

APPENDIX A

Notice of Preparation and Comment Letters

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Mayor Pro Tem

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CITY of CHINO

NOTICE OF PREPARATION Program Environmental Impact Report Chino 2045 General Plan Update

Date September 23, 2024

To Reviewing Agencies, Interested Parties, and Organizations

Subject Notice of Preparation of a Draft Program Environmental Impact Report for the Proposed Chino 2045 General Plan Update and Scheduling of a Scoping Meeting on October 17, 2024

The City of Chino (City) will be the Lead Agency and will prepare a Program Environmental Impact Report (PEIR) for the Chino 2045 General Plan Update (the Project). The Project, its location, and potential environmental effects are described below. Pursuant to California Environmental Quality Act (CEQA) Section 15060, the City has determined that a PEIR is required for the Project and an Initial Study has not been prepared.

Public agencies and members of the general public are invited to provide comments in writing as to the scope and content of the PEIR. Specifically, the City needs to know the views of Responsible and Trustee Agencies as to the potentially significant environmental issues, reasonable alternatives, and mitigation measures that are germane to each agency's statutory responsibilities in connection with the Project. Responsible Agencies will need to use the PEIR prepared by the City when considering permits or other approvals for the Project.

Due to the time limits mandated by State law, responses must be sent at the earliest possible date, but no later than the close of the Notice of Preparation review period, which runs as follows: September 23, 2024, through October 24, 2024. Please send written responses to Michael Hitz, Principal Planner, at the address shown below. Public agencies providing comments are requested to include a contact person for the agency.

PROJECT TITLE: Chino 2045 General Plan Update

LEAD AGENCY CONTACT:

Michael Hitz, AICP, Principal Planner
City of Chino, Development Services Department
13220 Central Avenue
Chino, CA 91710
Email: mhitz@cityofchino.org
Phone: 909-334-3448



PROJECT SPONSOR:

City of Chino
13220 Central Avenue
Chino, CA 91710

PROJECT LOCATION AND CONTEXT:

Chino is the eighth largest city in San Bernardino County by population. It is strategically located within the fast-growing Inland Empire region of California, approximately 36 miles east of Los Angeles, 30 miles west of San Bernardino, 25 miles northeast of Anaheim, and 50 miles northeast of Long Beach. As shown on Figure 1, Chino is positioned at the convergence of Los Angeles, Ontario, Riverside, and San Bernardino counties, bordered by Pomona (Los Angeles County) to the northwest, Ontario (San Bernardino County) to the northeast, Eastvale (Riverside County), and Chino Hill (San Bernardino County) to the southwest. The planning area addressed by the General Plan Update includes nearly 30 square miles of land within the City limit and approximately 2.5 square miles of unincorporated San Bernardino County land within the City's Sphere of Influence.

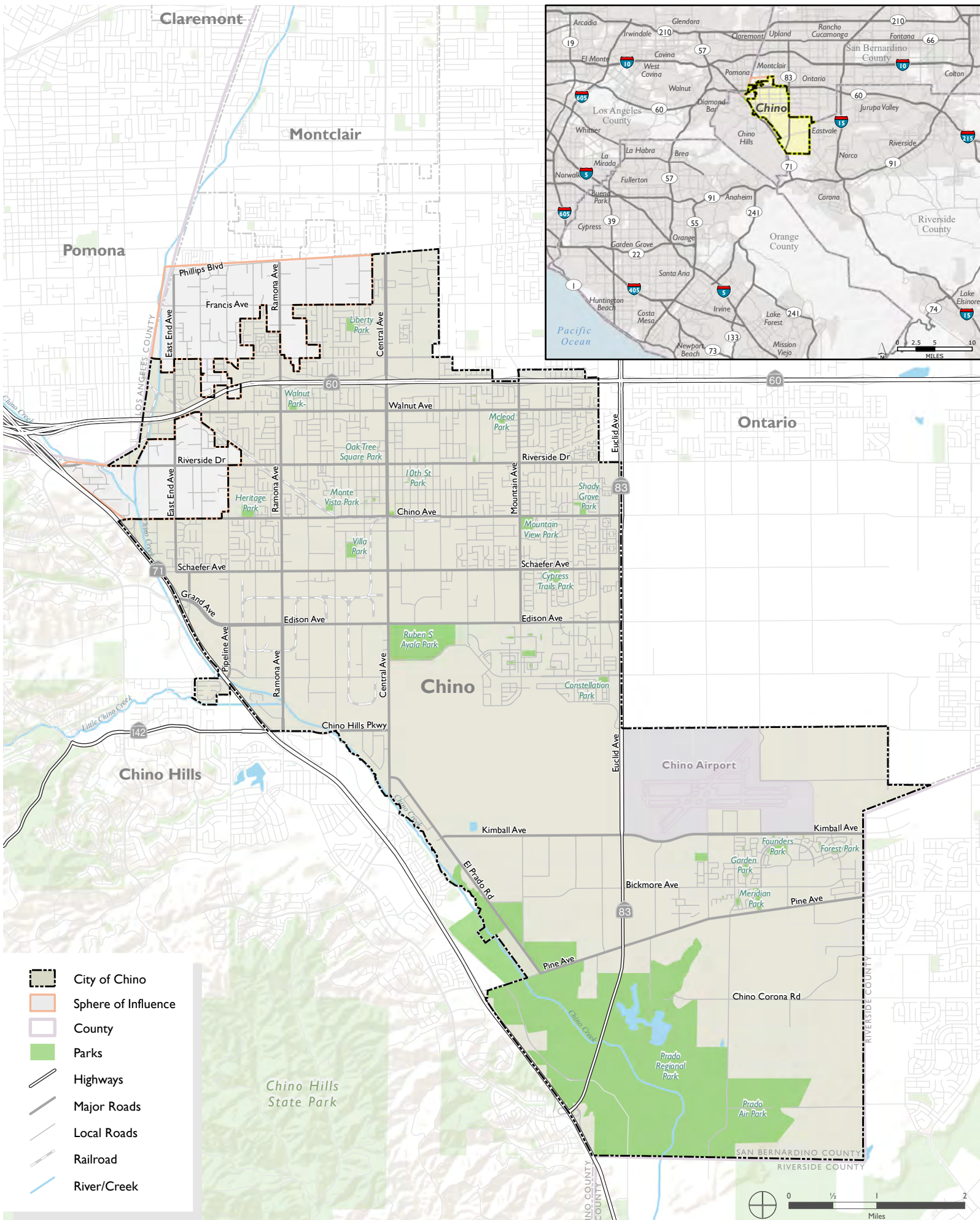
Chino enjoys excellent access to the regional transportation network. The northern portion of the City is bisected by State Route 60 (SR-60), a major east-west freeway and goods movement corridor that connects the Los Angeles metropolitan area with the Inland Empire and points beyond. State Route 71 (SR-71) generally forms the western boundary of Chino, providing connections to Pomona to the north and job centers in Orange County to the south via State Route 91. State Route 83, known locally as Euclid Avenue, generally forms the eastern boundary of the City, providing connections to Ontario to the north. Chino is located approximately 10 miles from Ontario International Airport, a commercial airport that serves as a major freight distribution point and offers 64 passenger departures and arrivals daily. There are no passenger rail stations in Chino, but Omnitrans provides bus service from the Transit Center in Downtown Chino to the Metrolink Station in Montclair, which offers passenger rail connections to points throughout southern California.

Chino Airport, located in the southeast portion of the City, is the largest non-commercial airport within a 20-mile radius making it a leading general aviation airport of choice for independent pilots, students and trainers, and corporate users.

COMMUNITY PROFILE:

Chino began as an agricultural community and grew with the construction of freeways and airports connecting the community to the region and the nation. Today, the community is home to approximately 92,000 residents and a thriving local economy, anchored by a range of businesses in manufacturing, retail commercial, wholesale trade, logistics and warehousing, and public administration. Notable landmarks within the City include the Chino Airport, Ayala Park, Chaffey College, and Prado Regional Park, a 2,000-acre park that was the site of the 1984 Olympic sports shooting events.

Figure I: Planning Area



Chino is a diverse and growing community with an enviable quality of life and a distinctive small-town feel. With a median age of 37.7 and an average household size of 3.5, Chino is a community of relatively young families, although the population of adults aged 65 and older was the fastest growing segment of the population over the last 10 years. More than half of Chino's residents identify as Hispanic or Latino. Over 70 percent of the existing housing stock in Chino is made up of single-family detached homes and the rate of homeownership is high, although the share of renters is growing. The City has a strong sense of community, evidenced by many well-attended festivals and events throughout the year.

PROJECT DESCRIPTION:

Chino's current General Plan was adopted in 2010, but emerging trends and new State laws are now triggering the need for an update. These trends include demographic change, the rise of internet shopping, remote work, growth in the logistics industry, and new transportation technologies. Additionally, a series of new State laws enacted since the General Plan was last comprehensively updated mean the City must incorporate strategies to address multi-modal mobility, environmental justice, climate vulnerability, and emergency evacuation among other topics.

The 2045 Chino General Plan Update will serve as the blueprint for the City's future. It is built on a shared vision that describes the type of community Chino residents and businesses desire and identifies actions that can be taken to realize the vision. Key objectives for the Project established through community engagement include:

- Preserving and enhancing local heritage and "small town" character;
- Growing the local economy in ways that improve quality of life for local residents;
- Revitalizing older commercial centers with new uses that serve community needs and creating inviting gateways to Chino that help build a distinctive sense of place and enhance local pride;
- Modernizing the transportation system, improving connectivity within the City, and fostering safe routes to schools; and
- Establishing a framework for a sustainable, healthy, and resilient community.

Between 2000 and 2021, the total population of Chino grew by 38.4 percent, and it is projected to grow at a similar rate over the next 20 years. The 2045 General Plan will seek to manage growth in ways that bring prosperity for the whole community, while preserving and enhancing the unique character and spirit of Chino. With relatively little vacant land, infill development will be an important focus of the next phase of the City's evolution. In 2023, the City took some initial steps to facilitate infill development, adopting two zoning overlays that permit multifamily housing on some underutilized properties in older shopping centers and along commercial corridors. As residential development takes place on these sites, new rooftops and residents will provide additional opportunities for redevelopment that can help revitalize older commercial centers and corridors in Chino.

The 2045 General Plan will focus on key opportunity areas within the City limit where change is foreseeable. Shown on Figure 2, these are generally areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned through adoption of an overlay to allow multifamily housing consistent with the City's Housing Element. The 2045 General Plan will incorporate strategies to move a shared community vision for the future of these areas forward. Outside of these key areas, the 2045 General Plan will maintain the existing urban form and enhance the character and quality of life in Chino's established neighborhoods, and it will support continued implementation of The Preserve Specific Plan.

Figure 3 shows the Proposed General Plan Land Use Map, which will guide development and conservation in the planning area through 2045.

Key components of the 2045 General Plan will include:

- Four new land use designations designed to promote a vibrant mix of uses in key opportunity areas including:
 - A new Regional Mixed Use (RMU) designation that permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and Chino residents, together with multifamily housing when permitted under zoning. The intent of this designation is to revitalize underutilized regional shopping centers in the area around Philadelphia and Central Avenue, support existing businesses, and position Chino as a regional destination for festivals, cultural, and sporting events. The RMU designation would also apply to the Spectrum Towne Center.
 - A new Boulevard Mixed Use (BMU) designation provides for a mix of commercial-retail and services that cater to the daily needs of local residents together with multifamily housing when permitted under zoning. The intent of the BMU designation is to foster attractive, human-scaled, mixed-use development that contributes to local character and enhances a "small town" sense of place along key segments of Riverside and Central Avenue south of SR-60.
 - A new Downtown (DT) land use designation to signal that the area is intended as a unique and distinct district within the City. The DT designation would promote a vibrant mix of business, entertainment, residential, cultural, and civic uses with housing when permitted by zoning, activating the area throughout the day and into the evening to make Downtown Chino a destination for residents and visitors from the region.
 - A new Employment Mixed Use (EMU) designation that would permit a mix of commercial-retail, light industrial, and manufacturing uses on a single site of adequate size, with provisions for adequate separation and buffering of uses. This designation would apply in a strategic location along Euclid Avenue in the south of the City to help support the financial feasibility of retail and restaurant uses to serve local residents and passersby.
- An updated circulation diagram with new roadway classifications for mixed-use boulevards and Downtown streets that emphasize walkability and roadway safety.
- Completion of the Pine Avenue Connector, linking SR-71 with Euclid Avenue. This connection will benefit residents in The Preserve; provide access for commuters, helping to generate a customer base for the commercial-retail uses on Euclid Avenue; and facilitate access to the regional transportation network for light industrial uses.

Figure 2: Key Opportunity Areas

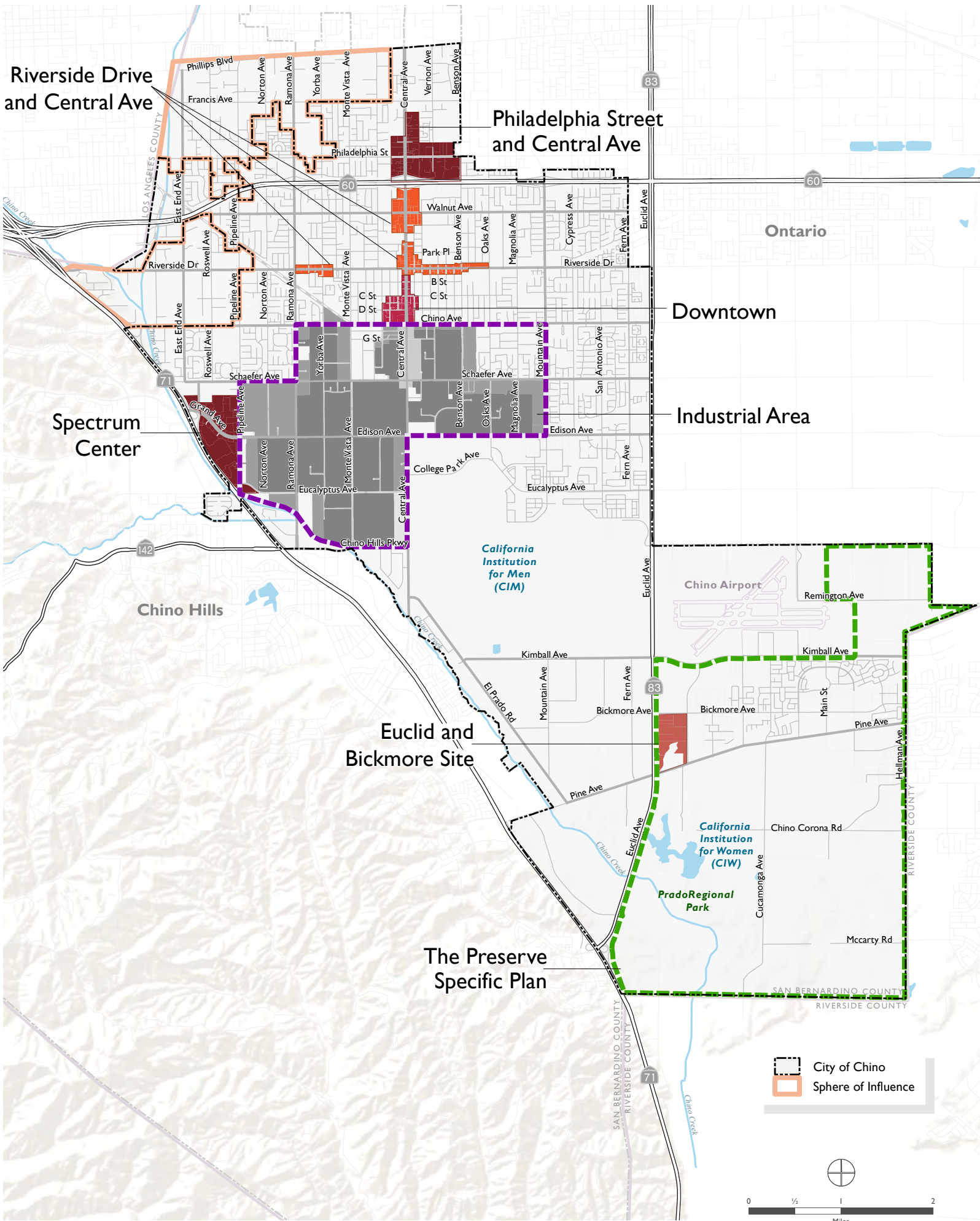
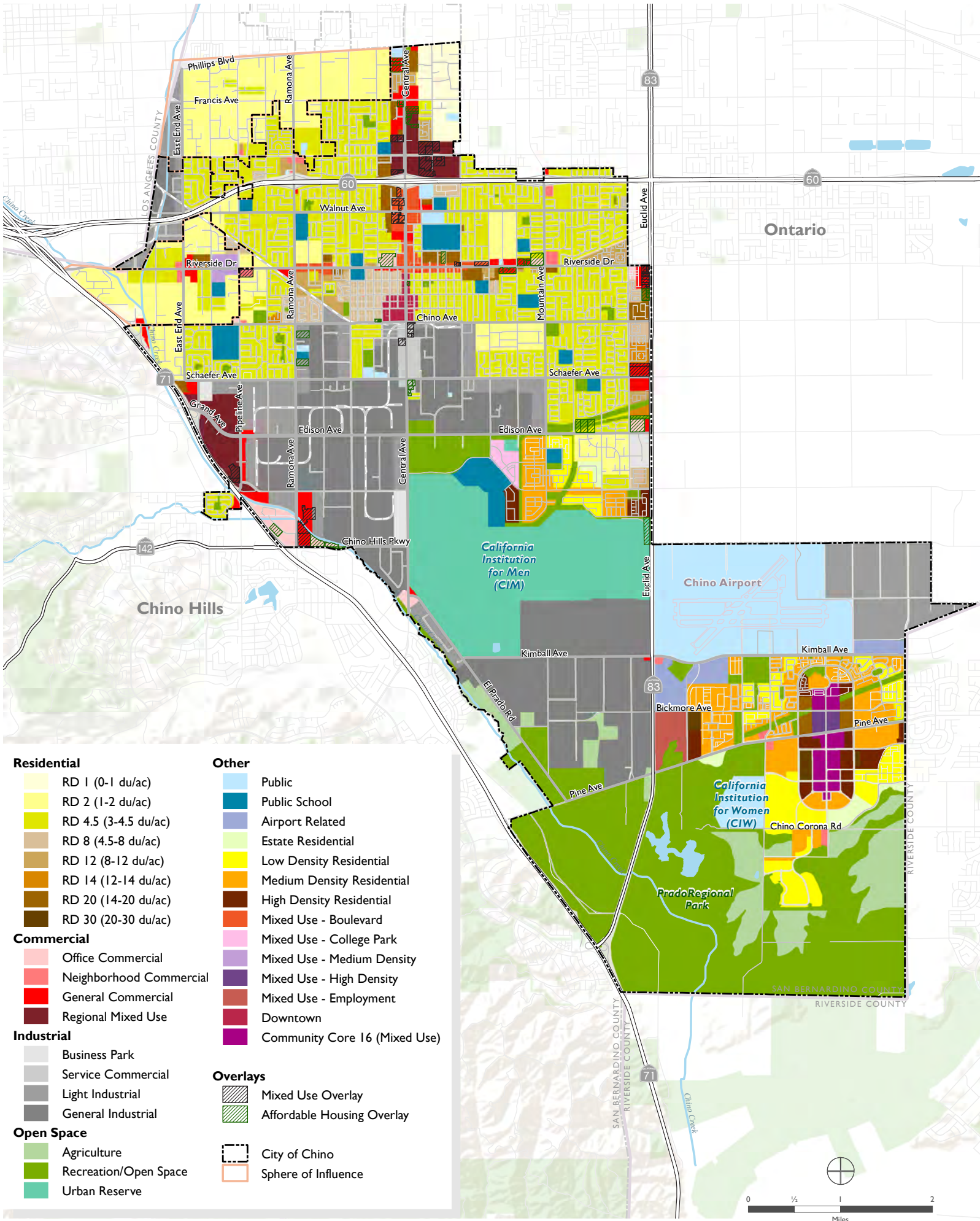


Figure 3: Proposed General Plan Land Use



Residential

- RD 1 (0-1 du/ac)
- RD 2 (1-2 du/ac)
- RD 4.5 (3-4.5 du/ac)
- RD 8 (4.5-8 du/ac)
- RD 12 (8-12 du/ac)
- RD 14 (12-14 du/ac)
- RD 20 (14-20 du/ac)
- RD 30 (20-30 du/ac)

Commercial

- Office Commercial
- Neighborhood Commercial
- General Commercial
- Regional Mixed Use

Industrial

- Business Park
- Service Commercial
- Light Industrial
- General Industrial

Open Space

- Agriculture
- Recreation/Open Space
- Urban Reserve

Other

- Public
- Public School
- Airport Related
- Estate Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use - Boulevard
- Mixed Use - College Park
- Mixed Use - Medium Density
- Mixed Use - High Density
- Mixed Use - Employment
- Downtown
- Community Core 16 (Mixed Use)

Overlays

- Mixed Use Overlay
- Affordable Housing Overlay
- City of Chino
- Sphere of Influence

- Strategies for effectively managing truck traffic to minimize conflicts with bicycles, pedestrians, and local traffic while optimizing access to the regional network.
- Establishing “good neighbor” policies and performance standards for light industrial and manufacturing uses, particularly when adjacent to residential neighborhoods. These policies and standards will govern screening, landscaping, architectural design, noise, air quality, traffic, and access.
- Streetscape improvements to improve bicycle/pedestrian safety and enhance walkability along segments of Riverside Drive, including wider sidewalks, landscaped buffers between pedestrians and traffic, the addition of bicycle lanes, and the conversion of the ends of some alleyways into pocket parks/plazas.
- A new Community Health and Environmental Justice Element with strategies to promote active, healthy lifestyles, reduce exposure to air pollution, mitigate urban heat in summertime, and improve roadway safety, particularly around schools and community centers.
- Strategies to incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the northern part of the City where there is a need for new parks and recreational spaces.
- Policy guidance for future uses on the former Ayala Park driving range, including providing on-site food and beverage vending for game and events days and/or constructing a water park.

Additionally, it is envisioned that the 2045 General Plan process will provide direction for the repeal of three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the Zoning Code: the Central Avenue Specific Plan, the Eucalyptus Business Park Specific Plan, and the Spectrum Center Specific Plan.

Projected Buildout

The City is projected to have 119,200 residents, 38,100 homes, and 58,785 jobs at full buildout in 2045, based on regional growth projections and the proposed general plan land use map. This represents approximately 29,650 new residents, 12,000 new homes, and 9,150 new jobs incrementally over the planning period. New jobs and housing will be focused primarily in the areas shown on Figure 2 above.

Alternatives

The PEIR will consider alternatives that can reduce or avoid the significant environmental impacts of the Project. One alternative will be a Downtown alternative that considers adding multifamily apartments and mixed-use development Downtown, together with civic, commercial and entertainment uses. Such an alternative could potentially reduce citywide per capita Vehicle Miles Traveled and associated air quality and greenhouse gas emissions (GHG). A change in zoning to permit additional housing Downtown would require a vote of the people, consistent with Measure M, the City's residential growth control measure. The City invites comments on other potential alternatives that can reduce or avoid the potential environmental impacts of the Project.

PROBABLE ENVIRONMENTAL IMPACTS OF THE PROJECT

The PEIR will evaluate potentially significant environmental impacts associated with the adoption and implementation of the Project. Consistent with the State CEQA Guidelines (Appendix G), the following environmental resource categories will be analyzed in relation to the Project:

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

All of the resource categories listed above will be considered in the PEIR; however, given the local context of Chino, the following key issues are anticipated to be addressed in the environmental analysis:

- Motor vehicles traveling on freeways and roadways with high volumes of traffic and heavy-duty truck traffic running through the community are the main source of air pollution in the region. Residential and employment growth through 2045 will contribute to an increase in air pollutants, GHG emissions, and noise. The potential for adverse effects on sensitive populations, such as children and seniors, will be evaluated.
- Panoramic views of the San Gabriel Mountains to the north of the City are available from Euclid Avenue and other public locations in Chino. The PEIR will consider the cumulative impacts of development in Chino and the adjacent Ontario Ranch Master Plan area on scenic views.
- With a rich agricultural heritage that dates back to the 19th century, Chino is home to several historically significant properties. The potential for new development to adversely affect historic resources will be evaluated. Additionally, there are many properties in the City which are "age-eligible" for historic designation, meaning they are over 50 years old and require some level of evaluation to determine whether or not they are historically significant. Impacts to these potentially historic resources will be analyzed.
- Potential impacts to tribal cultural resources will also require close consideration, as the planning area was traditionally used by the Gabrieleno/Tongva San Gabriel Band of Mission Indians, and a number of significant prehistoric resources are known to be present.
- Areas in the south of the City are designated as 100-year flood hazard zones by the Federal Emergency Management Agency, and there is a history of flooding on Kimball and Pine Avenues. Additionally, properties in the south of the City are within the future high-water line of the Prado Dam Spillway. Project impacts related to flood hazards will be evaluated.
- Potential impacts related to airport hazards and noise in the vicinity of Chino Airport will be assessed.

- The burrowing owl is known to occupy disturbed lands within the City limit, and the southern portion of the planning area contains areas mapped as Critical Habitat for southwestern willow flycatcher, least Bell's vireo, and western yellow-billed cuckoo. Accordingly, the potential for impacts to these species will be evaluated.


The City welcomes the public to identify other key environmental issues that should be addressed in the PEIR.

SCOPING MEETING:

A scoping meeting will be conducted on Thursday, October 17, 2024, to collect oral comments from agencies and members of the public regarding the scope and content of the PEIR in accordance with CEQA Section 21083.9.

<p style="text-align: center;">PEIR Scoping Meeting on the Chino 2045 General Plan Update</p> <p style="text-align: center;">Thursday, October 17, 2024, from 5:00 p.m. to 6:00 p.m.</p> <p style="text-align: center;">City Hall 13220 Central Avenue City Council Chambers Chino, CA 91710</p> <p style="text-align: center;">For project information, please visit the Project website: https://cityofchino.org/1676/General-Plan-Update</p>

Please contact Michael Hitz, Principal Planner at mhitz@cityofchino.org or 909-334-3448 with any questions regarding this notice or the scoping meeting.



Michael Hitz, AICP
Principal Planner
City of Chino

9/17/24

Date

Subject: [EXT EMAIL] City of Chino GP Update

From: Monica Heger <Monica.Heger@doj.ca.gov>

Sent: Monday, October 7, 2024 12:34 PM

To: Planning <Planning@cityofchino.org>

Subject: [EXT EMAIL] City of Chino GP Update

Hello,

I am a Deputy Attorney General in the Bureau of Environmental Justice at the Attorney General's Office and focus on land use issues, including SB 1000. I saw that the City of Chino is updating its General Plan. I wanted to share our Office's Best Practices Guidance for complying with SB 1000, which requires jurisdictions with disadvantaged communities to develop environmental justice policies or an environmental justice element in their general plans.

The Best Practices Guidance also includes a spreadsheet with example environmental justice policies in each of the required topic areas. The documents can all be found on our website, [here](#). Our hope is that these documents will be a resource for local governments that are developing environmental justice policies or elements to comply with SB 1000. Please don't hesitate to reach out if you have questions about the Best Practices Guidance.

Best,
Monica

Monica Heger
Deputy Attorney General
Bureau of Environmental Justice
Environment Section
California Attorney General's Office
1300 I St. Sacramento, CA 95814
(916) 210-7824
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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



October 22, 2024
Sent via email

Michael Hitz
AICP, Principal Planner
Development Services Department
City of Chino
13220 Central Avenue
Chino, CA 91710

Subject: Notice of Preparation of a Draft Environmental Impact Report
Chino 2045 General Plan Update
State Clearinghouse No. 2024090833

Dear Michael Hitz:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Chino (City) for the Chino 2045 General Plan Update (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project is an update to the City of Chino's 2045 General Plan, originally adopted in 2010. The City of Chino is located within San Bernardino County in the Inland Empire, and positioned at the convergence of Los Angeles, San Bernadino, and Riverside County Lines. The city is projected to have 119,200 residents, 38,100 homes, and 58,785 jobs at full buildout in 2045 based on regional growth projections and the proposed general plan land use map. The Project anticipates 29,650 new residents, 12,000 new homes, and 9,150 new jobs over the course of the project period. The Project would consist of incorporating strategies to address multi-modal mobility, environmental justice, climate vulnerability, and emergency evacuation. The Project will focus on developing clusters of vacant and underutilized land which contain commercial properties recently rezoned to permit multifamily housing.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

CDFW recognizes that the general plan EIR need not be as detailed as CEQA documents prepared for specific projects that may follow (CEQA Guidelines § 15146). CDFW also recognizes that the level of detail should be reflective of the level contained in the plan or plan element being considered (Rio Vista Farm Bureau Center v. County of Solano (1992) 5 Cal.App.4th 351). However, please note that the City cannot defer the analysis of significant effects of the general plan to later-tiered CEQA documents (Stanislaus Natural Heritage Project v. County of Stanislaus (1996) 48 Cal.App.4th 182).

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the Project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009²). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDDB@wildlife.ca.gov or <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data> to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish & G. Code, § 3511). Species to be addressed should

² Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. <http://vegetation.cnps.org/>

include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific/ surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

Species specific surveys for sensitive species that the Project footprint has the potential to support, include, but is not limited to:

Burrowing Owl (*Athene cunicularia hypugaea*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for Western Burrowing Owl (*Athene cunicularia hypugaea*). On October 10, 2024, the California Fish and Game Commission accepted a petition to list Western Burrowing Owl as endangered under CESA, determining the listing “may be warranted” and advancing the species to the candidacy stage of the CESA listing process. As a candidate species, Western Burrowing Owl is granted full protection of a threatened species under CESA. Take of any endangered, threatened, or candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as “hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill.”

CDFW recommends that the City consult the recommendations and guidelines provided in the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012); available for download from CDFW’s website:

<https://www.wildlife.ca.gov/conservation/survey-protocols>. The Staff Report on Burrowing Owl Mitigation, specifies three steps for Project impact evaluations:

1. A habitat assessment;
2. Surveys; and
3. An impact assessment

As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing

owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

Within the 2012 Staff Report, the minimum habitat replacement recommendation was purposely excluded as it was shown to serve as a default, replacing any site-specific analysis and discounting the wide variation in natal area, home range, foraging area, and other factors influencing burrowing owls and burrowing owl population persistence in a particular area. It hypothesized that mitigation for permanent impacts to nesting, occupied, and satellite burrows and burrowing owl habitat should be on, adjacent or proximate to the impact site where possible and where habitat is sufficient to support burrowing owls present. If mitigation occurs offsite, it should include (a) permanent conservation of similar vegetation communities (grassland, scrublands, desert, urban, and agriculture) to provide for burrowing owl nesting, foraging, wintering, and dispersal (i.e., during breeding and non-breeding seasons) comparable to or better than that of the impact area, and (b) be sufficiently large acreage with the presence of fossorial mammals. Furthermore, the report noted that suitable mitigation lands should be based on a comparison of the habitat attributes of the impacted and conserved lands, including but not limited to: type and structure of habitat being impacted or conserved; density of burrowing owls in impacted and conserved habitat; and significance of impacted or conserved habitat to the species range-wide.

Crotch's Bumble Bee (*Bombus crotchii*)

The project may impact suitable habitat for Crotch's bumble bee (*Bombus crotchii*), a CESA candidate species, and has the potential for take pursuant to California Fish and Game Code Section 2081(b). The Project could result in loss of suitable nesting and foraging habitat for Crotch's bumble bee. Project ground-disturbing activities may cause death or injury of adults, eggs, and larva; burrow collapse; nest abandonment; and reduced nest success. Crotch's bumble bee primarily nest in late February through late October underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses,

under-brush piles, in old bird nests, and in dead trees or hollow logs^{3, 4}. Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil⁵, or under leaf litter or other debris⁶. Ground disturbance and vegetation removal associated with Project implementation during the breeding season could result in the incidental loss of breeding success or otherwise lead to nest abandonment in areas adjacent to the Project site. Indirect, permanent impacts include conversion of habitat through the introduction of invasive species. Without sufficient avoidance, minimization, or mitigation measures, the Project activities may result in unmitigated temporal or permanent loss of colonies, and suitable nesting and foraging habitat.

The California Fish and Game Commission accepted a petition to list Crotch bumble bee as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. Crotch bumble bee is granted full protection of a threatened species under CESA. Take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). In addition, Crotch's bumble bee has a State ranking of S1/S2. This means that the Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often 5 or fewer populations). Crotch's bumble bee is listed as an invertebrate of conservation priority under the [California Terrestrial and Vernal Pool Invertebrates of Conservation Priority](#).

Prior to any ground disturbance, CDFW recommends the Project conduct site specific surveys for Crotch's bumble bee in accordance with any Crotch's bumble bee survey protocol provided by CDFW (Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species). If "take" or adverse impacts to Crotch's bumble bee cannot be avoided either during Project activities or over the life of the Project, the Project should obtain appropriate take authorization from CDFW pursuant to Fish and Game Code section 2081 subdivision (b).

³ Williams, P. H., R. W. Thorp, L. L. Richardson, and S.R. Colla. 2014. Bumble bees of North America: An Identification guide. Princeton University Press, Princeton, New Jersey. 208pp.

⁴ Hatfield, R., Jepsen, S., Foltz Jordan, S., Blackburn, M., Code, Aimee. 2018. A Petition to the State of California Fish and Game Commission to List Four Species of Bumblebees as Endangered Species

⁵ Goulson, D. 2010. Bumblebees: Behavior, Ecology, and Conservation. Oxford University Press, New York. 317pp.

⁶ California Department of Fish and Wildlife. 2017. California Terrestrial and Vernal Pool Invertebrates of Conservation Priority. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=148248&inline> .

Least Bell's Vireo (*Vireo bellii pusillus*)

The Project may impact suitable habitat for least Bell's vireo, a State and Federally endangered species, and has the potential for take pursuant to California Fish and Game Code Section 2081(b). Least Bell's vireo occupy riparian habitat and have established one of the highest populations in southern California within the Prado basin area. CDFW recommends the City follow protocol guidelines as outlined in the [Least Bell's Vireo Survey Guidelines to determine potential presence within the Project areas and aid in development of appropriate avoidance, minimization, or mitigation measures, if Least Bell's vireo could be impacted](#). CDFW recommends avoiding Project activities within 1000 linear feet of occupied LBVI habitat unless take authorization is obtained. .

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018⁷).
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).
6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other Project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

⁷ CDFW, 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, State of California, California Natural Resources Agency, Department of Fish and Wildlife: March 20, 2018 (<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline>)

2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).
3. An evaluation of impacts to on-site and adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.
4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The DEIR should analyze the cumulative effects of the plan's land use designations, policies, and programs on the environment. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a "no project" alternative (CEQA Guidelines § 15126.6[e]). The "no project" alternative should evaluate how the changing environment, such as climate change and drought, may affect the community if a new or revised general plan were not adopted.

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The City should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time (with the exception of certain projects set forth in SB 147, which was passed on July 10, 2023). Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat

modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. Fully protect species that have the potential or have been documented to occur within or adjacent to the Project area, including, but not limited to: white-tailed kite (*Elanus leucurus*) and California black rail (*Laterallus jamaicensis coturniculus*). CDFW recommends that the City include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the Project area, including, but not limited to: yellow rail (*Coturnicops noveboracensis*), and south coast gartersnake (*Thamnophis sirtalis*).
4. *Mitigation*: CDFW considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures

should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. County of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in advance of Project impacts in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss.
8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in “take” (California Fish and Game Code Section 86 defines “take” as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”) of State-listed CESA species, either through construction or over the life of the Project. It is the policy of CESA to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

Based on review of CNDDDB, and/or knowledge of the Project site/vicinity/general area, CDFW is aware that the following CESA-listed species have the potential to occur onsite/have previously been reported onsite: least Bell’s vireo (*Vireo bellii pusillus*), Crotch’s Bumble Bee (*Bombus crotchii*), Western Burrowing Owl (*Athene cunicularia hypugaea*), Tricolored Blackbird (*Agelaius tricolor*), and California Black Rail (*Laterallus jamaicensis coturniculus*).

Lake and Streambed Alteration Program

Based on review of material submitted with the NOP and review of aerial photography, multiple waterways cross through the Project area. Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream, or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources.

CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code § 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To submit a Lake or Streambed Alteration notification, please go to:
<https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS> .

ADDITIONAL COMMENTS AND RECOMMENDATIONS

Native Landscaping

To reduce the water demands of this Project, CDFW recommends incorporation of water-wise concepts in Project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Native plants support butterflies, birds, reptiles, amphibians, small mammals, bees, and other pollinators that evolved with those plants, more information on native plants suitable for the Project location and nearby nurseries is available at CALSCAPE: <https://calscape.org/>. Local water agencies/districts and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <https://saveourwater.com/> .

Artificial Nighttime Lighting

The Project will introduce new sources of artificial lighting. CDFW recommends that the DEIR include lighting design specifications for all artificial nighttime lighting that will be used by the Project, an analysis of the direct and indirect impacts of artificial nighttime lighting on biological resources, and appropriate avoidance, minimization, and mitigation measures that will reduce impacts to less than significant. The direct and indirect impacts of artificial nighttime lighting on biological resources including migratory birds that fly at night, bats, and other nocturnal and crepuscular wildlife should be analyzed, and appropriate avoidance and minimization measures should be included in the DEIR. Artificial nighttime lighting often results in light pollution, which has the potential to significantly and adversely affect fish and wildlife. Artificial lighting alters ecological processes including, but not limited to, the temporal niches of species; the repair and recovery of physiological function; the measurement of time through interference with the detection of circadian and lunar and seasonal cycles; the detection of resources and

natural enemies; and navigation⁸. Many species use photoperiod cues for communication (e.g., bird song⁹), determining when to begin foraging¹⁰, behavioral thermoregulation¹¹, and migration¹². Phototaxis, a phenomenon that results in attraction and movement towards light, can disorient, entrap, and temporarily blind wildlife species that experience it. The City of Chino should include measures in the DEIR to ensure the following: eliminate all nonessential lighting throughout the Project area; avoid or limit the use of artificial light during the hours of dawn and dusk when many wildlife species are most active; lighting for Project activities is fully shielded, cast downward, reduced in intensity to the greatest extent, and does not result in spill over onto other properties or upward into the night sky (see the International Dark-Sky Association standards at <http://darksky.org>; the use of LED lighting with a correlated color temperature of 3,000 Kelvins or less; proper disposal of hazardous waste; and recycling of lighting that contains toxic compounds with a qualified recycler.

Construction Noise

Project-related construction has the potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project. CDFW recommends that the DEIR include an analysis of impacts to wildlife from Project related construction noise, and appropriate avoidance, minimization, and mitigation measures that will reduce impacts to less than significant. Construction may result in substantial noise through road use, equipment, and other Project-related activities. This may adversely affect wildlife species in several ways as wildlife responses to noise can occur at exposure levels of only 55 to 60 dB¹³. Anthropogenic noise can disrupt the communication of many wildlife species including frogs, birds, and bats^{14,15,16,17}. Noise can also affect predator-prey relationships as many nocturnal animals such as bats and owls primarily use auditory cues (i.e., hearing) to hunt. Additionally, many prey species

⁸ Gatson, K. J., Bennie, J., Davies, T., Hopkins, J. 2013. The ecological impacts of nighttime light pollution: a mechanistic appraisal. *Biological Reviews*, 88.4: 912-927.

⁹ Miller, M. W. Apparent effects of light pollution on singing behavior of American robins. *The Condor* 108:130-139.

¹⁰ Stone, E. L., G. Jones, and S. Harris. 2009. Street lighting disturbs commuting bats. *Current Biology* 19:1123-1127.

¹¹ Beiswenger, R. E. 1977. Diet patterns of aggregative behavior in tadpoles of *Bufo americanus*, in relation to light and temperature. *Ecology* 58:98-108.

¹² Longcore, T., and C. Rich. 2004. Ecological light pollution - Review. *Frontiers in Ecology and the Environment* 2:191-198

¹³ Barber, J. R., K. R. Crooks, and K. M. Fristrup. 2009. The costs of chronic noise exposure for terrestrial organisms. *Trends in Ecology and Evolution* 25:180-189

¹⁴ Sun, J. W. C., and P. M. Narins. 2005. Anthropogenic sounds differentially affect amphibian call rate. *Biological Conservation* 121:419-427

¹⁵ Patricelli, G., and J. J. L. Blickley. 2006. Avian communication in urban noise: causes and consequences of vocal adjustment. *Auk* 123:639-649

¹⁶ Gillam, E. H., and G. F. McCracken. 2007. Variability in the echolocation of *Tadarida brasiliensis*: effects of geography and local acoustic environment. *Animal Behaviour* 74:277-286

¹⁷ Slabbekoorn, H., and E. A. P. Ripmeester. 2008. Birdsong and anthropogenic noise: Implications and applications for conservation. *Molecular Ecology* 17:72-83

increase their vigilance behavior when exposed to noise because they need to rely more on visual detection of predators when auditory cues may be masked by noise^{18,19}. Noise has also been shown to reduce the density of nesting birds²⁰ and cause increased stress that results in decreased immune responses²¹. The City should include measures in the DEIR to ensure the following: restricting the use of equipment to hours least likely to disrupt wildlife (e.g., not at night or in early morning); restricting the use of generators except for temporary use in emergencies; provide power to sites by solar PV (photovoltaic) systems, cogeneration systems (natural gas generator), small micro-hydroelectric systems, or small wind turbine systems; ensure the use of noise suppression devices such as mufflers or enclosure for generators; and sounds generated from any means must be below the 55-60 dB range within 50-feet from the source.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). Information can be submitted online or via completion of the CNDDDB field survey form at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data> . The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

¹⁸ Rabin, L. A., R. G. Coss, and D. H. Owings. 2006. The effects of wind turbines on antipredator behavior in California ground squirrels (*Spermophilus beecheyi*). *Biological Conservation* 131:410–420.

¹⁹ Quinn, J. L., M. J. Whittingham, S. J. Butler, W. Cresswell, J. L. Quinn, M. J. Whittingham, S. J. Butler, W. Cresswell, and W. Noise. 2017. Noise, predation risk compensation and vigilance in the chaffinch *Fringilla coelebs*. *Journal of Avian Biology* 37:601–608

²⁰ Francis, C. D., C. P. Ortega, and A. Cruz. 2009. Noise pollution changes avian communities and species interactions. *Current Biology* 19:1415–1419


²¹ Kight, C. R., and J. P. Swaddle. 2011. How and why environmental noise impacts animals: An integrative, mechanistic review. *Ecology Letters* 14:1052–1061

Michael Hitz
City of Chino
October 22, 2024
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CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Chino 2045 General Plan Update (SCH No. 2024090833) and recommends that the City of Chino address CDFW's comments and concerns in the forthcoming DEIR. Questions regarding this letter or further coordination should be directed to Amelia Viera, Environmental Scientist, at amelia.viera@wildlife.ca.gov.

Sincerely,

DocuSigned by:

84F92FFEEFD24C8...

Kim Freeburn
Environmental Program Manager

ec:

Eric Chan, Senior Environmental Scientist Supervisor
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October 28, 2024

Michael Hitz
Principal Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Dear Mr. Hitz:

Thank you for including the California Department of Transportation (Caltrans) in the General Plan Update for the City of Chino. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated, and efficient transportation system. We look forward to collaborating with you and partnering with the City of Chino.

Project Understanding

The proposed project includes the implementation of the City of Chino 2045 General Plan Update. The Proposed Land Use Map designates the general location, distribution and extent of land uses within the planning area and identifies proposed land use designations for each land parcel within the City of Chino.

The Department recognizes and extends gratitude for your effort to keep the States objectives in mind, to serve all peoples and respect the environment. Continued engagement efforts are encouraged as part of this process. We are eager to assist, facilitate, and promote such efforts with all communities and stakeholders during the City's General Plan Update development process.

Travel Demand Analysis and Management

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide. ([link](#)).

A Vehicle Miles Traveled (VMT) based Traffic Impact Study (TIS) should be provided for this project. Please use the Governor's Office of Planning and research guidance to identify VMT related impacts.

The TIS may also need to identify the proposed projects near term and long-term safety or operational issues on or adjacent to any existing or proposed state facilities.

Travel demand management can complement transportation infrastructure by influencing the travel mode that people choose when traveling to work, school, the grocery store, etc. Travel modes that help to reduce VMT include transit, ridesharing, walking, biking, and telework. TDM programs can help make the most of our transportation and physical infrastructure so that options to driving are naturally encouraged and our systems are better balanced. TDM measures that may help to reduce VMT include transit and micro-mobility (i.e., bike share and electric scooters) pass discounts, carpool matching services and incentives, parking pricing, bike facilities at workplaces, vanpools, guaranteed-ride-home service for employees that do not drive, education, and information on travel options other than the single-occupancy-vehicle (SOV). "Modernizing Mitigation" (2018) from the State Smart Transportation Initiative, describes VMT-focused TDM in more detail: <<https://ssti.us/modernizing-mitigation/>>.

The following strategies are recommended as initial points of focus for future local government General Plan policies and Climate Action Plan development and include:

- 1) Promotion of smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, zoning, and public-private partnerships.
- 2) Support for and funding of transit, bicycle, and pedestrian connections through transit and trail planning and regional cooperation.
- 3) Promotion of green procurement and alternative fuel vehicle use through municipal mandates and voluntary bid incentives.
- 4) Support for alternative fuel facilities and infrastructure through land use designations, zoning, and public-private partnerships.
- 5) Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.

Transportation Operations

Caltrans appreciates the city working with Caltrans to develop improvement measures for freeway off-ramps and adjacent intersections that help manage offramp queues related to safety. When conducting safety reviews for proposed land use projects and plans affecting the State Highway System, please refer to the <https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-transportation-planning-local-assistance/ldr/202402-ldr-safety-review-practitioners-guidance-002-a11y.pdf>

Sustainability

Caltrans recommends collaboration between our agency and the City of Chino on the proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce vehicle miles traveled (VMT), and off-road and on-road greenhouse gas (GHG) emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. We recommend

"Provide a safe and reliable transportation network that serves all people and respects the environment."

collaborating with Caltrans on the following measures brought up by this plan increasing the use of zero emission vehicles, installing electric vehicle (EV) charging stations, identifying right-of-way areas to be used for carbon sequestration, and complete streets.

The existing climate hazards discussed in this document will have an impact of the transportation system. We recommend working with Caltrans on determining the preventative strategies the Caltrans can take to keep roadways operational and ensure their longevity against climate stressors such as increased temperatures, changes in precipitation patterns, wildfire, and flooding. Caltrans recognizes the central role that transportation planning plays in safety and ensuring that when these natural hazards do occur, citizens have a reliable evacuation route.

Complete Streets

A Complete Street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity for all road users, with a specific regard for pedestrians, bicyclists, and transit riders. In order to realize our goal to create an equitable, world-class state transportation network, Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections to nearby active transportation and/or transit facilities.

Complete Streets projects serve as a key tool to achieving this by maximizing the use of the existing Caltrans right-of-way to incorporate space-efficient forms of mobility, like walking, biking, and transit, that not only efficiently move goods and people, but also impose the least social and environmental impacts. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.

Bicycle parking design may need to accommodate cargo bikes, such as for food delivery services, to encourage and facilitate the growing use of food delivery services and parcel deliveries. This can alleviate the need for delivery trucks and associated GHG emissions.

Transit

We encourage the City of Chino to continue coordination with the Transit Agencies for opportunities to enhance multimodal strategies including bus rapid transit and microtransit mobility as the city moves forward and the need arise that may require future improvements in transit amenities to better serve transit connectivity.

Equitable Access

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

The City of Chino contains several actions and strategies that align with Caltrans' responsibilities

Mr. Hitz
October 28, 2024
Page 4

and priorities. Caltrans recommends collaboration between our agency and the City of Chinio on the proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce vehicle miles traveled (VMT), and off-road and on-road greenhouse gas (GHG) emissions.

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

If you have any questions or concerns, please contact me at (916) 383-4147 or James Camarillo, at (909) 963-8604 or by e-mail sent to janki.patel@dot.ca.gov

Sincerely,

A handwritten signature in black ink that reads "Janki Patel". The signature is written in a cursive, flowing style.

Janki Patel
Branch Chief
Land Development Review



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

October 16, 2024

Michael Hitz, Principal Planner
City of Chino, Development Services Department
13220 Central Avenue
Chino, CA 91710
Phone: (909) 334-3448
E-mail: mhitz@cityofchino.org

Subject: SCAG Comments on the Notice of Preparation of a Draft Program
Environmental Impact Report for the Chino 2045 General Plan Update [SCAG NO.
IGR11123]

Dear Michael Hitz:

Thank you for submitting the Notice of Preparation of a Draft Program Environmental Impact Report for the Chino 2045 General Plan Update (“proposed project”) to the Southern California Association of Governments (SCAG) for review. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG’s adopted regional plans, to be determined by the lead agencies.¹

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS). SCAG’s feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of and alignment with adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and policies. Finally, SCAG is the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Program Environmental Impact Report for the Chino 2045 General Plan Update in San Bernardino County. The proposed project consists of updates to the City’s General Plan encompassing 32.5 square miles.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the IGR Program, attn.: Ryan Bañuelos, Associate Regional Planner, at (213) 630-1532 or IGR@scag.ca.gov. Thank you.

Sincerely,

Sarah Dominguez
Manager, Planning Strategy Department

¹ Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project’s or plan’s consistency and/or alignment with Connect SoCal 2024 for the purpose of determining consistency for CEQA purposes.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE
CHINO 2045 GENERAL PLAN UPDATE [SCAG NO. IGR11123]**

CONNECT SOCAL 2024

Connect SoCal 2024 (Plan) is a long-range visioning plan for the six-county SCAG region, reflecting a continuation of the shift towards more efficient resource management including transportation infrastructure resources, land resources and environmental resources. The Plan highlights the existing land use and transportation conditions throughout the SCAG region and forecasts the region's evolving transportation needs between 2024 and 2050. The Plan identifies and prioritizes expenditures of the anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access.

The Plan was developed to achieve greenhouse gas (GHG) per capita emission reduction targets, consistent with Senate Bill (SB) 375 and other regional goals. In accordance with federal fiscal constraint requirements, Connect SoCal 2024 is a financially constrained Plan in terms of transportation revenues and expenditures. Connect SoCal 2024 would reduce traffic congestion, improve air quality, and improve the region's long-term economic viability through more than \$751 billion in transportation investments and a more sustainable regional development pattern. To view Connect SoCal 2024 and the accompanying technical reports, please visit the [Connect SoCal 2024](#) webpage.

Connect SoCal 2024 Vision and Goals

The SCAG Regional Council fully adopted the Plan on April 4, 2024. Connect SoCal 2024 represents the vision for the region and reflects the planned transportation investments, policies, and strategies that integrate with the Forecasted Regional Development Pattern to achieve the Plan's goals. The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements, the emerging trends, and persistent challenges facing the region. Reflecting input from engagement with stakeholders and members of the public, SCAG's vision for Southern California in the year 2050 is "A healthy, prosperous, accessible and connected region for a more resilient and equitable future." The following goals and subgoals help the SCAG region to achieve this vision.

Mobility: Build and maintain an integrated multimodal transportation network

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds

Communities: Develop, connect and sustain communities that are livable and thriving

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: Create a healthy region for the people of today and tomorrow

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

For ease of review, SCAG staff encourages the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL 2024 GOALS AND SUBGOALS	
Goal/Subgoal	Analysis
Mobility Goal: <i>Build and maintain an integrated multimodal transportation network</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference</i>
Mobility Subgoal: <i>Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

Connect SoCal 2024 Key Elements

Unique to this plan cycle, SCAG developed a set of Regional Planning Policies and Implementation Strategies to guide decision-making in the region toward integrated land use and transportation planning and other goals in Connect SoCal 2024. Eighty-eight Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal 2024. The Implementation Strategies help the region to achieve this vision for the future and are priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. The Regional Planning Policies and Implementation Strategies were developed to achieve California’s greenhouse gas emission reduction goals as set forth in SB 375 and federal Clean Air Act Section 176(c) requirements for transportation conformity while meeting the broader regional objectives, such as improved equity and resilience in addition to preservation of natural lands, improvement of public health, increased roadway safety, support for the region’s vital goods movement industries and more efficient use of resources. The Plan also includes a detailed project list; strategic investments to bridge local plans with overarching regional performance targets and goals; a growth forecast and regional development pattern based on population, household and employment growth projections by 2050; and a transportation network including a list of transportation projects and investments.

Connect SoCal 2024 presents a summary of that work in five chapters of the Main Plan with additional details on Plan elements and analysis in the Plan’s accompanying 15 Technical Reports. Connect SoCal 2024 builds upon the progress from previous RTP/SCS cycles, reflecting both SCAG’s statutory requirements, the emerging trends, and persistent challenges facing the region. These policies offer a resource by which County Transportation Commissions (CTCs) or local jurisdictions within the SCAG region, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS.

Regional Growth Forecast and Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a “forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies ...” enables SCAG to reach its per capita GHG emission reduction target of 19 percent below 2005 levels by 2035. SCAG staff prepared a Forecasted Regional Development Pattern for Connect SoCal 2024 through 2050, the horizon year of the Plan. The regional growth forecast determines the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, including available data from 6th cycle housing element updates. The Connect SoCal 2024 [Demographic and Growth Forecast Technical Report](#) includes detailed discussions on socioeconomic data, including additional detail on the growth forecast, growth vision, and Sustainable Communities Strategy (SCS) consistency in Section of the Technical Report. The Connect SoCal 2024 [Land Use and Communities Technical Report](#) includes the most recent planning assumptions and estimates of population and housing.

SCAG’s work helps facilitate implementation, but SCAG does not directly implement or construct projects or have land use authority. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2035 and 2050, please refer to the [Final Connect SoCal 2024 growth forecast data](#). The growth forecasts for the region and the applicable jurisdiction is below.

	Adopted SCAG Region Growth Forecasts				Adopted City of Chino Growth Forecasts		
	Year 2019	Year 2030	Year 2035	Year 2050	Year 2019	Year 2035	Year 2050
Population	18,827,000	19,476,000	19,946,000	20,909,000	90,800	99,700	111,500
Households	6,193,000	7,006,000	7,311,000	7,814,000	25,900	34,600	40,100
Employment	8,976,000	9,609,000	9,885,000	10,276,000	51,300	58,100	62,400

Consistency with Connect SoCal 2024

SCAG provides informational resources to facilitate the lead agency’s consistency determination of the proposed project with Connect SoCal 2024. For the purpose of determining consistency with CEQA, local jurisdictions shall have the sole discretion to determine a local project’s or plan’s consistency and/or alignment with Connect SoCal 2024².

CEQA MITIGATION MEASURES

The SCAG Regional Council certified the [Final Program Environmental Impact Report](#) for Connect SoCal 2024 (2024 PEIR) and adopted the Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations on April 4, 2024. The mitigation approach used in the 2024 PEIR recognizes the limits of SCAG’s authority; distinguishes between SCAG commitments and project-level responsibilities and authorities; optimizes flexibility for project implementation; and facilitates CEQA streamlining (e.g., SB 375) and tiering where appropriate on a project-by project basis determined by each lead agency. Consistent with the approach, the 2024 PEIR identifies regional-level mitigation measures to be implemented by SCAG over the lifetime of the Plan as well as project-level mitigation measures that lead agencies can and should consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. Given that SCAG is not an implementing agency and has no decision-making authority over projects or any land use authority, it is ultimately up to each lead agency’s own discretion to determine the appropriateness of mitigation measures, including exploring opportunities of voluntary regional advance mitigation programs, based on project-specific circumstances such as individual site conditions, project specific details, and community values. Therefore, SCAG staff recommends that the proposed project’s CEQA lead agency review the 2024 PEIR for guidance, as appropriate.

² SCAG. April 2024. Connect SoCal 2024 [Demographic and Growth Forecast Technical Report](https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf). Accessible at: <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf>



5130 Riverside Drive • Chino, CA 91710 • 909.628.1201 • www.chino.k12.ca.us

Student Achievement • Safe Schools • Positive School Climate • Humility • Civility • Service

BOARD OF EDUCATION: Donald L. Bridge • Andrew Cruz • Jonathan E. Monroe • James Na • Sonja Shaw • SUPERINTENDENT: Norm Enfield, Ed.D.

October 24, 2024

City of Chino
PO Box 667
Chino, CA 91710

Attn: Michael Hitz, AICP, Principal Planner

Re: City of Chino General Plan Update and EIR – Request for Information

Dear Michael,

The following is the information requested in your October 3, 2024 correspondence to CVUSD Superintendent, Dr. Norm Enfield, Ed.D.

Enrollment Projections beyond 2024

Chino Valley Unified School District has contracted with Davis Demographics MGT to develop and analyze demographic data relevant to the district's facility planning efforts. The scope of contracted work includes updating district mapping files, analyzing the district using the previous four years of geocoded student data files, developing, and researching pertinent demographic data in and around the district, identifying current and future residential development plans and preparing a ten-year student population forecast. The latest report, dated February 15, 2024, for school years 2024/25 through 2030/31 forecasts the following student populations;

- 2024/25 – 25,107.9
- 2025/26 – 24,556.6
- 2026/27 – 24,007.6
- 2027/28 – 23,484.9
- 2028/29 – 23,001.5
- 2029/30 – 22,564.3
- 2030/31 – 22,042.3

Rates or factors used for the purpose of forecasting future enrollment

Geographic Map Data - Five (5) geographic data layers were modified or created for use in the ten-year student population forecasts. The data layers are as follows;

Street Centerline Data/Parcels - Street centerline/parcel data files are utilized during the geocoding process of the student data. The geocoding process places a point on the map for every student in the exact location the student resides. Each student is geocoded to the parcels by their given residence address. This enables Davis Demographics to analyze student data geographically. Another vital utilization of the digital street database is in the construction of study areas. Freeways, major streets, and neighborhood streets are generally used as boundaries for the study areas.

Study Areas - Study areas are small geographic areas, such as neighborhoods or portions of neighborhoods that are considered the building blocks of school district attendance areas. Study areas are geographically defined following logical boundaries within a school district, such as freeways, streets, railroad tracks, or green space.

Each study area is then coded with the corresponding Elementary, Jr. High, and High School that the students in the area are assigned to attend. By gathering information about the district at the study area level, Davis Demographics and CVUSD can closely monitor growth and demographic trends in regions and identify the potential need for boundary or facility adjustments. Currently, 447 study areas make up the school district.

Schools - School facility information, including school names, addresses, unique identifying codes, grade ranges, and capacities, was provided to Davis Demographics by district staff.

Planned Residential Development - Residential development data was obtained through discussions with the local municipalities. Davis Demographics researched possible new developments that could impact future student counts and reviewed the information with school district staff. This data includes the development name, location, housing type, and the total number of units within the development. The planned residential development information is subject to changes in the marketplace; therefore, this data is reevaluated annually. Davis Demographics and Chino Valley Unified School District monitor projects closely during these studies.

Current capacity of each school in the District

At this time, based on current classroom loading standards, the approximate capacity of each school (permanent classrooms only) is listed below. However, school capacities are always subject to change based on residential developments, class size adjustments, boundary changes, and other unforeseen circumstances.

Elementary Schools

Borba ES – 600

Butterfield Ranch ES – 760

Cattle ES – 720

Chaparral ES – 730

Cortez ES – 620

Country Springs ES – 670

Dickey ES – 690

Dickson ES – 700

Eagle Canyon ES – 700

Glenmeade ES – 600

Hidden Trails - 760

Liberty ES – 800

Litel ES – 800

Marshall ES – 600

Newman ES – 700

Oak Ridge ES – 800

Rhodes ES – 800

Rolling Ridge ES – 670

Walnut ES – 600

Wickman ES - 900

K-8 Schools

Briggs K-8 – 850

Cal Aero K-8 – 1200 (Multi-Track Year-Round)

Legacy K-8 – 1200 (Multi-Track Year-Round)

Junior High Schools

Canyon Hills JHS – 1300

Magnolia JHS – 1100

Ramona JHS - 1100

Townsend JHS – 1300

Woodcrest JHS – 1100

High Schools

Ayala HS – 3200

Buena Vista HS – 200

Chino HS – 2800

Chino Hills HS – 3200

Don Lugo HS – 2800

Other metrics used by the District for facilities planning (e.g. square footage/student)

Elementary - 20 square feet of classroom space per student

Junior High - 20 square feet of classroom space per student

High School - 20 square feet of classroom space per student

Information regarding the anticipated capacity and construction timing for the additional elementary and K-8 schools anticipated in The Preserve Specific Plan

The District is considering the purchase of a site on which to construct a third K-8 school in the Preserve Specific Plan area. In the event the District proceeds with a site purchase, the District will seek to collaborate with the City to ensure utilities are adequate to serve the site. At this preliminary stage, the District does not have information to share regarding construction timing.

Sincerely,



Gregory J. Stachura

Assistant Superintendent, Facilities, Planning and Operations
Chino Valley Unified School District

Cc: Norm Enfield, Ed.D., Superintendent



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Special Districts
- Surveyor
- Transportation

www.SBCounty.gov

Noel Castillo, P.E.
Director

Byanka Velasco, P.E.
Assistant Director

David Doublet, M.S., P.E.
Assistant Director

October 22, 2024

Transmitted Via Email

File: 10(ENV)-4.01

City of Chino, Development Services Department
Attn: Michael Hitz, AICP, Principal Planner
13220 Central Avenue
Chino, CA 91710
mhitz@cityofchino.org

RE: PROJECT COMMENT – NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED CHINO 2045 GENERAL PLAN UPDATE.

Dear Mr. Hitz:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on October 3, 2024**, and pursuant to our review, we have no comments at this time.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the Environmental Management Division at (909) 387-8109.

Sincerely,

Nancy Sansonetti

Nancy J. Sansonetti, AICP
Supervising Planner
Environmental Management Division

NJS:MC:ml

Cc: Manie Cruz, Planner II

BOARD OF SUPERVISORS

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Chief Executive Officer



October 24, 2024

14000 City Center Drive
Chino Hills, CA 91709
(909) 364-2600

www.chinohills.org

Michael Hitz, AICP, Principal Planner
City of Chino, Development Services Department
13220 Central Avenue
Chino, CA 91710

Subject: Comments on Notice of Preparation (NOP) for Draft Program Environmental Impact Report (PEIR) for the Chino 2045 General Plan Update

Dear Mr. Hitz,

Thank you for the opportunity to comment on the above-mentioned NOP. The City of Chino Hills values the relationship we have with Chino and believes it is important to maintain our mutual interests related to development in the region, especially along our shared border, which follows the State Route 71 (SR-71) corridor.

Chino's proposed General Plan update appears to accommodate significant growth over the next several years, not only in The Preserve Specific Plan area, but also in other areas of Chino, especially along commercial corridors. The City of Chino Hills has concerns about how growth could lead to regional impacts on transportation and traffic. We are asking that Chino consider the following in the analysis of the proposed General Plan Update:

- Students from The Preserve attend Chino Hills High School. That results in specific traffic impacts to intersections in Chino Hills, specifically in the AM Peak Hour. Please examine projected traffic impacts at along Soquel Canyon Parkway at Fairfield Ranch Road, SR-71, Pomona-Rincon Road, and Butterfield Ranch Road due to proposed growth in the student population.
- As Chino knows, the proposed Pine Avenue Connector project is of particular importance to Chino Hills, especially any traffic impacts that the connection of Pine Avenue would have to intersections in Chino Hills, especially along Butterfield Ranch Road between Soquel Canyon Parkway and Euclid Avenue/SR-71.
- The growth of Chino's industrial area in the southern part of the city has brought a substantial amount of truck traffic to our part of the region. Specific analysis should be conducted on the amount of truck traffic that additional growth could bring to our area, including the associated noise and air quality impacts of truck traffic on routes adjacent to and through the City of Chino Hills.
- Grand Avenue is a major east-west thoroughfare that connects from State Route 57 in Diamond Bar through Ontario and ultimately to Interstate 15. Chino's General Plan Update includes proposed infill development near this corridor. Please analyze the impacts of

Subject: Comments on Notice of Preparation (NOP) for Draft Program Environmental Impact Report (PEIR) for the Chino 2045 General Plan Update

October 24, 2024

additional traffic along this corridor to the City of Chino Hills, especially at the intersections of Grand Avenue and Peyton Drive, and Grand Avenue and Boys Republic Drive.

- The Cities share a mutual border along Chino Hills Parkway from SR-71 to Chino Creek. As Chino is proposing residential and mixed-use development along this corridor, we ask that impacts to the intersections of Chino Hills Parkway and SR-71, Ramona Avenue, Commons Drive, and Monte Vista Avenue be analyzed.

In addition to traffic impacts, environmental hazards due to climate change are also a concern, especially related to wildfire hazards. We ask Chino to analyze potential impacts from wildfire in the Prado Basin, and potential threats to adjacent property in Chino Hills, where residential communities exist just west of SR-71.

Thank you again for the opportunity to comment on the NOP. If you have additional questions, please contact me at nliguori@chinohills.org or (909) 364-2740.

Sincerely,

A handwritten signature in blue ink, appearing to read "N. Liguori", with a stylized flourish at the end.

Nicholas Liguori, AICP
Community Development Director



CITY OF EASTVALE

12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

October 24, 2024

Michael Hitz, Principal Planner
City of Chino, Community Development Department
13220 Central Avenue
Chino, CA 91710

Sent via email to: mhitz@cityofchino.org

RE: NOTICE OF PREPERATION (NOP) OF DRAFT PROGRAM ENVIORMENTAL IMPACT REPORT FOR THE CHINO 2045 GENERAL PLAN UPDATE PROJECT– NOTICE RECEIVED 9.23.24

Dear Mr. Hitz:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for Daft Environmental Impact Report (DEIR) for the Chino 2045 General Impact Report Project. The City of Eastvale values its relationship with neighboring jurisdictions and is not opposed to the City of Chino 2045 General Plan; however, any increases in density facilitated by the General Plan may have the potential to generate traffic impacts in Norco and Eastvale. As such, the City of Eastvale offers the following comments for your consideration:

- **Area to be Studied** – Although the City of Chino is located within San Bernardino County, the 2045 General Plan buildout has the potential to impact roadways and intersections within Riverside County and, specifically, the City of Eastvale. According to the Riverside County Transportation Department’s Traffic Impact Analysis (TIA) Guidelines, *the minimum area to be studied shall include any intersection of “Collector” or higher classification street, with “Collector” or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Transportation Department may require deviation from these requirements based on area conditions.*

Please view the attached exhibit illustrating the intersections that the City of Eastvale requests be included as part of the study area within the TIA. In addition, the City of Eastvale respectfully request that contribution of fair share costs for any mitigations needed for the applicable intersections (as provided in the attached exhibit) also be considered.

- The Program EIR should consider the cumulative effects of buildout of the Chino 2045 General Plan and the Eastvale 2040 General Plan. <https://www.eastvaleca.gov/our-city/what-s-new/eastvale-2040>.
- As significant transportation-related impacts may result, the Program EIR should evaluate a range of alternatives and all feasible mitigation to reduce vehicle miles travelled and associated air quality impacts.
- **Draft EIR** - The City of Eastvale will be awaiting to review the Draft EIR for the Chino 2045 General Plan.

Eastvale staff would like to request a meeting to discuss these comments and potential solutions that address concerns for both cities. Please contact me at (951) 703-4444 or dmurray@eastvaleca.gov to set a date and time to meet.

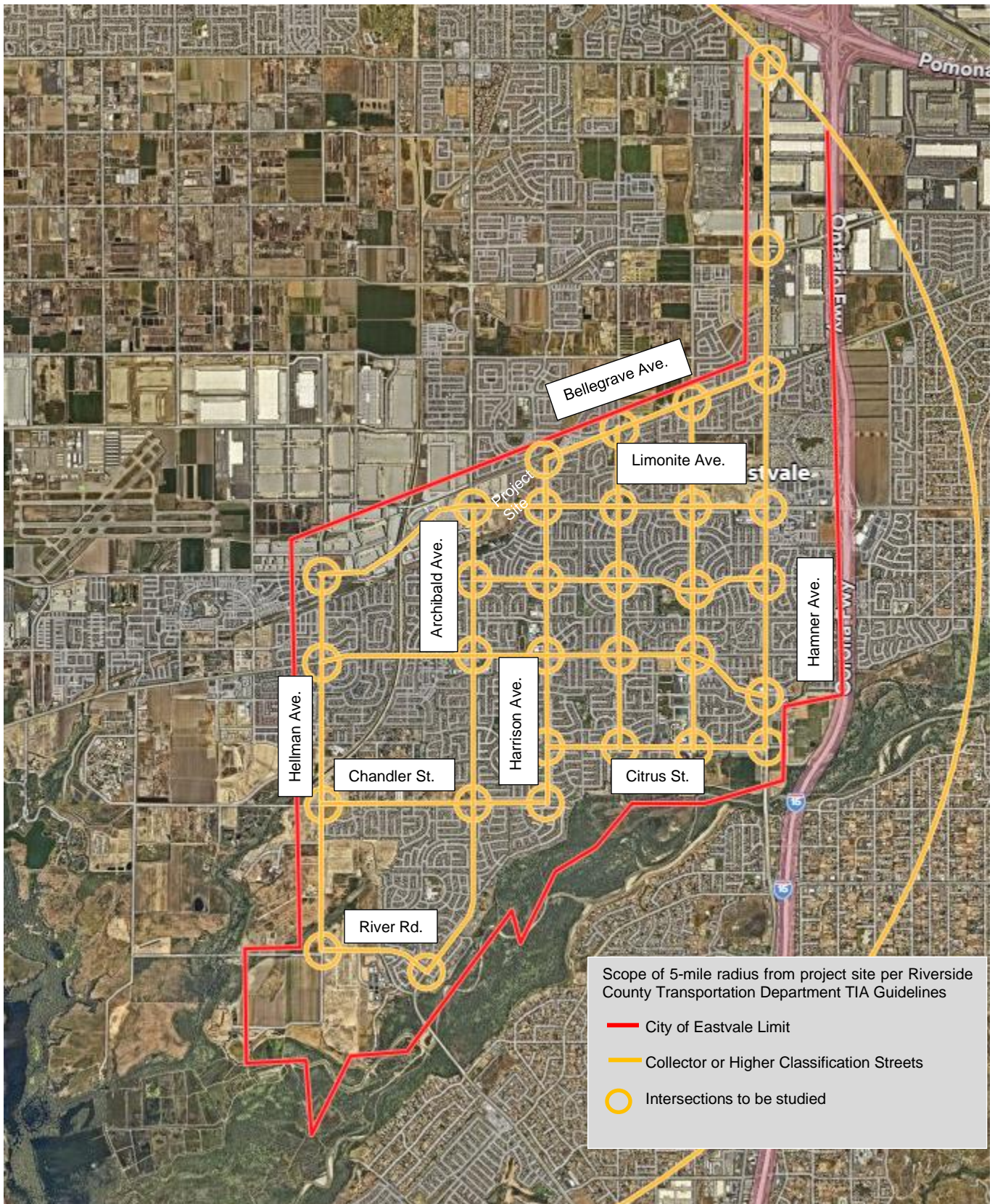
We look forward to working cooperatively with the City of Chino on regional issues that affect our respective communities.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Murray', with a long, sweeping horizontal stroke extending to the right.

David Murray
City Planner

Exhibit:



Subject: Re: General Plan Update Webpage

From: Michael Sherman Gardening, woodworking and more. <the1plantguy@gmail.com>

Sent: Tuesday, October 22, 2024 5:47 PM

To: Hitz, Michael <MHitz@cityofchino.org>

Subject: [EXT EMAIL] Re: General Plan Update Webpage

Thank you! I would like to see a plan to attempt to gain food security for our city. This should include water wells for agriculture and urban/suburban farms that raise not only produce but meat as well.

A more grandiose version of our farmers market. We could hold those at our city's fairgrounds.

Anyway, this would ensure the residents have a local food supply rather than relying on the supply chain that seems to grow more fragile with every national event.

Thank you,
Michael Sherman

On Tue, Oct 22, 2024 at 4:20 PM Hitz, Michael <MHitz@cityofchino.org> wrote:

Good Afternoon,

Thank you for attending the General Plan EIR Scoping meeting last week. As we discussed at the meeting, here is the link to the General Plan update webpage.

[General Plan Update | Chino, CA \(cityofchino.org\)](https://www.cityofchino.org/general-plan-update)

In the middle of the page under "Documents" is a link to the Joint Planning Commission and City Council meeting agenda packet from July 30, 2024, that includes Preferred Land Use Plan and Key Strategies outlining what is proposed to take place with the General Plan update, pending City Council approval.

Just below that section under "Ways to Participate" is a tab to subscribe to our mailing list to be included in future General Plan meetings and Public Hearings.

Let me know if you have any questions,

Michael Hitz, AICP

Principal Planner

City of Chino | Development Services Department

[13220 Central Avenue](https://www.cityofchino.org/13220-Central-Avenue) | Chino, CA 91710

Direct Phone 909-334-3448



www.cityofchino.org

EXTERNAL EMAIL: Please verify sender email. If unknown, **DO NOT** open links/attachments. **NEVER** give out your user ID or password for any reason!

Name: Michael Sherman **Email:** The7PlantsGuy@gmail.com

Topic: EIR General Plan Agriculture Considerations

Are there any particular local issues or concerns related to environmental topics that should be considered in the EIR analysis? What actions, if any, could be taken to address concerns?

I would like to see a plan for the following:

1. Set aside and permanent integration of urban farm (regenerative) land uses.
2. Residential Right to Farm with little limitations subject to nuisance
3. Incentive Programs to encourage agriculture + Events (Fairs).

What alternatives could reduce or avoid potential environmental impacts?

- Only Allowable Agricultural use limited to Regenerative Farming/organic on Designated Lands
- Organic waste made into compost for farms.
- Allowance of Poultry & Pork Processing as a Right to Farm

You can also submit comments by email to Michael Hitz, AICP, Principal Planner, City of Chino at mhitz@cityofchino.org. Comments will be accepted until **5:00pm October 24, 2024**.



Name: Miguel (Mike) Gutierrez **Email:** Miggy chino@msn.com

Topic: EXTREME increase in traffic in developing 350+ Apartments in Euclid Shafter neighborhood

Are there any particular local issues or concerns related to environmental topics that should be considered in the EIR analysis? What actions, if any, could be taken to address concerns?

Development of over 350 units ferret shafter, Euclid possible 800+ cars impacting neighborhood. Quality of Life. Existing residents fear doubling density OR large area by small uncut lot, considering leaving city by large number of long time residents.

What alternatives could reduce or avoid potential environmental impacts?

Consider relocating high density housing to alternative sites,

You can also submit comments by email to Michael Hitz, AICP, Principal Planner, City of Chino at mhitz@cityofchino.org. Comments will be accepted until **5:00pm October 24, 2024**.



Name: Susan Fekete Email: smfekete@verizon.net

Topic: _____

Are there any particular local issues or concerns related to environmental topics that should be considered in the EIR analysis? What actions, if any, could be taken to address concerns?

Traffic West to the East on our city streets to
avoid using ^(and reverse in the A.M.) the 60 fwy. Many residents in Eastvale
use our streets to get home or go to work.

5 story Buildings will reduce the views of not only Mt. Baldy but
Big Bear - San Bernardino Mountains - east of the City

What alternatives could reduce or avoid potential environmental impacts?

Do not build 5 story buildings where there are existing homes which
blocks their views of our mountains

You can also submit comments by email to Michael Hitz, AICP, Principal Planner, City of Chino at mhitz@cityofchino.org. Comments will be accepted until **5:00pm October 24, 2024**.

