or the ABC off-site improvement area had the potential to be used by several species of special-status raptors, special-status songbirds, and special-status bats. The ABC EIR determined that only potential impacts to several special-status raptor species would be significant (and only if these species were present on the ABC site at the time of construction). The ABC EIR included mitigation measures to reduce potential impacts to special-status raptor species to less-than-significant levels. The ABC EIR concluded that no impacts would occur to special-status plant species.

Project Analysis: The conditions on the Project site and within the Project off-site improvement area, excluding potential Brine Line connection Alignment B previously shown on Figure 3-7, are the same as the conditions disclosed in the ABC EIR. As noted in the ABC EIR, the Project site contains agricultural and developed land and does not support sensitive vegetation communities (MJK, 2018, pp. 2, 23). No sensitive plant species were observed on the Project site and no sensitive plant species are expected to occur on the Project site due extremely limited and low-quality habitat and historic and ongoing disturbances and alterations (MJK, 2018, pp. 10, 23). Notwithstanding, the Project site does have the potential to be used by special-status raptors, including the northern harrier, white-tailed kite, and the burrowing owl. The Project would remove all existing vegetation from the Project site and, as a result, would result in the loss of habitat for special-status raptor species. However, the loss of raptor habitat associated with the Project was accounted for – and disclosed – in the ABC EIR. The Project would not result in any new or more severe impacts to special status raptor species than was previously disclosed in

the ABC EIR. The Project would be required to comply with ABC EIR MMs 4.4-1 and 4.4-2, which require pre-construction surveys be conducted for the burrowing owl and nesting birds to determine the presence or absence of the species within the Project development area. If present, the mitigation measures establish mitigation activities that would be required to occur in conformance with accepted protocols and regulatory requirements. Implementation of ABC EIR MMs 4.4-1 and 4.4-2 would ensure that the Project's impacts to candidate, sensitive, or special status species would be less than significant. Based on the foregoing analysis, the Project would not result in any new or more severe impacts to sensitive wildlife or plant species than previously disclosed in the ABC EIR.

Physical impacts within potential Brine Line connection Alignment B were not addressed in the ABC EIR but were addressed in the EIR Addendum for the Euclid Business Center project, which was approved by the Chino Planning Commission on July 15, 2019. The EIR Addendum for the Euclid Business Center project is incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available for review at the City of Chino Development Services Department, Planning Division located at 13220 Central Avenue, Chino CA 91710. The EIR Addendum for the Euclid Business Center project disclosed that the area within Alignment B has the potential to support the same special-status raptor species that could utilize the Project site (T&B, 2019, p. 3-20). Thus, implementation of ABC EIR MMs 4.4-1 and 4.4-2 would ensure that significant impacts to any special-status raptor species that may be located within Alignment B do not occur. Based on the foregoing analysis, the Project would not result in any new or more severe impacts to sensitive wildlife or plant species than previously disclosed in the ABC EIR.

Mitigation: The Project Applicant would be required to comply with applicable MMs identified in the ABC EIR, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the ABC EIR (refer to Section 5.0). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

MM 4.4-1 No sooner than 30 days prior to and no later than 14 days prior to grading activities, a qualified biologist shall conduct a survey of the Project's impact footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Chino prior to the issuance of a grading permit and subject to the following provisions:

a) In the event that the pre-construction survey detects no burrowing owls in the impact area, a grading permit may be issued without restriction.

b) In the event that the pre-construction survey detects the burrowing owl within the Project's impact footprint, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the Project Applicant shall make reasonable efforts to consult with the California Department of Fish and Wildlife (CDFW) regarding conservation strategies for the burrowing owl, although it is acknowledged that the Project Applicant cannot compel the CDFW to participate in the consultation process. Regardless of whether or not the CDFW engages in consultation the Project Applicant shall ensure at minimum that Project-related activities occur in conformance with the burrowing owl mitigation standards established by the City of Chino Subarea 2 Resources Management Plan.

1. Prior to disturbance of occupied burrows, natural or artificial replacement burrows shall be provided at a ratio of 2:1 within a City-designated relocation area. A qualified

biologist shall confirm the replacement burrows are unoccupied and suitable for burrowing owl use prior to disturbance of occupied burrows.

2. No disturbance shall occur within 50 meters of occupied burrows during the non-breeding season (September 1 through January 31) or within 75 meters of occupied burrows during the breeding season (February 1 through August 31), until the Project Applicant provides evidence to the City of Chino that suitable replacement burrows have been provided.

3. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

4. If burrowing owls are present at the time occupied burrows are to be disturbed, the owls shall be excluded from the site in accordance with CDFW relocation protocol and the protocol established in Table 4-6 of the City of Chino Subarea 2 Resources Management Plan.

5. Subject to the provisions of the Subdivision Map Act vesting map requirements, if the City of Chino has established a mitigation fee program for the long-term management of burrowing owl habitat as recommended by the City of Chino Subarea 2 Resources Management Plan, prior to issuance of a grading permit, the Project Applicant shall pay the appropriate mitigation fee to the City of Chino.

MM 4.4-2 Vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (January 31 through September 1), unless a migratory bird nesting survey is completed in accordance with the following requirements:

a) A migratory bird nesting survey of the Project site and the Project's off-site development area, including suitable habitat within a 250-foot radius, shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance. A copy of the migratory nesting bird survey results report shall be provided to the City of Chino.

b) If the survey does not identify the presence of any nests, then construction activities can proceed without restriction.

c) If the survey identifies the presence of active nests, then the qualified biologist shall provide the City with a copy of maps showing the location of all nests and a species-appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City and shall be no less than a 100-foot radius around the nest for non-raptors and no more than a 500-foot radius around the nest for raptors.

1. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing. No construction vehicles shall be permitted within restricted areas (i.e., bird protection zones), unless directly related to the management or protection of the

legally protected species, until all nestlings have fledged and left the nest (or the nest has failed).

2. In the event that a nest is abandoned despite efforts to minimize disturbance and, if the nestlings are still alive, the Project Applicant/Developer shall contact the California Department of Fish and Wildlife (CDFW) and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

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?

ABC EIR Finding: The ABC EIR determined that implementation of the ABC would not result in the loss of riparian habitat and/or other sensitive natural habitat. Therefore, the ABC would have no impact on riparian or other sensitive habitats as defined by the CDFW or USFWS. The ABC EIR concluded no impact would occur.

Project Analysis: The Project site and the Project off-site improvement area do not contain any sensitive natural habitats or areas classified as riparian habitats, nor any habitats identified as sensitive natural communities in local or regional plans, policies, or regulations, or by the CDFW or the USFWS (MJK, 2018, pp. 2, 23; T&B, 2019, p. 3-21). Accordingly, the Project would not result in any impacts to riparian habitat or other sensitive natural communities. The Project would not result in a new or more severe impact to riparian habitats or sensitive natural communities that was not previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that no federally-protected wetlands were located within the ABC site or the ABC off-site improvement area; therefore, the ABC EIR concluded no impact to wetlands would occur.

Project Analysis: The Project site and Project off-site improvement area (not including potential Brine Line connection Alignment B) do not contain any streambeds, wetlands, and/or riparian habitat (MJK, 2018, p. 20). As disclosed in the EIR Addendum for the Euclid Business Center project, no streambeds, wetlands, and/or riparian habitat occur within potential Brine Line connection Alignment B, either (T&B, 2019, p. 3-21). Accordingly, implementation of the Project would result in no impacts to State or federally protected wetlands. The Project would not result in any new or more severe impacts than previously disclosed in the ABC EIR.

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?

ABC EIR Finding: The ABC EIR concluded that there was no potential for the ABC to interfere with the movement of fish or impede the use of a native wildlife nursery site. However, the ABC EIR indicated that the ABC had the potential to impact nesting migratory birds protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, should nesting birds be present on the ABC site at the time

construction commences. The ABC EIR included MMs 4.4-1 and 4.4-2 to reduce potential impacts to migratory birds (including the burrowing owl) to a level below significance.

Project Analysis: Under existing conditions, the Project site and the Project off-site improvement area do not contain natural, surface drainage or ponding features. Additionally, there are no water bodies on or adjacent to the Project site that could support fish. Therefore, there is no potential for the Project to interfere with the movement of native resident migratory fish. The Project site and Project off-site improvement area do not serve as a corridor nor is it connected to an established corridor, and there are no native wildlife nurseries on or adjacent to the site. Therefore, there is no potential for the Project to impede the use of a native wildlife nursery site. (MJK, 2018, p. 25; T&B, 2019, p. 3-22) Based on the foregoing information, the Project would result in no impact to any native resident or migratory fish, established wildlife corridor, or native wildlife nursery sites.

The Project would result in the removal vegetation (i.e., ornamental trees, shrubs, and groundcover) that has the potential to provide roosting and nesting habitat for birds, including migratory and common raptor species. If active nests are present on the Project site and/or within the Project off-site improvement area during construction, the Project could result in substantial, adverse effects to biological resources (i.e., bird nests) that are protected by the MBTA and California Fish and Game Code. The Project would be required to comply with ABC EIR MMs 4.4-1 and 4.4-2, which require pre-construction surveys are conducted for the burrowing owl and nesting birds to determine the presence or absence of the species within the Project development area (and to implement protection protocols if any burrowing owls or nesting birds are found on-site). With implementation of ABC EIR MMs 4.4-1 and 4.4-2, the Project's impacts to movement of wildlife species would be less than significant.

Mitigation: MMs 4.4-1 and 4.4-2 from the ABC EIR shall apply, as described in Response 4(a). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

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

ABC EIR Finding: The ABC EIR determined that implementation of the ABC could involve the removal of heritage, significant, or specimen trees. However, the ABC EIR concluded that all development within the ABC would be subject to compliance with Section 20.19.040.D.3 of the City's Municipal Code (which requires development projects to conduct a tree inventory prior to construction and, if any mature significant trees are to be removed, to replace each removed tree at defined ratios). Accordingly, the ABC EIR concluded that mandatory compliance with Section 20.19.040.D.3 of the City's Municipal Code would ensure that impacts associated with tree removals would be less than significant.

Project Analysis: As noted in the ABC EIR, the Project Applicant would be required to comply with Chino Municipal Code Section 20.19.040.D.3 during the removal of any trees on-site. Mandatory compliance with the requirements of the Municipal Code would ensure the Project would not conflict with the City of Chino's ordinances regarding tree removal. As such, a less-than-significant impact would occur. The City of Chino does not have any additional policies or ordinances in place to protect biological resources. Based on the foregoing analysis, implementation of the Project would not result in any new or more severe environmental impacts due to a conflict with a local policies or ordinances protecting biological resources than previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that buildout of the ABC would not conflict with an adopted habitat conservation plan because there were no adopted/approved habitat conservation plans applicable to the ABC area at the time that the ABC EIR was prepared. The ABC EIR concluded no impact would occur.

Project Analysis: There are no habitat conservation plans or Natural Community Conservation Plans that are applicable to the Project site or surrounding area (MJK, 2018, p. 3; T&B, 2019, p. 3-23). 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 and would not result in any new or more severe impacts than previously disclosed in the ABC EIR.

5. Cultural Resources

The physical conditions of the Project site are unchanged since certification of the ABC EIR in 2019. Therefore, the analysis below relies on information contained in the cultural resources assessment prepared for the ABC project as this information continues to be relevant to the Project site (refer to ABC Appendix D1). As noted earlier in this EIR Addendum, the ABC EIR and all of its technical appendices, including the cultural resources assessment, are incorporated by reference pursuant to pursuant to CEQA Guidelines § 15150.

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

ABC EIR Finding: The ABC EIR did not identify any historic resources on the ABC site or within the ABC off-site improvement area. The ABC EIR concluded that because there were no historic resources located within the study area for the ABC, no historic resources could be altered or destroyed by construction or operation of the ABC project. The ABC EIR concluded no impact would occur.

Project Analysis: As part of the analysis for the ABC, the Project site and Project off-site improvement area (except for potential Brine Line connection Alignment B) were surveyed by Brian F. Smith and Associates (BFSA) for the presence/absence of historical resources; the conditions in these areas are unchanged from the conditions disclosed in the ABC EIR. BFSA did not observe any historic resources within the study area and archival research indicated that no historic artifacts had been recorded previously within the study area, either (BFSA, 2016a, p. 5.0-9). Although impacts to historical resources within potential Brine Line connection Alignment B were not addressed in the ABC EIR, such impacts were addressed in the EIR Addendum for the Euclid Business Center project. Alignment B would pass through property that was disclosed in the EIR Addendum for the Euclid Business Center project to contain the remnants of a non-significant historic ranch complex; Alignment B would not affect the ranch complex remnants (T&B, 2019, pp. 3-24 to 3-25). Based on the totality of the archival research and site observations, development on the Project site and within the Project off-site improvement area would result in no impacts to historical resources. This determination is consistent with the conclusion from the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined that no archaeological resources exist within the ABC area; however, the ABC EIR also disclosed that unrecorded, buried/masked prehistoric archaeological resources could be encountered during on-site and/or off-site earth-disturbing activities. The ABC EIR included mitigation measures that require future construction activities on the ABC to implement an archaeological monitoring and resource recovery program during earth-disturbing construction activities in order to preclude the substantial adverse change in the significance of important prehistoric archaeological resources that may be uncovered during construction. With application of the required mitigation measures, the ABC EIR concluded that impacts to prehistoric archaeological resources would be reduced to less-than-significant levels.

Project Analysis: The Project site and Project off-site improvement area, excluding potential Brine Line connection Alignment B previously shown on Figure 3-7, were surveyed by BFSA for the presence/absence of prehistoric archaeological resources as part of the analysis for the ABC project; the conditions in these areas are unchanged from the conditions disclosed in the ABC EIR. No prehistoric archaeological artifacts were observed within the study area (BFSA, 2016a, p. 5.0-9). In addition, according to a records searches conducted with the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and the Native American Heritage Commission (NAHC), no prehistoric archaeological resources have been recorded within the study area (BFSA, 2016a, p. 5.0-1 and Appendix B). Although impacts to prehistoric archaeological resources within potential Brine Line connection Alignment B were not addressed in the ABC EIR, such impacts were addressed in the EIR Addendum for the Euclid Business Center project. The EIR Addendum for the Euclid Business Center project determined that no known prehistoric archaeological resources were present or previously recorded within the property containing Alignment B (T&B, 2019, pp. 3-25 to 3-26). Accordingly, implementation of the Project would result in no impacts to any known prehistoric archaeological resource(s). Notwithstanding, there is a remote potential for the construction activities on the Project site and/or within the Project off-site improvement area to uncover archaeological resources during excavation and/or grading (BFSA, 2016a, p. 6.0-1; T&B, 2019, 3-26). The Project Applicant would be required to implement ABC EIR MMs 4.5-1 through 4.5-5, which would ensure that an archaeological monitoring program is implemented during ground disturbing activities, and would ensure that any archaeological resources that may be uncovered are appropriately treated as recommended by a qualified archaeologist. Compliance with the mitigation measures from the ABC EIR would ensure the Project's potential impacts to archaeological resources would be less than significant. This conclusion is consistent with the conclusion from the ABC EIR.

Mitigation: The Project Applicant would be required to comply with applicable MMs identified in the ABC EIR, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the ABC EIR (refer to Section 5.0). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

MM 4.5-1 Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a professional archaeologist (hereafter "Project Archaeologist") has been retained to conduct monitoring of all mass grading activities. The Project Archaeologist shall have the authority to redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.

MM 4.5-2 Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that the Native American Tribe(s) that requested consultation with the City during the AB 52 process (hereafter referred to as "Native American Tribal Representatives") received a minimum of 30 days' advance notice of all mass grading and trenching activities. The Native American Tribal Representatives also shall be notified of and allowed to attend the pre-grading meeting with the City and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected archaeological resources are unearthed, the Native American Tribal Representatives shall have the authority to redirect earth moving activities in the affected area.

MM 4.5-3 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Chino that the construction site supervisors and crew members involved with grading and trenching operations have received training by the Project Archaeologist to recognize tribal cultural resources should such resources be unearthed during ground-disturbing construction activities. Any Native American Tribal Representatives shall be allowed to attend the training session. The training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols.

MM 4.5-4 If a suspected tribal cultural resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by the Project Archaeologist and the Native American Tribal Representative. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2. If the resource is significant, Mitigation Measure MM 4.5-5 shall apply.

MM 4.5-5 If a significant archaeological and/or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a treatment plan is implemented. A treatment plan shall be prepared and implemented, subject to approval by the City of Chino, to protect the identified tribal cultural resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or

laboratory analysis, any recovered tribal cultural resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the City of Chino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Chino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).

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

ABC EIR Finding: The ABC EIR did not identify any cemeteries or archeological sites that may contain human remains within the ABC site. The ABC EIR indicated that in the unlikely event that human remains are discovered during grading or other ground disturbing activities, the ABC project would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with State law would ensure that human remains, if encountered, are appropriately treated. The ABC EIR concluded impacts would be less than significant.

Project Analysis: The Project site and Project off-site improvement area do 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 Applicant would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq. Mandatory compliance with these provisions of California law would require human remains, if unearthed during construction activities, to be appropriately treated thereby ensuring that Project impacts would be less than significant. The Project would not result in new or more severe impacts related to the potential discovery of human remains than previously disclosed in the ABC EIR.

6. Energy

An energy analysis was prepared for the Project by Urban Crossroads to quantify anticipated energy usage associated with the construction and operation of the proposed 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 A* 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?

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

ABC EIR Finding: The ABC EIR concluded that implementation of the ABC, including construction and operation, would neither result in wasteful or unjustifiable consumption of energy resources nor conflict with or obstruct an applicable plan, policy, or regulation for renewable energy or energy efficiency.

Project Analysis: Project construction would represent a "single-event" electric energy and fuel demand and would not require on-going or permanent commitment of energy or diesel fuel resources for this purpose. In summary, the Project's construction stage is estimated to consume approximately 283,658 kWh of electricity and approximately 434,090 gallons of fuel (diesel and gasoline) (Urban Crossroads,

2020a, pp. 19-22). The amount of energy expected to be consumed during Project construction is typical for a construction project at the Project's scale. The Project's energy demand can be accommodated within the context of available resources and energy delivery systems and Project construction equipment would conform to applicable CARB emissions standards which act to promote equipment fuel efficiencies. (Urban Crossroads, 2020a, p. 24) As supported by the preceding discussion, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Furthermore, the Project would reduce the scale and intensity of construction activities on the Project site relative to what was assumed in the ABC EIR (the ABC EIR assumed 515,000 s.f. of building area would be constructed on-site whereas the Project proposes to construct only 380,593 s.f. – an approximately 26% reduction). A reduction in building area on-site would require the use of fewer construction workers, heavy equipment, and building materials and, thus, would use fewer energy resources during construction.

During Project operation, energy would be consumed by building operations and maintenance (electricity and natural gas) and by vehicles traveling to/from the Project site (diesel fuel and gasoline). The Project's building operations and maintenance energy demands are estimated to be 6,220,144 kBTU/year of natural gas and 5,054,255 kWh/year of electricity per year (Urban Crossroads, 2020a, p. 23). The Project's anticipated operations are not inherently energy intensive, and the Project's anticipated energy demands are comparable to, or less than, other uses of similar scale and configuration. Additionally, the Project is required by law to comply with the Title 24 of the California Code of Regulation (of which Part 6 establishes the State's Building Energy Efficiency Standards and Part 11 establishes the State's "green" Building Standards Code), which will minimize the Project's demand for energy, including energy produced from non-renewable sources (Urban Crossroads, 2020a, p. 24). The Project's anticipated annual fuel demand is calculated to be 947,450 gallons (diesel and gasoline) (Urban Crossroads, 2020a, p. 23). The trips generated by the Project and the miles traveled by those trips (vehicle miles traveled, VMT) are consistent with other distribution center uses in the Inland Empire of similar scale and configuration and would not result in excessive and wasteful vehicle trips or VMT or associated excess and wasteful vehicle energy consumption (Urban Crossroads, 2020a, p. 24). Also, it should be noted that the Project would substantially reduce the volume of daily traffic to/from the Project site relative to what the ABC EIR assumed for the site; therefore, implementation of the Project would reduce the ABC's total daily VMT and would reduce the amount of energy consumed by ABC-related traffic.

Based on the foregoing analysis, 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 or operation; impacts would be less than significant. The Project would not result in new or more severe impacts relative to energy use and energy conservation relative to the information disclosed in the ABC EIR.

7. Geology and Soils

The physical conditions of the Project site are unchanged since certification of the ABC EIR in 2019. Therefore, the analysis below relies on information contained in the geotechnical assessment prepared for the ABC site as this information continues to be relevant to the Project site (refer to ABC EIR Appendix E). As noted earlier in this EIR Addendum, the ABC EIR and all of its technical appendices, including the geotechnical assessment, are incorporated by reference pursuant to pursuant to CEQA Guidelines § 15150.

Would the Project:

a) Directly or indirectly cause 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.

ABC EIR Finding: The ABC EIR disclosed that there are no Alquist-Priolo earthquake faults located within the ABC site. The ABC EIR concluded that because no known earthquake faults are known to exist beneath the ABC area, no impact related to fault rupture would occur.

Project Analysis: The Project site is not located within any Alquist-Priolo earthquake fault zone and there are no known faults on-site (LGC, 2016, p. 6). Accordingly, implementation of the Project would not expose people or structures to adverse effects related to the rupture of an earthquake fault. This conclusion is consistent with the information disclosed in the ABC EIR.

ii) Strong seismic ground shaking?

ABC EIR Finding: The ABC EIR determined that development on the ABC site could be exposed to strong seismic ground shaking from numerous active faults located in the southern California region. The ABC EIR concluded that future structures on the ABC site would be required to adhere to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the California Building Standards Code (CBSC) that would ensure that impacts related to seismic ground shaking would be less-than-significant.

Project Analysis: The Project site is located in a seismically active area of southern California and is expected to experience moderate-to-severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the southern California area. As a mandatory condition of Project approval, the Project Applicant would be required to construct proposed structures in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the City of Chino Building Code, which is based on the CBSC with local amendments. The CBSC and City of 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 have been specifically tailored for California earthquake conditions. In addition, as noted in the ABC EIR, the Project would be conditioned to comply with the recommendations contained in ABC EIR Appendix E related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. With mandatory compliance with State and local building standards, the Project would expose people and structures to less-than-significant effects, from seismic ground shaking. The Project would not result in new or more severe impacts related to seismic ground-shaking relative to the information disclosed in the ABC EIR.

iii) Seismic-related ground failure, including liquefaction?

ABC EIR Finding: The ABC EIR determined that although the potential exists for liquefaction to occur on the ABC site, the ABC project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the CBSC and City of Chino

Building Code. Furthermore, and pursuant to Municipal Code § 19.08.010, the ABC would be required to comply with the grading and construction recommendations contained within the geologic engineering report for the ABC site. With implementation of geologic engineering report's recommendations, the ABC EIR concluded that the liquefaction potential at the ABC site would be low. Accordingly, the ABC EIR concluded that implementation of the ABC would not expose people or structures to potential impacts related to seismic ground failure or liquefaction and impacts would be less than significant.

Project Analysis: As noted in the ABC EIR, the Project would be conditioned to comply with the recommendations contained in ABC EIR Appendix E. With implementation of geologic engineering report's recommendations, the liquefaction potential at the Project site would be low. (LGC, 2016, p. 7) Accordingly, implementation of 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 liquefaction impacts relative to the information disclosed in the ABC EIR.

iv) Landslides?

ABC EIR Finding: The ABC EIR determined that the risk of landslides on and in the vicinity of the ABC site is low due to the relatively flat topography of the ABC area. The ABC EIR concluded that no impact would occur with regard to landslides.

Project Analysis: The Project site is essentially 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. (Google Earth Pro, 2019) Accordingly, the Project site is located in an area with a low potential for landslides. Proposed grading would not create any substantial manufactured slopes; therefore, implementation of the Project would not create a landslide risk to surrounding properties. The Project would result in less-than-significant hazards related to landslide and would not result in new or more severe landslide impacts relative to the information disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined that compliance with all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities (e.g., implementation of Best Management Practices [BMPs] through preparation of a Stormwater Pollution Prevention Plan [SWPPP]) would preclude potential soil erosion impacts during construction. The ABC EIR also noted that following completion of development, the ABC would be required by law to implement a Water Quality Management Plan (WQMP) during operation, which would preclude substantial erosion impacts in the long-term. The ABC EIR concluded that erosion impacts would be less than significant.

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 result in less-than-significant effects related to soil erosion or the loss of topsoil and would not result in any new impacts or increase the severity of previously identified impacts as compared to the analysis presented in the ABC EIR.

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

Pursuant to State Water Resources Control Board requirements, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including proposed grading. 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. The City's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges during construction. In addition, the Project Applicant would be required to comply with SCAQMD Rule 403 and the City of Chino Municipal Code (§ 19.09.030), which establishes requirements for the control of dust during construction (including wind erosion) (SCAQMD, 2005). With mandatory compliance to the requirements noted in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant.

Operational Activities

Upon Project build-out, wind and water erosion on the Project site would be minimized, because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Implementation of the Project would result in less long-term erosion and loss of topsoil than occurs under the site's existing conditions.

The City's Municipal Storm Water Permit will require the Project Applicant to prepare and implement a WQMP (see City of Chino Municipal Code § 13.25.500). The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. 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 measures to preclude substantial, long-term soil erosion and loss of topsoil, the Project would result in less-than-significant impacts related to soil erosion.

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?

ABC EIR Finding: The ABC EIR determined that the ABC site does contain near surface soils that have potential for shrinkage/subsidence and collapse. However, the geotechnical report for the ABC site indicated that the site's shrinkage/subsidence and settlement potential could be attenuated through the removal of undocumented fill down to competent materials and replacement with properly compacted fill. The ABC EIR concluded that potential impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant because the City would condition the ABC to comply with the site-specific ground preparation and construction recommendations contained in the ABC's geotechnical investigation.

Project Analysis: As noted in the ABC EIR, the Project would be conditioned to comply with the recommendations contained in ABC EIR Appendix E. With implementation of geologic engineering report's recommendations, the potential for shrinkage/subsidence and settlement potential at the Project site would be low. (LGC, 2016, pp. 11-12) Accordingly, implementation of the Project would not expose people or structures to substantial adverse effects, including loss, injury, or death, related to unstable

soils. The Project would not result in new or more severe soil hazards relative to the information disclosed in the ABC EIR.

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 direct or indirect risks to life or property?

ABC EIR Finding: The ABC EIR determined that soils in the ABC have low susceptibility to expansion. The ABC EIR concluded that impacts due to the creation of substantial direct or indirect risks to life or property associated with the presence of expansive soils would be less than significant.

Project Analysis: Near surface soils on the Project site have a low expansion potential (LGC, 2016, p. 16). Accordingly, implementation of the Project would not create substantial risks to life or property through locating structures on expansive soil and would not result in new or more severe impacts related to expansive soils than previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR concluded that no impact would occur because the ABC would connect to the municipal wastewater conveyance system and would not utilize septic systems or alternative wastewater disposal systems on-site.

Project Analysis: The Project would connect to the municipal sewer system and does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur. The Project would not result in new or more severe impacts relative to the information disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that the ABC would not impact any known paleontological resource or unique geological feature but that the potential exists for previously unknown paleontological resources to occur below the existing ground surface because the ABC site and the ABC off-site impact area are located in an area underlain by alluvium and sandy axial channel soils with a high sensitivity for paleontological resources. The ABC EIR included MMs 4.5-6 through 4.5-8 which require the implementation of a paleontological resource monitoring, identification, and treatment program to ensure the proper handling of any paleontological resources that may be encountered during on-site ground-disturbing activities. The ABC EIR concluded that with implementation of mitigation, the ABC would result in less-than-significant impacts to paleontological resources.

Project Analysis: A Paleontological Resource Assessment was prepared by BFSA for the ABC. The Paleontological Assessment for the ABC addressed potential impacts within the Project site and the Project off-site impact area (except for potential Brine Line connection Alignment B). BFSA concluded that the Project site is underlain with Quaternary (early-Pleistocene) very old alluvial fan deposits and late-Quaternary (late-Pleistocene and Holocene) sandy axial channel deposits that have a high paleontological sensitivity for fossils of large, terrestrial Ice Age vertebrates (BFSA, 2016b, pp. 1-2). BFSA concluded that the potential exists for development on the Project site to unearth important fossil-bearing sediments during ground disturbance activities and recommended paleontological monitoring be performed during excavation activities on-site. Accordingly, the Project would be required to comply with

ABC EIR MMs 4.5-6 through 4.5-8, which would minimize the significance of the Project's potential effects to important paleontological resources to less-than-significant levels. The paleontological sensitivity of the property through which potential Brine Line connection Alignment B would traverse was disclosed in the EIR Addendum for the Euclid Business Center project. Based on the information disclosed therein, potential Brine Line connection Alignment B would not destroy any known unique paleontological or geological resources and would have no potential to adversely affect any significant buried/unknown paleontological/geological resources (due to the relatively young age of the underlying geologic layers) (T&B, 2019, 3-26). The Project would not result in new or more severe impacts to paleontological resources relative to the information disclosed in the ABC EIR.

Mitigation: The Project Applicant would be required to comply with applicable MMs identified in the ABC EIR, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the ABC EIR (refer to Section 5.0). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

MM 4.5-6 Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a qualified paleontologist has been retained to conduct monitoring of grading and excavation operations in Quaternary (early-Pleistocene) very old alluvial fan deposits and late-Quaternary (late-Pleistocene and Holocene) sandy axial channel deposits.

MM 4.5-7 The paleontological monitor shall conduct full-time monitoring in areas of grading or excavation in the shallow subsurface of Quaternary (early-Pleistocene) very old alluvial fan deposits and late-Quaternary (late-Pleistocene and Holocene) sandy axial channel deposits. The paleontological monitor shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that may contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, Mitigation Measure MM 4.5-8 shall apply. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.

MM 4.5-8 If a significant paleontological resource is discovered on the property, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontological storage. Prior to grading permit inspection approval, a qualified paleontologist shall prepare a final report that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository. The report shall be submitted to the City of Chino.

8. Greenhouse Gas Emissions

A greenhouse gas assessment was prepared for the Project by Urban Crossroads to quantify the greenhouse gas (GHG) emissions that would result from Project-related construction and operational activities. This report is included as *Appendix A* to this EIR Addendum and its findings are incorporated into the analysis presented herein.

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

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

ABC EIR Finding: The ABC EIR disclosed that implementation of the ABC would result in GHG emissions equal to 42,827.60 metric tons of carbon dioxide (CO_2) equivalents per year ($MTCO_2eq$/year). The ABC EIR disclosed that the ABC would be required to comply with the City of Chino Climate Action Plan (CAP), which ensure that construction and operation of the ABC would not generate substantial GHG emissions that could have a significant impact on the environment. Also, the ABC EIR determined that the ABC would be consistent with applicable regulations, policies, plans, and policy goals that would further reduce GHG emissions. The ABC EIR concluded that implementation of the ABC would not generate GHG emissions that have a significant impact on the environment and, also, that the ABC EIR would be consistent with applicable plans and policies related GHG emissions reductions. The ABC EIR concluded impacts would be less than significant.

Project Analysis: The Project's annual GHG emissions are summarized in Table 4-5, *Annual Project Greenhouse Gas Emissions*. The methodology used to quantify the Project's annual GHG emissions is described in *Appendix A*.

Table 4-5 Annual Project Greenhouse Gas Emissions

Emissions Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	105.85	0.01	0.00	106.19
Area Source	0.04	1.00E-04	0.00	0.04
Energy Source	1,939.86	0.07	0.02	1,947.58
Mobile Source (Passenger Cars)	2,107.13	0.05	0.00	2,108.39
Mobile Source (Trucks)	6,574.77	0.26	0.00	6,581.20
On-Site Equipment	50.79	0.02	0.00	51.20
Waste	71.78	4.24	0.00	177.84
Water Usage	158.10	1.16	0.03	195.58
Total CO_2e (All Sources)	**11,168.03**			

MT/yr = metric tons per year
(Urban Crossroads, 2020a, Table 8)

The proposed Project would generate substantially fewer daily traffic trips to/from the Project site than the land uses originally planned for the site by the ABC and evaluated in the ABC EIR (the Project's daily traffic is discussed in further detail in Subsection 17, *Transportation*). A large share of GHG emissions from the ABC were expected to come from vehicle tailpipe emissions; thus, implementation of the Project would reduce the annual GHG emissions disclosed in the ABC EIR by approximately 6,750 MT CO_2e, which

correlates to an approximately 38% reduction in the GHG emissions assumed by the ABC EIR for the Project site. (Urban Crossroads, 2020a, p. 16).

As noted in the ABC EIR, the Project would be required to comply with the City of Chino's CAP, which went into effect on January 2, 2014 to reduce GHG emissions on a City-wide level. The City determined that the CAP would achieve the GHG emissions reduction mandate of AB 32 and would result in less-than-significant GHG emissions. The Project Applicant would be required to comply with the CAP pursuant to City of Chino Municipal Code § 15.45.070 through implementation of one or a combination of the following three (3) options: Option 1) exceed by 3-percent the mandatory California Energy Code standards in effect at the time of development application submittal; Option 2) achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code in effect at the time of development application submittal; or Option 3) provide other equivalent GHG reductions through design measures that would result in GHG emissions reductions of 0.04 metric tons (MT) of carbon dioxide equivalent (CO_2e) per residential dwelling unit per year. Compliance with the CAP would be assured through conditions of approval assigned to the proposed Master Site Approval as well as through City staff review of future building permit applications. With mandatory compliance with the City of Chino CAP, the Project would not generate GHG emissions that have a significant effect on the environment. Impacts would be less than significant.

The ABC EIR concluded that buildout of the ABC would be consistent with and would not conflict with implementation of the goals and objectives established by applicable GHG emissions reductions plans and policies, including AB 32, SB 32, and the CARB Scoping Plan. Additionally, the ABC EIR disclosed that the Project would be required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards and Green Building Standards, which would reduce GHG emissions generated during the production/transmission/combustion of energy resources and, thereby, would not result in the wasteful, inefficient or unnecessary consumption of energy. As noted above, implementation of the Project would reduce the ABC's total GHG emissions; thus, the Project would not adversely affect the ABC's ability to comply with applicable plans, policies, or regulations related to GHG emissions or result in any conflicts that were not previously disclosed in the ABC EIR.

Based on the foregoing analysis, the Project's GHG emissions would be less than significant and do not represent a new or substantially more severe effect on the environment relative to the level of impact disclosed in the ABC EIR.

9. Hazards and Hazardous Materials

The physical conditions of the Project site are unchanged since certification of the ABC EIR in 2019. Therefore, the analysis below relies on information contained in the Phase I and Phase II site assessments prepared for the ABC site as the information in these reports continues to be relevant to the Project site (refer to ABC EIR Appendices G1 and G2). As noted earlier in this EIR Addendum, the ABC EIR and all of its technical appendices, including the site assessments, are incorporated by reference pursuant to pursuant to CEQA Guidelines § 15150.

Would the Project:

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

ABC EIR Finding: The ABC EIR determined that there were no hazardous conditions on the ABC site that could pose a significant hazard to the public or the environment. Although there is the potential that hazardous materials could be used on the ABC site during construction and/or operation, the ABC EIR determined that mandatory compliance with applicable federal, state, and local regulations related to handling, transport, and disposal of hazardous materials and waste would preclude a significant hazard to the public or the environment. The ABC EIR concluded that impacts would be less than significant.

Project Analysis: As demonstrated in the analysis below, the Project would result in a less-than-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 impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the ABC EIR.

Existing Site Conditions

The conditions on the Project site are unchanged from the conditions disclosed in the ABC EIR and the analysis from the ABC EIR remains relevant to the Project: There are no existing conditions on the Project site that would pose a hazard to the public or the environment.

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 architectural coatings, roofing materials, adhesives, 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 Protection 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

It is possible that hazardous materials could be used during the course of Project daily operations. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. If hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will be routinely handles on-site, the Project Applicant will be required to obtain a permit from the Chino Valley Fire Protection District and/or San Bernardino County Fire Department – Hazardous Materials Division in order to register the distribution center as a hazardous materials handler. The Project Applicant also is required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Chino Valley Fire District, County of San Bernardino Fire Department 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. In addition, if more than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material will be handled on-site, the Project Applicant is required to file 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. With mandatory regulatory compliance, the Project is not anticipated to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials.

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?

ABC EIR Finding: The ABC EIR determined that construction and operation of the ABC could create a significant hazard due to the release of hazardous materials into the environment. The ABC EIR disclosed that construction activities and all future development within the ABC would be required to comply with applicable federal, state, and local regulations related to hazardous materials and waste. The ABC EIR concluded that with mandatory compliance with applicable regulations, the ABC would not 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. Impacts would be less than significant.

Project Analysis: As noted in 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, the Project Applicant would be required to comply with applicable federal, State, and local regulations to ensure the safe handling of hazardous materials. Mandatory compliance with these regulations and mitigation measures would ensure that, if an accident involving hazardous materials 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 is not anticipated to result in any new impacts, or increase the severity of previously identified significant impacts, not previously discussed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that there are no schools located within one-quarter mile of the ABC boundaries and that hazardous emissions or the handling of hazardous materials or substances would not occur within one-quarter mile of an existing or proposed school. The ABC EIR concluded impacts would be less than significant.

Project Analysis: There are no existing schools within one-quarter-mile of the Project site. The nearest school is Cal Aero Preserve Academy, located at 15850 Main Street, approximately 0.90-mile east of the Project site (Google Earth Pro, 2019). 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 impacts, or increase the severity of previously identified significant impacts, not previously discussed in the ABC 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?

ABC EIR Finding: The ABC EIR disclosed that the ABC area is not listed on any list of hazardous materials compiled pursuant to Government Code § 65962.5. The ABC EIR concluded no impact would occur.

Project Analysis: The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, n.d.); no impact would occur. The Project would not result in any new impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the ABC 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 or excessive noise for people residing or working in the project area?

ABC EIR Finding: The ABC EIR disclosed that the Chino Airport is located approximately 0.1-mile north of the ABC site and that the site is located within the Chino Airport's "Airport Influence Area." The ABC EIR determined that the ABC would not interfere with operations at the Chino Airport and would not result in a safety hazard for people working in the ABC area. Accordingly, the ABC EIR concluded that a less-than-significant impact would occur.

Project Analysis: The Project site is located within the "Airport Influence Area" for the Chino Airport. The Project's land use and design are consistent with the Chino General Plan's compatibility standards for development within Chino Airport's Safety Zones (Chino, 2010a, LU-26). Additionally, the Project would not interfere with flight operations at the Chino Airport because the buildings proposed by the Project would be less than 55 feet tall and the Project does not include an air travel component (e.g., runway, helipad). Therefore, development of the Project would neither introduce a hazard to the Chino Airport nor would the Chino Airport pose a hazard to future employees on the Project site. Impacts would be less than significant. The Project would not result in any airport safety hazard impacts that were not previously disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that the ABC site does not contain any emergency facilities nor does it serve as an emergency evacuation route and that during construction and long-term operation, adequate emergency vehicle access is required to be provided. The ABC EIR concluded no impact would occur.

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, the City 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. Thus, the 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. Accordingly, the Project would not result in any new impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined that the ABC is located in an urbanized area, and no wildlands exist in the vicinity of the ABC area. The ABC EIR concluded that no impact related to wildland hazards would occur.

Project Analysis: The Project site is located in an urbanized area and is not located adjacent to wildlands (Google Earth Pro, 2019). Accordingly, no impact would occur related to wildland fires. The Project would not result in any impacts associated with wildland fires that were not previously disclosed in the ABC EIR.

10. Hydrology and Water Quality

Would the Project:

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

ABC EIR Finding: The ABC EIR concluded that implementation of the ABC would result in less-than-significant effects to water quality because construction and operational activities associated with the ABC would be required to comply with applicable federal, State, and local water quality regulations.

Project Analysis: As demonstrated in the analysis below, the Project would not violate any water quality standards or waste discharge requirements and, thus, would result in less-than-significant impacts. The Project would not result in any impacts that were not disclosed in the ABC EIR or increase the severity of any impacts identified in the ABC EIR.

Construction Activities

Construction of the proposed Project would involve clearing and demolition, grading, paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollutants such as silt, debris, and construction chemicals (such as paints and solvents), and other substances with the potential to adversely affect water quality (should these materials come into contact with water that reaches the groundwater table or flows off-site). As such, Project construction has the potential to result in short-term water quality impacts in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the City of Chino (Municipal Code Chapter 13.25), 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 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 Best Management Practices (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 – the Project Applicant would be required to prepare and implement a Water Quality Management Plan (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. A Preliminary WQMP was prepared for the Project site as part of the ABC (refer to ABC EIR Appendix H1); the City will condition the Project Applicant to prepare a Final WQMP that is in substantial conformance with the ABC's Preliminary WQMP prior to the issuance of grading permits. Implementation of the WQMP will ensure that waterborne pollution will be minimized, prevented, and/or otherwise appropriate treated before stormwater flows are discharged from the Project site into the City's storm drain system. 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, all wastewater from the food processing areas within the Project would undergo water quality treatment to meet applicable State of California water quality standards for food processing facilities prior to discharge from the site. Furthermore, post-treatment, the food processing wastewater would be conveyed directly to the Inland Empire Brine Line, which is a wastewater conveyance facility that was specifically constructed to accept non-reclaimable wastewater from industry uses. SAWPA and its member agencies, including IEUA in the Project area, have established strict water quality standards – regulating concentrations of metals, pesticides, hydrocarbons solids, organic substances, oxygen demanding substances – for all wastewater discharged to the Brine Line to protect the quality of downstream waters. All food processing wastewater discharged from the Project would meet SAWPA's and IEUA's stringent standards for the Brine Line.

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.

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

ABC EIR Finding: The ABC EIR determined that the ABC would not physically impact any of the major groundwater recharge facilities in the Basin and would not substantially impact the availability of potable groundwater in the Basin area. The ABC EIR also disclosed that the ABC did not propose any potable water wells. Accordingly, the ABC EIR concluded that implementation of the ABC would result in less-than-significant impacts related to depletion of groundwater supplies or interference with groundwater recharge.

Project Analysis: The analysis from the ABC EIR remains applicable to the Project: The Project does not propose groundwater wells and would not directly draw water from the water table. The Project would not impact any of the groundwater recharge facilities in the Chino Basin. Lastly, the Project includes design features, such as underground infiltration chambers and permeable, landscaped areas, that would facilitate percolation. Accordingly, buildout of the Project would not interfere substantially with

groundwater recharge or impede sustainable groundwater management of the Chino Basin. Based on the foregoing information, the Project would result in less-than-significant impacts to groundwater recharge. The Project would not result in any new impacts, or increase the severity of previously identified significant impacts, previously identified in the ABC 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?

ABC EIR Finding: The ABC EIR disclosed that the ABC would construct an integrated stormwater drainage system that would capture on-site stormwater runoff and convey the runoff downstream. The ABC EIR concluded that the drainage infrastructure proposed by the ABC would adequately serve the ABC would minimize impacts related to erosion or siltation, resulting in less-than-significant impacts regarding erosion or siltation.

Project Analysis: As previously described in Response 7(b), implementation of the Project would result in less-than-significant effects related to soil erosion or the loss of topsoil. Thus, implementation of the Project would not result in substantial erosion or siltation on- or off-site and would not result in any new impacts or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined the ABC's stormwater drainage systems have sufficient available capacity to capture and convey anticipated peak surface runoff flows on the ABC site and that the ABC's stormwater system would not conflict the City of Chino Storm Drain Master Plan. The ABC EIR concluded implementation of the ABC would not substantially increase the rate or amount of runoff in a manner that would result in flooding on- or off-site; impacts would be less than significant.

Project Analysis: Although the Project proposes to construct an underground detention basin/infiltration chamber system in the northwest corner of the Project site in lieu of the aboveground water quality/detention basin originally proposed by the ABC, the Project's stormwater drainage system substantially conforms with the ABC stormwater system evaluated in the ABC EIR. The Project's underground detention basin/infiltration chamber system would slightly increase on-site stormwater storage capacity and would have a similar drawdown/peak discharge rate as the stormwater drainage system evaluated in the ABC EIR (Proactive, 2020, pp. 1-2). Because the Project would not reduce the capacity of on-site stormwater storage or increase the rate at which stormwater runoff is discharged from the Project site, the Project would not result in any new impacts or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC 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?

ABC EIR Finding: The ABC EIR concluded that implementation of the ABC would require the installation of drainage infrastructure improvements; but that existing and planned stormwater drainage systems would have adequate capacity to convey surface runoff flows from the ABC site. The ABC EIR also concluded that the ABC would not generate substantial, additional sources of polluted runoff.

Project Analysis: As discussed in Response 10(a), the Project would be required to comply with a SWPPP and a site-specific WQMP, which would 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. Furthermore, as discussed in the preceding response, the Project would not generate stormwater runoff that exceeds the capacity of master planned storm drain facilities. Accordingly, the Project would result in less-than-significant impacts related to stormwater drainage and stormwater pollution and would not result in any new impacts or increase the severity of stormwater drainage and/or water quality impacts previously identified in the ABC EIR.

iv) Impede or redirect flood flow?

ABC EIR Finding: The ABC EIR determined that the ABC site was not located within the 100-year flood hazard area and the ABC would not occur within an existing floodway or otherwise impede or redirect flood flows. Therefore, the ABC EIR concluded no impact would occur.

Project Analysis: According to the Federal Emergency Management Agency (FEMA), 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. The Project would not result in any impacts that were not previously disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined that the ABC site is not located near a major dam or within a dam inundation area. Additionally, the ABC EIR did not identify any significant effects within the ABC area related to inundation by seiche, tsunami, or mudflow. The ABC EIR concluded no impact would occur.

Project Analysis: The Pacific Ocean is located over 30 miles west of the Project site; consequently, there is no potential for the Project site to be impacted by a tsunami as tsunamis typically only reach up to a few miles inland. The Project site also is not subject to flooding hazards associated with a seiche because the nearest large body of surface water (Prado Reservoir) is located approximately one mile south of the Project site, which is too far away from the subject property to impact the property with a seiche (Google Earth Pro, 2019). Furthermore, as noted in the City of Chino General Plan, the Project site is not located within any mapped dam inundation area (Chino, 2010a, Figure SAF-3). No impact would occur.

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

ABC EIR Finding: The ABC EIR concluded that the ABC would be required to adhere to State water quality requirements and would not result in substantial adverse water quality effects. Additionally, the ABC EIR determined that the ABC would not conflict with or obstruct the implementation of a sustainable groundwater management plan. The ABC EIR concluded impact 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, the Project would result in less-than-significant impacts to applicable water quality control and groundwater management plans. Likewise, the Project would not result any new significant impacts that were not previously disclosed in the ABC EIR or increase the severity of impacts previously identified in the ABC EIR.

11. Land Use and Planning

Would the Project:

a) Physically divide an established community?

ABC EIR Finding: The ABC EIR determined the ABC would not divide an established community, as it does not provide access to established communities and would not isolate any established communities or residences from neighboring communities. The ABC EIR concluded development and operation of the ABC would not physically disrupt or divide the arrangement of an established community and impacts would be less than significant.

Project Analysis: The conditions of the Project site and surrounding area are the same as the conditions disclosed in the ABC EIR: No residences or established communities abut the Project site. The Project would not divide an established community nor would the Project prevent or obstruct access to an established community and impacts would be less than significant. The Project is not anticipated to result in any impacts that were not previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that the ABC would not directly conflict with the policy or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including the City's General Plan, the PSP, and the City's Municipal Code. Accordingly, the ABC EIR concluded that the ABC would result in a less-than-significant impact.

Project Analysis: The Project site would be developed in accordance with the land use regulations and development standards contained within the PSP and the development activities proposed by the Project are consistent with what was anticipated by the ABC EIR. As noted above, the ABC EIR concluded that implementation of the ABC would not conflict with any land use policies or regulations adopted for the purpose of mitigating or avoiding an environmental impact. Accordingly, the Project would result in a less-than-significant impact. Furthermore, the Project is not expected to result in any impacts that were not previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that the ABC site was not located within an area known to be underlain by regionally-important mineral resources or within an area that has the potential to be underlain by regionally-important mineral resources. Accordingly, implementation of the ABC would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. Thus, the ABC EIR concluded no impact would occur.

Project Analysis: The Project site is located within the MRZ-3 mineral resource zone, which is classified as an area where the significance of mineral deposits cannot be determined from available data (DOC, 1981). As such, the Project site does not contain a "known mineral resource" and 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. Therefore, implementation of the Project is not anticipated to result in any impacts that were not previously disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR disclosed that the ABC site was not located within an area known to be underlain by locally-important mineral resources or within an area that has the potential to be underlain by locally-important mineral resources. Accordingly, the ABC EIR determined that implementation of the ABC would not result in the loss of availability of a known mineral resource that would be of value to the region delineated on a local general plan, specific plan, or other land use plan. Thus, the ABC EIR concluded no impact would occur.

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 (Chino, 2010a; Chino, 2016a). Accordingly, implementation of the Project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur. The Project would not result in any impacts that were not previously disclosed in the ABC EIR.

13. Noise

A noise impact analysis 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 B* to this EIR Addendum and its findings are incorporated into the analysis presented herein.

Would the Project:

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?

ABC EIR Finding: The ABC EIR determined that construction on the eastern portion of the ABC site (east of future Mayhew Avenue) that abuts existing residential land uses could result in temporary, localized increases in noise levels that may exceed established standards during daytime construction activities. As such, the ABC EIR included a mitigation measure (ABC EIR MM 4.10-1) to ensure that construction activities on the eastern portion of the ABC site do not expose sensitive receptors to substantial, excessive daytime construction noise. The ABC EIR determined that potential nighttime construction activities (i.e., concrete pouring) on the ABC site would not expose sensitive receptors to unacceptable noise levels. With the application of mitigation, the ABC EIR concluded that noise produced during the construction of the ABC would be less than significant.

The ABC EIR determined that noise generated on the ABC site during the ABC's operation (i.e., stationary noise) would not exceed City of Chino standards and would not represent a substantial adverse increase in existing ambient noise levels. Accordingly, the ABC EIR concluded impacts would be less than significant.

The ABC EIR determined that noise from ABC-related traffic would not exceed City of Chino standards and would not represent a substantial adverse increase in existing ambient noise levels under any of the analyzed traffic scenarios (i.e., Existing plus Project; Opening Year; or Horizon Year conditions). Accordingly, the ABC EIR concluded 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, the Project would not result in any new impacts, or increase the severity of previously identified significant impacts, as compared to the analysis presented in the ABC EIR. Refer to *Appendix B* 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 62.2 and 64.1 dBA Leq at nearby noise sensitive residential receiver locations, which would not exceed the City of Chino's daytime noise standard of 65 dBA Leq (Urban Crossroads, 2020b, pp. 61-63). Impact would be less than significant. Accordingly, the Project would not result in any new or more severe impacts from construction noise relative to the impacts identified in the ABC EIR.

Operational Activities – On-Site Stationary Noise

The Project would generate long-term stationary noise from routine outdoor activities (e.g., utilization of loading docks, entry gate and truck movements, parking lot vehicle movements, fueling station activities, and fleet maintenance operations) and the operation stationary mechanical equipment (e.g., building heating/cooling equipment). Stationary noise generated by the Project would not exceed 48.6 dBA Leq, 45.0 dBA L_{50}, 47.2 dBA L_{25}, 51.8 dBA L_8, and 61.0 dBA L_{MAX} during daytime hours (7:00am to 10:00pm) at any sensitive receptor. All daytime stationary noise levels would be below the applicable City of Chino standard. During nighttime hours (10:00pm to 7:00am), stationary noise generate by the Project would not exceed 48.5 dBA Leq, 44.9 dBA L_{50}, 47.1 dBA L_{25}, 51.8 dBA L_8, and 58.7 dBA L_{MAX} at any sensitive receptor. All nighttime stationary noise levels would be below the applicable City of Chino standard. (Urban Crossroads, 2020b, p. 54). Accordingly, operation of the Project would not result in the generation of noise levels in the vicinity of the Project site in excess of the standards from the City of Chino's Noise Ordinance. Impacts would be less than significant. The Project would not result in any new or more severe impacts from operational noise relative to the impacts identified in the ABC EIR.

Operational Activities – Off-Site Traffic Noise

Noise generated by the Project's traffic was calculated for the Existing plus Project (E+P), Opening Year (2022), and Horizon Year (2040) traffic scenarios. As shown in Table 4-6, Table 4-7, and Table 4-8, the Project's maximum traffic noise impact under any analysis scenario would be 0.5 dBA, which would not exceed the applicable significance threshold. Accordingly, implementation of the Project would not cause or contribute to a significant off-site traffic noise impact. Impacts would be less than significant. The Project would not result in any new or more severe impacts from traffic noise relative to the impacts identified in the ABC EIR.

Table 4-6 Existing plus Project Off-Site Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Noise Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition			Limit	Exceeded?
1	Euclid Av.	n/o Merrill Av.	Urban Reserve/Residential	79.7	79.8	0.1	Yes	65	1.5	No
2	Euclid Av.	s/o Merrill Av.	General Industrial/Public	79.7	79.9	0.1	No	70	3.0	No
3	Euclid Av.	s/o Kimball Av.	General Industrial/Airport Related	77.6	77.6	0.0	No	70	3.0	No
4	Euclid Av.	s/o Bickmore Av.	General Industrial/Regional Commercial	77.3	77.4	0.1	No	70	3.0	No
5	Euclid Av.	s/o Pine Av.	Regional Open Space	80.3	80.3	0.1	No	70	3.0	No
6	Merrill Av.	e/o Euclid Av.	Public	72.5	72.6	0.1	No	70	3.0	No
7	Kimball Av.	w/o Euclid Av.	General Industrial	75.5	75.7	0.1	No	70	3.0	No
8	Kimball Av.	e/o Euclid Av.	Public/Airport Related	75.3	75.6	0.3	No	70	3.0	No
9	Kimball Av.	e/o Mayhew Av.	Public/Airport Related	75.3	75.3	0.0	No	70	3.0	No
10	Bickmore Av.	e/o Euclid Av.	Airport Related/Regional Commercial	70.7	71.3	0.5	No	70	3.0	No
11	Bickmore Av.	e/o Mayhew Av.	Residential	70.7	70.7	0.0	Yes	65	1.5	No
12	Pine Av.	w/o Euclid Av.	General Industrial/Regional Open Space	70.6	70.6	0.0	No	70	3.0	No
13	Pine Av.	e/o Euclid Av.	Regional Commercial/Regional Open Space	75.0	75.1	0.0	No	70	3.0	No

[1] Source: City of Chino General Plan Land Use Map and Google Earth Aerial Imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: (Urban Crossroads, 2020b, Table 7-7)

Table 4-7 Opening Year Off-Site Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Noise Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition			Limit	Exceeded?
1	Euclid Av.	n/o Merrill Av.	Urban Reserve/Residential	80.3	80.4	0.1	Yes	65	1.5	No
2	Euclid Av.	s/o Merrill Av.	General Industrial/Public	80.4	80.5	0.1	No	70	3.0	No
3	Euclid Av.	s/o Kimball Av.	General Industrial/Airport Related	78.5	78.6	0.0	No	70	3.0	No
4	Euclid Av.	s/o Bickmore Av.	General Industrial/Regional Commercial	78.2	78.3	0.1	No	70	3.0	No
5	Euclid Av.	s/o Pine Av.	Regional Open Space	80.9	80.9	0.0	No	70	3.0	No
6	Merrill Av.	e/o Euclid Av.	Public	73.7	73.7	0.1	No	70	3.0	No
7	Kimball Av.	w/o Euclid Av.	General Industrial	75.9	76.0	0.1	No	70	3.0	No
8	Kimball Av.	e/o Euclid Av.	Public/Airport Related	75.7	76.0	0.3	No	70	3.0	No
9	Kimball Av.	e/o Mayhew Av.	Public/Airport Related	76.0	76.0	0.0	No	70	3.0	No
10	Bickmore Av.	e/o Euclid Av.	Airport Related/Regional Commercial	71.6	72.1	0.4	No	70	3.0	No
11	Bickmore Av.	e/o Mayhew Av.	Residential	71.6	71.7	0.0	Yes	65	1.5	No
12	Pine Av.	w/o Euclid Av.	General Industrial/Regional Open Space	71.1	71.1	0.0	No	70	3.0	No
13	Pine Av.	e/o Euclid Av.	Regional Commercial/Regional Open Space	75.6	75.6	0.0	No	70	3.0	No

[1] Source: City of Chino General Plan Land Use Map and Google Earth Aerial Imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: (Urban Crossroads, 2020b, Table 7-8)

Table 4-8 Horizon Year Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Noise Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition			Limit	Exceeded?
1	Euclid Av.	n/o Merrill Av.	Urban Reserve/Residential	81.5	81.6	0.1	Yes	65	1.5	No
2	Euclid Av.	s/o Merrill Av.	General Industrial/Public	81.8	81.9	0.1	No	70	3.0	No
3	Euclid Av.	s/o Kimball Av.	General Industrial/Airport Related	80.7	80.7	0.0	No	70	3.0	No
4	Euclid Av.	s/o Bickmore Av.	General Industrial/Regional Commercial	80.3	80.3	0.1	No	70	3.0	No
5	Euclid Av.	s/o Pine Av.	Regional Open Space	82.3	82.3	0.0	No	70	3.0	No
6	Merrill Av.	e/o Euclid Av.	Public	76.1	76.1	0.0	No	70	3.0	No
7	Kimball Av.	w/o Euclid Av.	General Industrial	77.4	77.5	0.1	No	70	3.0	No
8	Kimball Av.	e/o Euclid Av.	Public/Airport Related	76.2	76.4	0.2	No	70	3.0	No
9	Kimball Av.	e/o Mayhew Av.	Public/Airport Related	76.6	76.6	0.0	No	70	3.0	No
10	Bickmore Av.	e/o Euclid Av.	Airport Related/Regional Commercial	72.2	72.6	0.4	No	70	3.0	No
11	Bickmore Av.	e/o Mayhew Av.	Residential	71.8	71.8	0.0	Yes	65	1.5	No
12	Pine Av.	w/o Euclid Av.	General Industrial/Regional Open Space	75.6	75.6	0.0	No	70	3.0	No
13	Pine Av.	e/o Euclid Av.	Regional Commercial/Regional Open Space	76.5	76.5	0.0	No	70	3.0	No

[1] Source: City of Chino General Plan Land Use Map and Google Earth Aerial Imagery.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: (Urban Crossroads, 2020b, Table 7-9)

Note: ABC EIR MM 4.10-1 is only intended to apply to development activities within 150-feet of an occupied residence, which is a condition only occurs on the eastern portion of the ABC site (east of future Mayhew Avenue). Accordingly, the City of Chino determined that ABC MM 4.10-1 does not apply to the Project.

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

ABC EIR Finding: The ABC EIR disclosed that construction and operational activities associated with the ABC would not result in a perceptible groundborne vibration or noise. The ABC EIR concluded impacts would be less than significant.

Project Analysis: During peak Project construction activities, vibration levels would not exceed 0.002 in/sec RMS at nearby noise sensitive receiver locations near the Project site. The City's threshold of significance for vibration is 0.05 in/sec RMS; therefore, Project-related construction activities would not produce excessive vibration levels and are determined to be less than significant. (Urban Crossroads, 2020b, pp. 65-66) During long-term operation, vibration levels from truck activity on the Project site and along the public streets that abut the Project site is expected to approach 0.003 in/sec RMS, which would be substantially lower than the City's significance threshold of 0.05 in/sec PPV (Urban Crossroads, 2020b, p. 60). 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. Based on the foregoing analysis, the Project would result in less-than-significant environmental effects related to vibration and would not result in any new or more severe impacts from vibration relative to the information disclosed in the ABC 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?

ABC EIR Finding: The ABC EIR determined that people working on the ABC site would not be exposed to excessive aircraft noise levels from operations at the Chino Airport (located approximately 0.1-mile north of the ABC site). Therefore, the ABC EIR concluded that a less-than-significant impact would occur.

Project Analysis: The Project site is located approximately 0.1-mile south of the nearest runway at the Chino Airport; however, the site is not located within an area that is exposed to excessive airport-related noise. The northern portion of the site is located within the 55 dBA CNEL contour and the southern portion of the site is located beyond the 55 dBA CNEL contour (i.e., would be exposed to noise levels below 55 dBA CNEL). Industrial land uses, such as the Project, are compatible with exterior noise levels up to 65 dBA CNEL; therefore, the Project site's exposure to noise levels up to 55 dBA CNEL would not be considered adverse or excessive. Impacts would be less than significant. The Project would not result in any airport-related noise impacts that were not previously disclosed in the ABC EIR.

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)?

ABC EIR Finding: The ABC EIR determined that because the ABC was consistent with the PSP land use plan implementation of the ABC would not result in growth that was not already anticipated by the City of Chino General Plan. The ABC EIR concluded impacts would be less than significant.

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 which could indirectly induce population growth in the area; however, the Project is merely implementing the approved PSP – which designates the Project site for employment-generating land uses – and development of the Project site with employment generating land uses was anticipated by the PSP and evaluated in the ABC EIR. Accordingly, the Project would not induce population growth in the Project area to a greater degree than previously disclosed in the ABC EIR. The Project would not result in any new impacts, or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC EIR.

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

ABC EIR Finding: The ABC EIR disclosed that the site contained three (3) occupied residential structures on the ABC site that would be demolished as part of the ABC project. The ABC EIR indicated that the removal of these homes would not result in the displacement of substantial numbers of existing housing and would not necessitate the construction of replacement housing elsewhere. The ABC EIR concluded impacts would be less than significant.

Project Analysis: Under existing conditions, the Project site does not contain any dwelling units. Accordingly, implementation of the Project would not displace any existing people or housing; no impact would occur. The Project would not result in any new impacts, or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC 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:

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

ABC EIR Finding: The ABC EIR concluded that implementation of the ABC would result in less-than-significant impacts to public services because the Project Applicant would be required to pay development impact fees (DIFs), which would offset the increased demand for public services.

Project Analysis: The Project would not demand public services to a greater degree than the project that was evaluated in the ABC EIR. As disclosed in the ABC EIR, the Project Applicant would be required to pay DIFs that would be used by the City to provide public services within The Preserve area. Payment of DIFs would offset the Project's demand for public services and would ensure that impacts to public services are less than significant. Therefore, the Project is not anticipated to result in any new impacts, or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC EIR.

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?

ABC EIR Finding: The ABC EIR determined that the ABC did 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, the ABC EIR concluded that no impact would occur.

Project Analysis: The analysis from the ABC EIR remains relevant to the Project: 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. No impact would occur. The Project would not result in any impacts that were not previously disclosed in the ABC EIR.

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

ABC EIR Finding: The ABC EIR determined that the ABC did 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 that would require expansion of existing recreational

facilities. Additionally, the ABC did not propose to construct any new on- or off-site recreation facilities. Accordingly, the ABC EIR concluded that no impact would occur.

Project Analysis: Consistent with the information presented in the ABC EIR, the Project does not propose any type of residential use or other land use that may generate a population that would include recreational facilities or require construction or expansion of neighborhood and regional parks or other recreational facilities. No impact would occur. The Project would not result in any impacts that were not previously disclosed in the ABC EIR.

17. Transportation

A traffic impact analysis was prepared for the Project by Urban Crossroads to evaluate Project-related traffic impacts. This report is included as *Appendix C* to this EIR Addendum and its findings are incorporated into the analysis presented herein.

Would the Project:

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

ABC EIR Finding: The ABC EIR determined that construction and operation of the ABC would generate substantial traffic volumes and would cause or cumulatively contribute to deficient levels of service (LOS) at multiple intersections in the vicinity of the Project site. In addition, the ABC EIR determined that, during operation, the ABC would contribute considerable traffic to multiple mainline segments and ramps/ramp junctions along Interstate 15 (I-15), State Route 60 (SR-60), and State Route 71 (SR-71). The ABC EIR provided MMs 4.11-1 through 4.11-9 to address the ABC's impacts to the local and regional circulation system; however, the ABC EIR concluded that the ABC would result in significant and unavoidable transportation impacts because the City of Chino could not assure that all of the needed circulation improvements would be in place by the time they are warranted. The City of Chino adopted a Statement of Overriding Considerations for this impact in conjunction with certification of the ABC EIR.

Project Analysis: Based on operations data provided by the Project Applicant, the Project is calculated to generate approximately 1,532 trips per day, including approximately 129 trips during the AM peak hour (between 7:00am-9:00am) and approximately 174 trips during the PM peak hour (between 4:00pm-6:00pm). For purposes of analysis in this EIR Addendum (and as used in the ABC EIR), vehicle trips are converted to a metric called "passenger car equivalent" (PCE). PCE accounts for all vehicle trips generated by the Project but places a higher weight on vehicle trips larger vehicles (i.e., 2-, 3-, and 4-axle trucks) to reflect the real-world effect these larger vehicles have on the circulation system (e.g., occupying more space on the road, taking longer to accelerate/decelerate than smaller vehicles). When converted to PCE, the Project is calculated to generate 1,896 PCE trips per day, including 137 PCE trips in the AM peak hour and 187 PCE trips in the PM hour. For comparison, the ABC EIR originally assumed the Project site would be developed with 515,000 s.f. of warehousing land uses, which was calculated to generate 2,408 PCE trips per day, including 202 PCE trips in the AM peak hour and 216 PCE trips in the PM peak hour. Accordingly, implementation of the Project in lieu of the land use concept planned by the ABC would substantially reduce daily and peak hour traffic to and from the Project site relative to the information disclosed in the ABC EIR. Because the Project would generate less traffic than the land uses evaluated in the ABC EIR, implementation of the Project would reduce the severity of – but not avoid – the significant transportation impacts identified in the ABC EIR.

Notwithstanding, a traffic impact analysis was prepared for the Project to demonstrate whether the Project would cause or contribute to substantial adverse effects to the circulation network that were not previously disclosed in the ABC EIR. The Project's traffic impacts were evaluated under Existing plus Project (E+P), Opening Year (2022), and Horizon Year (2040) conditions. Refer to *Appendix C* for a detailed description of the methodology used to determine the Project's study area, calculate the performance of the circulation network, and evaluate the significance of the Project's traffic impacts under each analysis scenario. The analysis methodology and significance thresholds utilized in the Project's traffic analysis are consistent with the City of Chino's traffic impact analysis guidelines, which consider "substantial traffic" to be 50 or more peak hour trips.

Existing plus Project Conditions

Table 4-9, *Existing plus Project Level of Service Summary*, summarizes the performance – using level of service (LOS) as the evaluation metric – of the Project's study area under E+P conditions.

Table 4-9 Existing plus Project Level of Service Summary

#	Intersection	Traffic Control[3]	Existing (2019)				E+P				Acceptable LOS
			Delay[1] (secs.)		LOS[2]		Delay[1] (secs.)		LOS[2]		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Euclid Av. (SR-83) & Merrill Av.	TS	32.1	30.1	C	C	32.3	32.1	C	C	D
2	Euclid Av. (SR-83) & Kimball Av.	TS	40.4	46.0	D	D	42.1	47.6	D	D	D
3	Euclid Av. (SR-83) & Bickmore Av.	TS	19.5	15.6	B	B	19.6	15.8	B	B	D
4	Euclid Av. (SR-83) & Pine Av.	TS	32.9	**61.7**	C	**E**	33.4	**62.7**	C	**E**	D
5	Mayhew Av. & Kimball Av.	**TS**	Future Intersection				14.8	25.8	B	C	D
6	Mayhew Av. & Driveway 1	**CSS**	Future Intersection				9.2	9.4	A	A	D
7	Mayhew Av. & Driveway 2	**CSS**	Future Intersection				8.6	8.7	A	A	D
8	Mayhew Av. & Bickmore Av.	**TS**	Future Intersection				7.0	7.5	A	A	D

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] LOS = Level of Service

[3] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

(Urban Crossroads, 2019, Table 5-1)

As shown, all intersections in the Project's study area would operate at acceptable LOS under E+P conditions with the exception of: Euclid Avenue / Pine Avenue (Intersection #4). Intersection #4 operates at an unacceptable LOS under existing conditions (and without any Project-related traffic); therefore, implementation of the Project would not cause the LOS deficiency at Intersection #4. In addition, the Project would send less than 50 peak hours trips to Intersection #4; therefore, the Project's contribution to the LOS deficiency would not be cumulatively considerable. Notwithstanding, the Project Applicant would be required by the City of Chino Municipal Code – refer to Chapter 3.45 – and ABC EIR MM 4.11-4 to pay a development impact fee, DIF, that would be used by the City for the construction of improvements that would restore Intersection #4 to acceptable LOS. (Urban Crossroads, 2019, pp. 15, 86) Based on the foregoing analysis, implementation of the Project would not result in a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system under E+P conditions, and would not result in an impact that was not previously disclosed in the ABC EIR.

Opening Year (2022) Conditions

Table 4-10, *Opening Year (2022) Level of Service Summary*, summarizes the performance of the Project's study area under Opening Year Cumulative (2022) conditions.

Table 4-10 Opening Year (2022) Level of Service Summary

#	Intersection	Traffic Control[3]	2022 Without Project				2022 With Project				Acceptable LOS
			Delay[1] (secs.)		LOS[2]		Delay[1] (secs.)		LOS[2]		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Euclid Av. (SR-83) & Merrill Av.	TS	42.5	**71.6**	D	**E**	42.9	**73.0**	D	**E**	D
2	Euclid Av. (SR-83) & Kimball Av.	TS	44.4	54.2	D	D	46.2	54.8	D	D	D
3	Euclid Av. (SR-83) & Bickmore Av.	TS	26.3	18.7	C	B	27.2	19.2	C	B	D
4	Euclid Av. (SR-83) & Pine Av.	TS	47.0	**101.5**	D	**F**	48.4	**105.3**	D	**F**	D
5	Mayhew Av. & Kimball Av.	**TS**	Future Intersection				20.2	40.1	C	D	D
6	Mayhew Av. & Driveway 1	**CSS**	Future Intersection				9.2	9.4	A	A	D
7	Mayhew Av. & Driveway 2	**CSS**	Future Intersection				8.6	8.7	A	A	D
8	Mayhew Av. & Bickmore Av.	**TS**	Future Intersection				7.5	6.6	A	A	D

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] LOS = Level of Service

[3] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

(Urban Crossroads, 2019, Table 6-1)

As shown, all intersections in the Project's study area would operate at acceptable LOS under Opening Year conditions with the exception of: Euclid Avenue / Merrill Avenue (Intersection #1) and Intersection #4. The Project would contribute more than 50 peak hour trips at Intersection #1; therefore, the Project's share of the deficient LOS conditions at these intersections would be cumulatively considerable. The Project would contribute less than 50 peak hours trips at Intersection #4; therefore, the Project would not contribute substantial traffic to the deficient LOS conditions at this intersection. Notwithstanding, the Project Applicant would be required by the City of Chino Municipal Code – refer to Chapter 3.45 – and ABC EIR MM 4.11-4 to pay a development impact fee, DIF, that would be used by the City for the construction of improvements that would restore Intersection #4 to acceptable LOS. (Urban Crossroads, 2019, pp. 15, 100)

The LOS deficiency at Intersection #1 was previously disclosed in the ABC EIR and the Project's contribution to the cumulative impacts at this intersection does not represent a new impact that was not previously disclosed in the ABC EIR. As a standard condition of approval, and as required by the City of Chino Municipal Code (refer to Chapter 3.45) and ABC EIR MM 4.11-4, the Project Applicant would be required to pay DIFs that would be used by the City for the construction of improvements at Intersection #1 that would restore this intersection to acceptable LOS. With implementation of the improvements identified in the Project's traffic analysis – and are also previously identified in the ABC EIR and included in the City of Chino's Development Impact Fee program – Intersection #1 would operate at LOS C/D during peak hours (Urban Crossroads, 2019, p. 99). Accordingly, the Project would not result in any impacts at Intersection #1 under Opening Year (2022) conditions that were not already disclosed in the ABC EIR.

Based on the foregoing analysis, implementation of the Project would not result in a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system under Opening Year (2022) conditions, and would not result in an impact that was not previously disclosed in the ABC EIR.

Horizon Year (2040) Conditions

Table 4-11, *Horizon Year (2040) Level of Service Summary*, summarizes the performance of the Project's study area under Horizon Year (2040) conditions.

Table 4-11 Horizon Year (2040) Level of Service Summary

#	Intersection	Traffic Control[3]	2040 Without Project				2040 With Project				Acceptable LOS
			Delay[1] (secs.)		Service		Delay[1] (secs.)		Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Euclid Av. (SR-83) & Merrill Av.	TS	**123.8**	**>200.0**	**F**	**F**	**125.5**	**>200.0**	**F**	**F**	D
2	Euclid Av. (SR-83) & Kimball Av.	TS	**73.0**	**112.4**	**E**	**F**	**75.3**	**115.3**	**E**	**F**	D
3	Euclid Av. (SR-83) & Bickmore Av.	TS	47.1	**57.6**	D	**E**	**131.9**	**74.3**	**F**	**E**	D
4	Euclid Av. (SR-83) & Pine Av.	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**	D
5	Mayhew Av. & Kimball Av.	**TS**	Future Intersection				24.3	**58.4**	C	**E**	D
6	Mayhew Av. & Driveway 1	**CSS**	Future Intersection				9.2	9.4	A	A	D
7	Mayhew Av. & Driveway 2	**CSS**	Future Intersection				8.7	8.7	A	A	D
8	Mayhew Av. & Bickmore Av.	**TS**	Future Intersection				25.2	13.7	C	B	D

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] LOS = Level of Service

[3] CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

(Urban Crossroads, 2019, Table 7-1)

As shown, all intersections in the Project's study area would operate at acceptable LOS under Horizon Year conditions with the exception of: Intersection #1, Euclid Avenue / Kimball Avenue (Intersection #2), Euclid Avenue / Bickmore Avenue (Intersection #3), Intersection #4, and Mayhew Avenue / Kimball Avenue (Intersection #5). The Project would contribute more than 50 peak hour trips at all deficient study area intersections; therefore, the Project's share of the deficient LOS conditions at these intersections would be cumulatively considerable.

The LOS deficiencies at Intersections #1, #2, #3, #4, and #5 were previously disclosed in the ABC EIR and the Project's contribution to the cumulative impacts at these intersections does not represent a new impact that was not previously disclosed in the ABC EIR. As a standard condition of approval, and as required by the City of Chino Municipal Code (refer to Chapter 3.45), the Project Applicant would be required to pay development impact fees that would contribute toward the City's construction of improvements at Intersections #1, #2, #3, #4, and #5 that would restore all of these intersections to acceptable LOS. Additionally, the master developer for the ABC would be required to contribute fair share payments in accordance with the mitigation measures included in the ABC EIR to assist in the funding of needed traffic improvements. With implementation of the improvements identified in the Project's traffic analysis –which are consistent with the improvements listed in the ABC EIR – Intersections #1 through #5 would operate at acceptable LOS during peak hours (Urban Crossroads, 2019, p. 114). Accordingly, the Project would not result in any impacts at Intersections #1, #2, #3, #4, and #5 under Horizon Year conditions that were not already disclosed in the ABC EIR.

Based on the foregoing analysis, implementation of the Project would not result in a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system under Horizon Year (2022) conditions, and would not result in an impact that was not previously disclosed in the ABC EIR.

Mitigation: The Project Applicant would be required to comply with applicable MMs identified in the ABC EIR, as presented below and in the Mitigation Monitoring and Reporting Program (MMRP) for the ABC EIR (refer to Section 5.0). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

MM 4.11-4 Prior to the issuance of building permits, the Project Applicant/Developer shall comply with the applicable requirements of City of Chino Sub-Area II (The Preserve) Development Impact Fee Preserve (DIF) program, which requires fee payment to the City of Chino (less any fee credits), a portion of which is used by the City to fund the installation of road and intersection improvements to reduce traffic congestion.

MM 4.11-5 Prior to the issuance of the first occupancy permit for Phase 1 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 6-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer.

a) El Prado Road / Kimball Avenue;
b) Euclid Avenue (SR-83) / Riverside Drive;
c) Euclid Avenue (SR-83) / Schaefer Avenue;
d) Euclid Avenue (SR-83) / Edison Avenue;
e) Euclid Avenue (SR-83) / Merrill Avenue; and
f) Euclid Avenue (SR-83 / Bickmore Avenue.

MM 4.11-6 Prior to the issuance of the first occupancy permit for Phase 1 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust for conveyance to Caltrans and the City of Ontario, for improvements to the intersections listed below. The required improvements are listed in Table 6-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Ontario and/or Caltrans have not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer.

a) Euclid Avenue (SR-83) / SR-60 Eastbound Ramps.

MM 4.11-8 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required

improvements are listed in Table 8-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer.

a) Mayhew Avenue / Kimball Avenue; and
b) Flight Avenue / Kimball Avenue.

MM 4.11-9 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 9-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer.

a) SR-71 Northbound Ramps / Chino Hills Parkway;
b) Ramona Avenue / Chino Hills Parkway;
c) Monte Vista Avenue West / Chino Hills Parkway;
d) Euclid Avenue (SR-83) / Chino Avenue
e) Euclid Avenue (SR-83) / Schaefer Avenue;
f) Euclid Avenue (SR-83) / Edison Avenue;
g) Euclid Avenue (SR-83) / Merrill Avenue; and
h) Euclid Avenue (SR-83) / Bickmore Avenue.

MM 4.11-10 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 9-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-8 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer. This mitigation measure shall only apply if, at the time of occupancy permit issuance, Limonite Avenue has been extended over the Cucamonga Creek Channel to connect Hellman Avenue and Archibald Avenue.

a) Meadow Valley Avenue / Kimball Avenue.

MM 4.11-11 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust for conveyance to the City of Eastvale, for improvements to the intersections listed below. The required improvements are listed in Table 9-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Tables 1-7 and 1-8 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Eastvale have not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer. This mitigation measure shall only apply if, at the time of occupancy permit issuance, Limonite Avenue has been extended over the Cucamonga Creek Channel to connect Hellman Avenue and Archibald Avenue.

a) Hellman Avenue / Kimball Avenue;
b) Harrison Avenue / Limonite Avenue;
c) Sumner Avenue / Limonite Avenue;
d) Scholar Way / Limonite Avenue; and
e) Hamner Avenue / Limonite Avenue.

MM 4.11-12 In the event that Caltrans prepares a valid study, as defined below, that identifies fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary undertake improvements to SR-60 and SR-71 in the Project study area, then the Project Applicant/Developer shall use reasonable efforts to pay the applicable fair share amount to Caltrans.

The study shall include fair share contributions related to private and or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4) and, to this end, the study shall recognize that development projects within the City of Chino have no fair-share payment obligation for impacts to SR-60 and SR-71 that are not attributable to development located within the City of Chino. The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other relevant criteria for implementation of the recommendations contained within the study to the extent the other agencies agree to participate in the fee study program.

In the event the study has been prepared, the Project Applicant/Developer shall use reasonable efforts to pay the fair-share fee to Caltrans. If Caltrans chooses to accept the Project Applicant's/Developer's fair-share payment, Caltrans shall apply the payment to the fee program adopted by Caltrans or agreed upon by the Project Applicant/Developer and Caltrans as a result of the fair-share fee study. Caltrans shall only accept the fair-share payment if the fair-share fee study has been completed. If, within five years from the date that the first building permit is issued for the Project, Caltrans has not completed the fair share fee study, then the Project Applicant/Developer shall have no further obligation to comply with this mitigation measure.

Note: The City of Chino determined that the following ABC EIR MMs do not apply to the Project: MMs 4.11-1, 4.11-2, and 4.11-3 apply to development that is part of the second and third phases of the ABC development (the Project comprises the first phase of the ABC).

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3(b)?

ABC EIR Finding: The ABC EIR did not identify any adverse environmental effects associated with vehicle miles traveled (VMT).

Project Analysis: CEQA Guidelines Section 15064.3(c) provides that a lead agency "may elect to be governed by the provisions" of the section immediately; otherwise, the section's provisions apply July 1, 2020. Pursuant to the right granted CEQA Guidelines Section 15064.3(c), the City of Chino has not elected to be governed by Section 15064.3 at this time. Accordingly, an analysis of VMT is not required for the Project. The Project would not result in any new impacts, or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC EIR.

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

ABC EIR Finding: The ABC EIR did not identify any safety hazards related to a design feature or land use proposed by the ABC. The ABC EIR concluded that a less-than-significant impact would occur.

Project Analysis: Based on the City staff review of the proposed Project's application materials, no unsafe design features are proposed as part of the Project. All improvements planned as part of the Project would be in conformance with applicable City of Chino engineering/design standards and would not result in any hazards due to a design feature. Impacts would be less than significant. The Project would not result in any impacts that were not previously disclosed in the ABC EIR.

d) Result in inadequate emergency access?

ABC EIR Finding: The ABC EIR did not identify substantial adverse impacts related to inadequate emergency access. The ABC EIR concluded that the improvements proposed by the ABC would be implemented in a manner that would improve local circulation and emergency access, and, therefore, impacts would be less than significant.

Project Analysis: The City of Chino reviewed the Project's design to ensure that adequate access to-and-from the site would be provided for emergency vehicles. The City of Chino also will require the Project Applicant 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. The Project would not result in any impacts that were not previously disclosed in the ABC 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)?

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? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ABC EIR Finding: The ABC EIR determined that no prehistoric archaeological resources exist on the ABC site or ABC off-site improvement area and that the ABC did not contain any recorded Native American cultural resources. The ABC EIR disclosed that implementation of the ABC would have the potential uncover tribal cultural resources within the ABC during construction. The ABC EIR included mitigation measures to minimize impacts related to tribal cultural resources that could be encountered during ground disturbing activities (MMs 4.5-1 through 4.5-5). Following implementation of mitigation, the ABC EIR concluded that implementation of the ABC would result in less-than-significant impacts to tribal cultural resources.

Project Analysis: The Project site and Project off-site improvement area, excluding potential Brine Line connection Alignment B previously shown on Figure 3-7, were surveyed by BFSA for the presence/absence of prehistoric archaeological resources as part of the analysis for the ABC project. No prehistoric archaeological artifacts or tribal cultural resources were observed within the study area (BFSA, 2016a, p. 5.0-9). In addition, according to a records searches conducted with the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and the Native American Heritage Commission (NAHC), no prehistoric archaeological resources or tribal cultural resources have been recorded within the study area (BFSA, 2016a, p. 5.0-1 and Appendix B). Although impacts to tribal cultural resources within potential Brine Line connection Alignment B were not addressed in the ABC EIR, such impacts were addressed in the EIR Addendum for the Euclid Business Center project. The EIR Addendum for the Euclid Business Center project determined that no known tribal cultural resources were present or previously recorded within the property containing Alignment B (T&B, 2019, pp. 3-74 to 3-75). Accordingly, implementation of the Project would result in no impacts to any known tribal cultural resource(s). Notwithstanding, there is a remote potential for the construction activities on the Project site and/or within the Project off-site improvement area to uncover tribal cultural resources during excavation and/or grading (BFSA, 2016a, p. 6.0-1; T&B, 2019, p. 3-74). The Project Applicant would be required to implement ABC EIR MMs 4.5-1 through 4.5-5, which would ensure that an archaeological monitoring program is implemented during ground disturbing activities, and would ensure that any tribal cultural resources that may be uncovered are appropriately treated as recommended by a qualified archaeologist. Compliance with the mitigation measures from the ABC EIR would ensure the Project's potential impacts to tribal cultural resources would be less than significant. This conclusion is consistent with the conclusion from the ABC EIR.

Mitigation: ABC MMs 4.5-1 through 4.5-5 shall apply, as previously described in Response 5(b). No new mitigation measures or updates to any mitigation measures from the ABC EIR are required.

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, telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

ABC EIR Finding: The ABC EIR determined that the infrastructure improvements provided by the ABC in conjunction with the existing and planned public infrastructure network within the PSP area would adequately meet the ABC's service demands.

Project Analysis: The utility and infrastructure improvements proposed by the Project are discussed in Section 3.0 of this EIR Addendum. The installation of the infrastructure improvements proposed by the Project Applicant would result in physical environmental impacts; however, these impacts have already been disclosed throughout the EIR Addendum and were determined to be within the scope of the analysis for the ABC EIR.

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

ABC EIR Finding: The ABC EIR concluded that the City would have sufficient water supply to meet the water demands of the ABC in addition to the City's existing and projected future service obligations. Therefore, impacts would be less than significant.

Project Analysis: According to information provided by the Project Applicant, the Project would require approximately 90,250 gallons per day (gpd) of potable water. The Project's water demand would be greater than the water demand assumed for the site by the ABC EIR; however, the City's 2015 UWMP, indicates that the City has an adequate surplus water supplies to meet the demand for the Project plus the remaining portions of the ABC plus the City's existing and projected service demand for normal, single-dry year, and multiple-dry year conditions until at least the year 2040 (Chino, 2016b, p. 49). Thus, the Project's incremental increase in water demand as compared to what was evaluated for the Project site in the ABC EIR would be met through the City's water surplus and would not result in a demand for new water supplies. Accordingly, the Project would not require new or expanded water entitlements, and impacts would be less than significant. The Project would not result in any new water supply impacts, or increase the severity of previously identified impacts, as compared to the analysis presented in the ABC 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?

ABC EIR Finding: The ABC EIR determined that existing wastewater treatment facilities could accommodate the ABC's demand for wastewater treatment services. Therefore, impacts would be less than significant.

Project Analysis: The Project is calculated to generate 19,500 gallons per day (gpd) of domestic wastewater requiring off-site treatment. (As previously noted, the wastewater from the Project's food processing areas would be treated on-site before discharging directly to the Inland Empire Brine Line. Wastewater in the Brine Line is non-reclaimable – it does not undergo further wastewater treatment –

and is conveyed directly to the Pacific Ocean.) The Project would receive domestic wastewater treatment service from IEUA's RP-5. 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 on average (IEUA, 2019). The RP-5 facility has approximately 7.3 million gallons (16.3 million gpd - 9 million gpd = 7.3 million gpd) of excess treatment capacity under existing conditions. The wastewater generated by the Project would only represent approximately 0.3 percent of the excess treatment capacity of RP-5 ([19,500 gpd ÷ 7.3 million gpd= x 100 = 0.27%); therefore, it is anticipated that RP-5 has adequate treatment capacity to provide service to the Project. The Project would not require the construction of new or expanded wastewater treatment facilities and would therefore result in less-than-significant impacts. Therefore, the Project would not result in any new or severe impacts to water or wastewater treatment facilities relative to the information disclosed in the ABC 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?

ABC EIR Finding: Solid waste from the ABC area would be disposed at the El Sobrante Landfill. The ABC EIR determined that the El Sobrante Landfill has sufficient capacity to accommodate the solid waste disposal needs of the ABC. Therefore, impacts would be less than significant.

Project Analysis: The Project site would receive landfill services from the El Sobrante Landfill. The El Sobrante Landfill is permitted to receive 16,054 tons of refuse per day and has a total capacity of 209,910,000 cubic yards. According the CalRecycle, the El Sobrante Landfill has a total remaining capacity of 143,977,170 cubic yards. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045. (CalRecycle, 2019a) In November 2019, the average daily disposal at the El Sobrante Landfill was 10,623 tons, which correlates to an excess daily disposal capacity of approximately 5,431 tons (CalRecycle, 2019b).

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 ABC EIR.

<u>Construction Impact Analysis</u>
Approximately 5,000 s.f. of on-site structures would be demolished during Project construction. Using a residential structure demolition waste generation factor of 50 pounds per square foot (EPA, 2009, Table A-3), demolition of the existing structures on-site would generate approximately 0.05 tons of debris requiring disposal ([5,000 s.f. x 50 lbs/s.f.] ÷ 2,000 lbs/ton = 0.05 tons). California Code of Regulations, Title 24, Part 11 (CalGreen) requires that a minimum of 65% of all construction and demolition waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 0.02 tons of demolition waste requiring landfill disposal (0.05 tons x 0.35 = 0.02 tons).

The Project would generate solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the Project and a construction waste generation factor of 4.34 pounds per s.f. for non-residential uses, approximately 825 tons of waste is expected to be generated during the Project's construction phase ([380,352 s.f. x 4.34 pounds per s.f.] / 2,000 pounds per ton = 825.4 tons) (EPA, 2009, p. 10). CalGreen requires a minimum of

65% of all construction waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 289 tons of construction waste requiring landfill disposal (345.2 tons x 0.35 = 288.8 tons).

The Project's construction phase is estimated to last for approximately 570 days; therefore, the Project is estimated to generate approximately 0.5 tons of solid waste per day requiring landfill during construction, which would only utilize approximately 0.01% of the excess daily disposal capacity at the El Sobrante Landfill (0.5 tons per day ÷ 5,431 tons of excess capacity = 0.01%). Accordingly, the El Sobrante Landfill would have sufficient daily capacity to accept solid waste generated by the Project's construction phase.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle (CalRecycle, 2019c), long-term, on-going operation of the Project would generate approximately 2.7 tons of solid waste per day ([[1.42 pounds / 100 s.f.] x 380,352 s.f.]/ 2,000 pounds = 2.7 tons per day). The City of Chino requires a minimum of 50% of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 1.4 tons per day of waste requiring landfill disposal (2.7 tons per day x 0.5 = 1.35 tons per day). The solid waste generated by the Project would represent approximately 0.02% of the excess daily disposal capacity at the El Sobrante Landfill (1.35 tons per day ÷ 5,431 tons of excess capacity = 0.02%). Accordingly, the El Sobrante Landfill would have sufficient daily capacity to accept solid waste generated by Project operation.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid wastes?

ABC EIR Finding: The ABC EIR concluded that ABC would be in compliance with all State and local requirements related to solid waste. Therefore, impacts would be less than significant.

Project Analysis: The Project would be required to comply with Chapter 8.16 of the City's Municipal Code, which would require the Project Applicant to segregate and place solid waste generated by the Project into containers for collection. There are no components of the 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 ABC 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?

ABC EIR Finding: The ABC EIR determined that the ABC is located in an urbanized area, and no wildlands exist in the vicinity of the ABC area. The ABC EIR concluded that no impact related to wildland hazards would occur.

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, 2008); therefore, implementation of the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires. No impact would occur.

21. Mandatory Findings of Significance

Does the Project:

a) Have the potential to substantially 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, substantially 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?

ABC EIR Finding: The ABC EIR concluded that, following mitigation, the ABC would result in less-than-significant impacts to sensitive plant and animal species as well as habitats. Additionally, the ABC EIR concluded that, with mitigation, the ABC would result in less-than-significant impacts to archaeological, historical, and paleontological resources, and, therefore, would not eliminate important examples of major periods of California history or prehistory.

Project Analysis: As indicated throughout the analysis presented herein, the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations 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 ABC 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)?

ABC EIR Finding: The ABC EIR addressed cumulative impacts for each of the environmental topics evaluated. The ABC EIR concluded the ABC would result in significant and unavoidable cumulative impacts regarding the following issues:

- Agriculture and Forestry Resources (conversion of Farmland);
- Air Quality (operational emissions); and
- Transportation (roadway segments/intersections performance).

Project Analysis: As described throughout this analysis, the Project would not result in new environmental impacts that were not previously disclosed in the ABC EIR and would not increase the severity of environmental impacts disclosed in the ABC EIR. Therefore, there is no potential for the Project to result in cumulatively considerable effects to the environment beyond those previously disclosed in the

ABC EIR (and already disclosed throughout this analysis). The ABC EIR concluded that cumulative effects would be significant and unavoidable for the topics of agriculture and forestry resources, air quality, and transportation.

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

ABC EIR Finding: The ABC EIR concluded that while changes to the environment that could indirectly affect human beings would be possible in all of the designated CEQA issue areas, those changes to the environment that the ABC would cause that could directly affect human beings include:

- Air Quality (construction-related and operational emissions);
- Noise (long-term mobile noise and increases to incremental noise levels);
- Transportation (roadway segments/intersections performance).

Project Analysis: 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 ABC EIR.

5.0 MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

The Mitigation Monitoring and Reporting Program (MMRP) presented in this section lists the mitigation measures from the ABC EIR that are applicable to the In-N-Out Distribution Center Project (Site Approval Modification PL17-0044 and Special Conditional Use Permit Modification PL17-0042).

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
Air Quality			
MM 4.3-1 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the City of Chino shall verify that the following notes are specified on the grading plan and within the construction management plan required in accordance with City of Chino Municipal Code Section 20.23.210. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Chino staff or its designee to confirm compliance. a) During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance are watered at least three (3) times per day during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall achieve a minimum soil moisture of 12 percent. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. b) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (mph). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads. c) Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.	Project Applicant; Project Construction Contractors	City of Chino Development Services Department (Planning and Building Divisions)	During grading and ground-disturbing construction activities

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
d) Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect. e) If materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. f) All street frontages adjacent to the construction site shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets. g) Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and initiate corrective action within 24 hours. h) Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil. i) Any on-site stock piles of debris, dirt, or other dusty material shall be covered or watered as necessary to minimize fugitive dust pursuant to SCAQMD Rule 403. j) A high wind response plan shall be formulated and implemented for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.			
MM 4.3-2 The Project shall comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers" by complying with the following requirements. To ensure and enforce compliance with these requirements, prior to grading and building permit issuance, the City of Chino shall verify that the following notes are included on the grading and building plans and within the construction management plan required in accordance with City of Chino Municipal Code Section 20.23.210. Project construction contractors shall be required to ensure compliance with the notes and permit periodic	Project Applicant; Project Construction Contractors	City of Chino Development Services Department (Planning and Building Divisions)	Prior to grading and building permit issuance

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
inspection of the construction site by City of Chino staff or its designee to confirm compliance. a) If visible dirt or accumulated dust is carried onto paved roads during construction, the contractor shall remove such dirt and dust at the end of each work day by street cleaning. b) Street sweepers shall be certified by the South Coast Air Quality Management District as meeting the Rule 1186 sweeper certification procedures and requirements for PM10-efficient sweepers. All street sweepers having a gross vehicle weight of 14,000 pounds or more shall be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.			
MM 4.3-3 Prior to grading permit issuance, the City of Chino Planning Division and City of Chino Engineering Division shall review and approve a construction management plan in accordance with City of Chino Municipal Code Section 20.23.210. The construction management plan shall include the following note. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Chino staff to confirm compliance. a) During grading activity, all construction equipment with more than 150 horsepower shall be California Air Resources Board (CARB) Tier 3 Certified or better.	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a building permit
MM 4.3-3a Project construction contractors shall assure that all construction equipment complies with all applicable California Air Resources Board (CARB) air quality regulations. Also, Project construction contractors shall tune and maintain all construction equipment in accordance with the equipment manufacturer's recommended maintenance schedule and specifications. Maintenance records for all pieces of equipment shall be kept on-site for the duration of construction activities and shall be made available for periodic inspection by City of Chino staff or their designee.	Project Construction Contractors	City of Chino Development Services Department (Building Division)	On-going during construction

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
MM 4.3-3b The Project Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District "SOON" funds. The "SOON" program provides funds to qualifying off-road diesel construction fleets for the purchase of commercially-available, low-emission heavy-duty engines.	Project Applicant	City of Chino Development Services Department (Building Division)	On-going during construction
MM 4.3-4 Prior to grading permit issuance, the City of Chino Planning Division and City of Chino Engineering Division shall review and approve a construction management plan in accordance with City of Chino Municipal Code Section 20.23.210. The construction management plan shall include the following note. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Chino staff to confirm compliance. a) Only "low-volatile organic compound" paint products (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used on-site. All other architectural coatings shall comply with the VOC limits prescribed by SCAQMD Rule 1113.	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of permits that would allow the installation of landscaping
MM 4.3-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City of Chino shall conduct a site inspection to ensure that the signs are in place.	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of an occupancy permit
MM 4.3-6 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City of Chino demonstrating that the Project is designed to exceed the California Energy Code (Title 24, Part 6) standards in effect at the time of building permit application submittal by	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of an occupancy permit

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
three (3) percent and includes the energy efficiency design features listed below at a minimum. a) Preferential parking locations for carpool, vanpool, EVs and CNG vehicles; b) All outdoor cargo handling equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) shall be electric-powered; and c) All fixtures installed in restrooms and employee break areas shall be U.S. EPA Certified WaterSense or equivalent.			
MM 4.3-7 Prior to the issuance of permits that would allow the installation of landscaping, the City of Chino shall review and approve landscaping plans for the site that requires: 1) a plant palette emphasizing drought-tolerant plants; and 2) use of water-efficient irrigation technique. The City of Chino shall inspect for adherence to these requirements after landscaping installation.	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of permits that would allow the installation of landscaping
MM 4.3-8 Prior to the issuance of a building permit, the Project Applicant shall provide documentation to the City of Chino demonstrating that occupants/tenants of the Project site will be provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a building permit
MM 4.3-9 Legible, durable, weather-proof signs shall be placed at driveways where delivery trucks exit onto public streets that direct truck drivers to designated truck routes. The City of Chino shall confirm the required signs are installed prior to issuance of an occupancy permit.	Project Applicant	City of Chino Development Services Department (Building Division)	Prior to issuance of occupancy permit
MM 4.3-10A maximum of 154,500 square feet of refrigerated warehouse space shall be permitted within the Project. The refrigerated warehouse space shall only be permitted west of Mayhew Avenue, at the approximate locations of proposed Buildings 4, 5, and/or 6. For purposes of this mitigation measure, refrigerated warehouse space shall include all areas kept at a sustained temperature of 55 degrees Fahrenheit or lower.	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to issuance of building permit

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
MM 4.3-11 Prior to the issuance of a building permit and/or tenant improvement permit for any warehouse building that contains refrigerating storage, an electrical hookup for refrigeration units on delivery trucks shall be provided at all loading dock spaces servicing the refrigerated storage spaces. As a condition of occupancy permits, trucks incapable of utilizing the electrical hookup for powering refrigeration shall be prohibited from accessing the site.	Project Applicant	City of Chino Development Services Department (Building Division)	Prior to issuance of building permit
Biological Resources			
MM 4.4-1 No sooner than 30 days prior to and no later than 14 days prior to grading activities, a qualified biologist shall conduct a survey of the Project's impact footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Chino prior to the issuance of a grading permit and subject to the following provisions: a) In the event that the pre-construction survey detects no burrowing owls in the impact area, a grading permit may be issued without restriction. b) In the event that the pre-construction survey detects the burrowing owl within the Project's impact footprint, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the Project Applicant shall make reasonable efforts to consult with the California Department of Fish and Wildlife (CDFW) regarding conservation strategies for the burrowing owl, although it is acknowledged that the Project Applicant cannot compel the CDFW to participate in the consultation process. Regardless of whether or not the CDFW engages in consultation the Project Applicant shall ensure at minimum that Project-related activities occur in conformance with the burrowing owl mitigation standards established by the City of Chino Subarea 2 Resources Management Plan. 1. Prior to disturbance of occupied burrows, natural or artificial replacement burrows shall be provided at a ratio of 2:1 within a City-designated relocation area. A qualified biologist shall confirm the	Project Applicant; Project Biologist	City of Chino Development Services Department (Planning and Building Divisions)	No sooner than 30 days prior to and no later than 14 days prior to grading activities

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
replacement burrows are unoccupied and suitable for burrowing owl use prior to disturbance of occupied burrows. 2. No disturbance shall occur within 50 meters of occupied burrows during the non-breeding season (September 1 through January 31) or within 75 meters of occupied burrows during the breeding season (February 1 through August 31), until the Project Applicant provides evidence to the City of Chino that suitable replacement burrows have been provided. 3. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. 4. If burrowing owls are present at the time occupied burrows are to be disturbed, the owls shall be excluded from the site in accordance with CDFW relocation protocol and the protocol established in Table 4-6 of the City of Chino Subarea 2 Resources Management Plan. 5. Subject to the provisions of the Subdivision Map Act vesting map requirements, if the City of Chino has established a mitigation fee program for the long-term management of burrowing owl habitat as recommended by the City of Chino Subarea 2 Resources Management Plan, prior to issuance of a grading permit, the Project Applicant shall pay the appropriate mitigation fee to the City of Chino.			
MM 4.4-2 Vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (January 31 through September 1), unless a migratory bird nesting survey is completed in accordance with the following requirements: a) A migratory bird nesting survey of the Project site and the Project's off-site development area, including suitable habitat within a 250-foot radius, shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance. A copy of the	Project Applicant; Project Biologist	City of Chino Development Services Department (Planning and Building Divisions)	Within three (3) days prior to initiating vegetation clearing or ground disturbance

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
migratory nesting bird survey results report shall be provided to the City of Chino. b) If the survey does not identify the presence of any nests, then construction activities can proceed without restriction. c) If the survey identifies the presence of active nests, then the qualified biologist shall provide the City with a copy of maps showing the location of all nests and a species-appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City and shall be no less than a 100-foot radius around the nest for non-raptors and no more than a 500-foot radius around the nest for raptors. 1. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing. No construction vehicles shall be permitted within restricted areas (i.e., bird protection zones), unless directly related to the management or protection of the legally protected species, until all nestlings have fledged and left the nest (or the nest has failed). 2. In the event that a nest is abandoned despite efforts to minimize disturbance and, if the nestlings are still alive, the Project Applicant/Developer shall contact the California Department of Fish and Wildlife (CDFW) and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).			
Cultural Resources & Tribal Cultural Resources			
MM 4.5-1 Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a professional archaeologist (hereafter "Project Archaeologist") has been retained to conduct monitoring of all mass grading activities. The Project Archaeologist shall have the authority to redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.	Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a grading permit

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
MM 4.5-2 Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that the Native American Tribe(s) that requested consultation with the City during the AB 52 process (hereafter referred to as "Native American Tribal Representatives") received a minimum of 30 days' advance notice of all mass grading and trenching activities. The Native American Tribal Representatives also shall be notified of and allowed to attend the pre-grading meeting with the City and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected archaeological resources are unearthed, the Native American Tribal Representatives shall have the authority to redirect earth moving activities in the affected area.	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a grading permit
MM 4.5-3 Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Chino that the construction site supervisors and crew members involved with grading and trenching operations have received training by the Project Archaeologist to recognize tribal cultural resources should such resources be unearthed during ground-disturbing construction activities. Any Native American Tribal Representatives shall be allowed to attend the training session. The training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols.	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a grading permit
MM 4.5-4 If a suspected tribal cultural resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by the Project Archaeologist and the Native American Tribal Representative. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	If a suspected tribal cultural resource is identified on the property

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
determination of significance pursuant to California Public Resources Code Section 21083.2. If the resource is significant, Mitigation Measure MM 4.5-5 shall apply.			
MM 4.5-5 If a significant archaeological and/or tribal cultural resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a treatment plan is implemented. A treatment plan shall be prepared and implemented, subject to approval by the City of Chino, to protect the identified tribal cultural resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the tribal cultural resource(s) in accordance with current professional archaeology standards. The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered tribal cultural resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the City of Chino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Chino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	If a significant archaeological and/or tribal cultural resource is discovered on the property
MM 4.5-6 Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a qualified paleontologist has been retained to conduct monitoring of grading and excavation operations in Quaternary (early-Pleistocene) very old alluvial fan deposits and late-Quaternary (late-Pleistocene and Holocene) sandy axial channel deposits.	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a grading permit

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
MM 4.5-7 The paleontological monitor shall conduct full-time monitoring in areas of grading or excavation in the shallow subsurface of Quaternary (early-Pleistocene) very old alluvial fan deposits and late-Quaternary (late-Pleistocene and Holocene) sandy axial channel deposits. The paleontological monitor shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that may contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, Mitigation Measure MM 4.5-8 shall apply. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	During paleontological monitoring
MM 4.5-8 If a significant paleontological resource is discovered on the property, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontological storage. Prior to grading permit inspection approval, a qualified paleontologist shall prepare a final report that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository. The report shall be submitted to the City of Chino.	Project Applicant; Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	If a significant paleontological resource is discovered on the property
Transportation and Traffic			
MM 4.11-4 Prior to the issuance of building permits, the Project Applicant/Developer shall comply with the applicable requirements of City of Chino Sub-Area II (The Preserve) Development Impact Fee Preserve (DIF) program, which requires fee payment to the City of Chino (less any fee credits), a portion of which is used by the City to fund the installation of road and intersection improvements to reduce traffic congestion.	Project Applicant/Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of building permits

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
MM 4.11-5 Prior to the issuance of the first occupancy permit for Phase 1 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 6-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer. a) El Prado Road / Kimball Avenue; b) Euclid Avenue (SR-83) / Riverside Drive; c) Euclid Avenue (SR-83) / Schaefer Avenue; d) Euclid Avenue (SR-83) / Edison Avenue; e) Euclid Avenue (SR-83) / Merrill Avenue; and f) Euclid Avenue (SR-83 / Bickmore Avenue.	Project Applicant/Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of the first occupancy permit for the Project
MM 4.11-6 Prior to the issuance of the first occupancy permit for Phase 1 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust for conveyance to Caltrans and the City of Ontario, for improvements to the intersections listed below. The required improvements are listed in Table 6-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Ontario and/or Caltrans have not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections,	Project Applicant/Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of the first occupancy permit for the Project

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
then the City of Chino shall return the funds to the Project Applicant/Developer. a) Euclid Avenue (SR-83) / SR-60 Eastbound Ramps.			
MM 4.11-8 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 8-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer. a) Mayhew Avenue / Kimball Avenue; and b) Flight Avenue / Kimball Avenue.	ABC Master Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of the first occupancy permit for Phase 3 of the ABC
MM 4.11-9 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 9-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-7 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer.	ABC Master Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of the first occupancy permit for Phase 3 of the ABC

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
a) SR-71 Northbound Ramps / Chino Hills Parkway; b) Ramona Avenue / Chino Hills Parkway; c) Monte Vista Avenue West / Chino Hills Parkway; d) Euclid Avenue (SR-83) / Chino Avenue e) Euclid Avenue (SR-83) / Schaefer Avenue; f) Euclid Avenue (SR-83) / Edison Avenue; g) Euclid Avenue (SR-83) / Merrill Avenue; and h) Euclid Avenue (SR-83) / Bickmore Avenue.			
MM 4.11-10 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust, for improvements to the intersections listed below. The required improvements are listed in Table 9-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and the Project's fair-share obligations are listed in Table 1-8 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Chino has not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer. This mitigation measure shall only apply if, at the time of occupancy permit issuance, Limonite Avenue has been extended over the Cucamonga Creek Channel to connect Hellman Avenue and Archibald Avenue. a) Meadow Valley Avenue / Kimball Avenue.	ABC Master Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of the first occupancy permit for Phase 3 of the ABC
MM 4.11-11 Prior to the issuance of the first occupancy permit for Phase 3 of Project development, the Project Applicant/Developer shall make a fair-share payment to the City of Chino, to be held in trust for conveyance to the City of Eastvale, for improvements to the intersections listed below. The required improvements are listed in Table 9-5 of the "Kimball Business Center (Renamed: Altitude Business Centre) Traffic Impact Analysis," prepared by Urban Crossroads (dated March 4, 2019) and	ABC Master Developer	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of the first occupancy permit for Phase 3 of the ABC

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
the Project's fair-share obligations are listed in Tables 1-7 and 1-8 of the same report. The City of Chino shall only use the funds for improving the intersections listed below. If within five years of the date of collection of the Project's fair-share fee payment, the City of Eastvale have not completed the improvements or established a fair-share funding program for the specified improvements to the respective intersections, then the City of Chino shall return the funds to the Project Applicant/Developer. This mitigation measure shall only apply if, at the time of occupancy permit issuance, Limonite Avenue has been extended over the Cucamonga Creek Channel to connect Hellman Avenue and Archibald Avenue. a) Hellman Avenue / Kimball Avenue; b) Harrison Avenue / Limonite Avenue; c) Sumner Avenue / Limonite Avenue; d) Scholar Way / Limonite Avenue; and e) Hamner Avenue / Limonite Avenue.			
MM 4.11-12 In the event that Caltrans prepares a valid study, as defined below, that identifies fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary undertake improvements to SR-60 and SR-71 in the Project study area, then the Project Applicant/Developer shall use reasonable efforts to pay the applicable fair share amount to Caltrans. The study shall include fair share contributions related to private and or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4) and, to this end, the study shall recognize that development projects within the City of Chino have no fair-share payment obligation for impacts to SR-60 and SR-71 that are not attributable to development located within the City of Chino. The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other relevant criteria for implementation of the recommendations contained within the	Project Applicant/Developer	City of Chino Development Services Department (Planning and Building Divisions)	In the event that Caltrans prepares a valid study

MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE
study to the extent the other agencies agree to participate in the fee study program. In the event the study has been prepared, the Project Applicant/Developer shall use reasonable efforts to pay the fair-share fee to Caltrans. If Caltrans chooses to accept the Project Applicant's/Developer's fair-share payment, Caltrans shall apply the payment to the fee program adopted by Caltrans or agreed upon by the Project Applicant/Developer and Caltrans as a result of the fair-share fee study. Caltrans shall only accept the fair-share payment if the fair-share fee study has been completed. If, within five years from the date that the first building permit is issued for the Project, Caltrans has not completed the fair share fee study, then the Project Applicant/Developer shall have no further obligation to comply with this mitigation measure.			

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7.0 LIST OF PREPARERS

CITY OF CHINO DEVELOPMENT SERVICES DEPARTMENT

City of Chino
Development Services Department
13220 Central Avenue
Chino, CA 91710

Andrea Gilbert, Senior Planner

T&B PLANNING, INC. – ENVIRONMENTAL CONSULTANT

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602
(714) 505-6360

Senior Project Manager ..... David Ornelas
Graphics Specialist ..... Cristina Maxey
Project Manager ..... Emilie Colwell

TECHNICAL REPORT PREPARERS

Urban Crossroads, Inc. ..... Air Quality, GHG, Health Risk Assessment, & Energy Impact Analysis
Urban Crossroads, Inc. ..... Noise Impact Analysis
Urban Crossroads, Inc. ..... Traffic Impact Analysis
Proactive Engineering ..... Hydrology Analysis