ADDENDUM
TO THE CITY OF CHINO GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2008091064)

CHINO GATEWAY TERMINAL PROJECT
SPECIAL CONDITIONAL USE PERMITS (SCUP) PL24-0097 & PL24-0120
SITE APPROVAL (SA) PL24-0098
CHINO, SAN BERNARDINO COUNTY, CALIFORNIA

LSA

June 2025

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LSA Project No. 20241860

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LIST OF ABBREVIATIONS AND ACRONYMS

2007 AQMP	2007 South Coast Air Quality Management Plan
2022 AQMP	Final 2022 Air Quality Management Plan
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
amsl	above mean sea level
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model version 2022.1
California Register	California Register of Historical Resources
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
cf	cubic feet
CH_4	methane
City	City of Chino
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CPD	Chino Police Department
CVFD	Chino Valley Fire District
CVUSD	Chino Valley Unified School District
DCV	design capture volume
DIFs	Development Impact Fees
DMA	Drainage Management Area
DPM	diesel particulate matter
EIR	Environmental Impact Report
EMFAC2021	California Emissions Factor Model, Version 2021
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FHSZ	fire hazard severity zone
General Plan	City of Chino General Plan
gpd	gallons per day

GPEIR	City of Chino General Plan Environmental Impact Report
gpm	gallons per minute
HRA	health risk assessment
HVAC	heating/ventilation/air-conditioning
LOS	level of service
LRA	Local Responsibility Area
LST	localized significance thresholds
MLD	Most Likely Descendant
MT	metric ton(s)
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NOX	nitrogen oxides
NPDES	National Pollutant Discharge Elimination
OBMP	Chino Basin Optimum Basin Management Program
OSC	Open Space and Conservation Element
PA	production-attraction
PFS	Public Facilities and Services Element
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
project	Chino Gateway Terminal Project
RCM	regulatory compliance measure
REC	recognized environmental condition
RMP	Chino Basin 2002 Recharge Master Plan
ROG	reactive organic gas
ROW	right of way
RTP/SCS	SCAG Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South-Central Coastal Information Center
SCUP	Special Conditional Use Permit

SOx	sulfur oxides
SRA	source receptor area
TACs	toxic air contaminants
TAZ	traffic analysis zone
TIA Guidelines	City of Chino's Traffic Impact Analysis Guidelines
TPA	traffic priority area
TRA	Transportation Element
UWMP	City of Chino 2020 Urban Water Management Plan
VMT	vehicle miles traveled
Watermaster	Chino Basin Watermaster

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INTRODUCTION AND PURPOSE

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code §§ 21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations §§ 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Chino.

1.1 BACKGROUND

Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred." Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent Environmental Impact Report (EIR) or subsequent Negative Declaration is required when:

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

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

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

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

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

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

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The City of Chino (City) is the lead agency under CEQA. In 2010, the City certified the City of Chino General Plan Environmental Impact Report (GPEIR), State Clearinghouse No. 2008091064,[1] for the City of Chino General Plan (General Plan).[2] By providing the necessary regulatory and design guidance, the General Plan ensures that future development of properties within the City's planning area takes place in accordance with the goals and policies of the General Plan, as evaluated in the GPEIR.

The Chino Gateway Terminal Project (herein referred to as the "project," or "proposed project,") consists of a 158,548 square-foot warehouse and a 3,520 square-foot multi-tenant restaurant building on a 7.35-acre

[1] Design, Community & Environment. 2010a. *City of Chino General Plan Environmental Impact Report*. May. Website: https://www.cityofchino.org/211/General (accessed June 18, 2024).
[2] Design, Community & Environment. 2010b. *Envision Chino: City of Chino General Plan 2025.* July.

project site at 5885 Schaefer Avenue in Chino. Development of the project site for industrial uses was evaluated programmatically in the GPEIR because specific details of a project-specific development on the site were not known at the time of certification of the GPEIR.

The purpose of this Addendum is to analyze any potential differences between the impacts identified in the GPEIR for buildout of the General Plan and impacts that would be associated with the proposed project. Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City is the lead agency charged with the responsibility of deciding whether to approve the proposed project. As part of its decision-making process, the City is required to review and consider whether the proposed project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the GPEIR. Additional CEQA review beyond this Addendum would be required only if the proposed project were to create new significant impacts or impacts that would be more severe than those disclosed in the GPEIR. To use an Addendum as the appropriate CEQA document for the proposed project, the City must find that major revisions of the GPEIR are not necessary and that none of the conditions described in State CEQA Guidelines Section 15162 requiring preparation of additional CEQA documentation has occurred.

As detailed herein, the proposed project would result in no new significant impacts that were not analyzed for General Plan buildout in the GPEIR, nor would the proposed project cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the proposed project would be either the same or less than those disclosed in the GPEIR. In addition, there are no substantial changes to the circumstances under which the proposed project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the GPEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with Section 15164 of the State CEQA Guidelines, this Addendum to the previously certified GPEIR is the appropriate environmental documentation for the proposed project. Regarding consideration of the project's discretionary actions, the lead agency must consider the whole of the data presented in the GPEIR and the previously adopted Mitigation Monitoring and Reporting Program.

City of Chino General Plan and General Plan EIR

In 2010, the City of Chino GPEIR was prepared to provide an assessment of the potential environmental consequences related to the adoption and implementation of the City's *General Plan 2025* and the *Focused Growth Plan*. This assessment was completed to inform decision makers, the City of Chino, other agencies, and the general public of the nature of the General Plan and its effect on the environment. The GPEIR was prepared in accordance with and in fulfillment of CEQA requirements. The action addressed in the GPEIR was the complete revision of the City's former General Plan, which had not been updated comprehensively since 1981.

A Draft GPEIR circulated for a required 45-day public review period between January 21 and March 8, 2010. Responses to the public comments on the Draft GPEIR required slight and necessary revisions to the Draft GPEIR. Revisions to the Draft GPEIR made in response to these comments were presented in a memorandum the City Council considered as part of the adoption of the General Plan. None of these revisions resulted in significant changes to the Project Description or findings of the Draft GPEIR. These responses and revisions, together with the Draft GPEIR, constitute the Final GPEIR.[3] The General Plan was approved and the City certified the Final GPEIR on July 6, 2010.

As detailed in the following Checklist, the environmental impacts associate the proposed project are consistent with and would not exceed the impacts previously addressed in the GPEIR. The proposed uses are consistent with the existing General Plan land use and zoning designated for the project site and continue the pattern or light industrial and warehousing development in the project vicinity. As the environmental effects associated with the construction and operation of the proposed project would be no

[3] Citations of "Final EIR" in this Addendum shall appropriately refer to those sections of the Draft General Plan Environmental Impact Report, May 2010.

more significant than that previously identified in the GPEIR, and because no new information or condition requiring preparation of a subsequent EIR has surfaced, use of an Addendum to the GPEIR is appropriate.

1.2 INTRODUCTION

Pursuant to Section 15367 of the State of California *Guidelines for Implementation of the California Environmental Quality Act* (*State CEQA Guidelines*), the City is the Lead Agency under CEQA. The City has primary responsibility for compliance with CEQA and consideration of the proposed project.

1.3 PURPOSE

This Addendum has been prepared in accordance with the CEQA, the *State CEQA Guidelines*, and the GPEIR environmental checklist to evaluate the environmental impacts that may result from the proposed project. The checklist evaluates CEQA environmental factors in relation to the thresholds and impact conclusions established in the City's GPEIR. Pursuant to CEQA Guidelines Section 15164, use of an addendum to an approved EIR is appropriate when "minor technical changes or additions" to the scope of the EIR are proposed. The objective of this Addendum is to provide substantial evidence that the environmental impacts associated with development of the proposed project would not exceed those impacts previously identified in the City's GPEIR.

1.4 AUTHORIZATION

According to Section 15002 of the *State CEQA Guidelines*, the basic purposes of the CEQA are to:

- Inform government decision-makers and the public about the potential significant environmental effects of proposed activities;
- Identify ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governing agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.5 INTENDED USE OF THIS ADDENDUM

This Addendum discusses the proposed project's impacts in relation to those impacts identified in the City's GPEIR for buildout of the General Plan. As identified in the subsequent analysis contained in this Addendum, all impacts have been determined to be no greater than those identified in the GPEIR; therefore, use of an Addendum is appropriate.

CEQA[4] permits the incorporation by reference of all or portions of other documents that are generally available to the public. The Addendum has been prepared using information from City planning and environmental documents, air quality, cultural, biological, noise, and transportation studies prepared by the project Applicant's environmental consultant, applicant-provided civil engineering studies, and other publicly available data. The documents used for the Addendum are listed in Section 4.0, below, and are hereby incorporated by reference. These documents are available for review at the City's Community Development Department, Planning Division.

[4] *State CEQA Guidelines* Section 15150.

ENVIRONMENTAL CHECKLIST

SECTION I—PROJECT DESCRIPTION

The proposed project includes development of a 7.35-acre project site in Chino, California. The project would result in demolition of three existing buildings and associated ancillary structures (totaling 17,716 square feet) and associated improvements and development of a 158,548 square-foot warehouse building and a 3,520 square-foot multi-tenant restaurant building at the northeast corner of the project site. The project would include 128 passenger vehicle parking spaces, 10 truck parking spaces, 20 loading docks, and 1 ground-level roll-up door. The project includes a lot line adjustment on the project site to accommodate the proposed uses.

1. **Project No.:** PL24-0097 & PL24-0120 (Special Conditional Use Permits) & PL24-0098 (Site Approval)

2. **Applicant:** Gateway Terminal, LLC

3. **Project Location:** The project site is southwest of the Schaefer Avenue and Oaks Avenue intersection in Chino, western San Bernardino County, California. The project site is in Section 13 of Township 2 South, Range 8 West of the San Bernardino Baseline and Meridian, as depicted on the United States Geological Survey 7.5-minute series Ontario, California quadrangle.[5] Specifically, the center of the project site is at latitude 34°00'13.60" N and longitude 117°40'38.31" W at an elevation of 697 feet above mean sea level and consists of four parcels (Assessor's Parcel Numbers 1021-052-04, 1021-052-06, 1021-052-09, and 1021-052-11). Figure 1: Project Location depicts the location of the project site on a regional scale.

4. **Existing Setting:** The project site is bounded by Schaefer Avenue to the north, Oaks Avenue to the east, commercial and industrial uses to the south, and commercial and industrial uses to the west. Figure 2: Existing Setting depicts the project site and surrounding development.

   The project site is predominately flat and lacks significant slopes. The project site consists of a vacant lot, three buildings, and a parking lot. The three buildings on site include a church in the northeastern corner of the project site and two associated former residences that are operated by the church, one west of the church along Schaefer Avenue, and the other south of the church along Oaks Avenue. A well that is owned by the City of Chino Hills, but not in operation, is on a 7,500 square-foot property adjacent to the southwest of the project site.

   The vacant portion of the project site has been routinely disced for weed abatement and is covered in ruderal vegetation. The two formerly residential properties are generally landscaped with ornamental

[5] United States Geological Survey. 1981. *Ontario, California* 7.5-minute series topographic quadrangle map.

grass and hedges. The project site also contains multiple ornamental trees, some of which are oak trees, in the northern and eastern portions of the site.

Access to the project site is provided via three existing driveways along Oaks Avenue that facilitate access to the church and one of the former residential properties, and five existing driveways along Schaefer Avenue, one of which serves the church, two of which serve the former residential property west of the church, and two of which lead to the vacant lot on the western portion of the site. Figures 3a through 3c include photographs of the project site and the existing land uses adjacent to the site. Figure 2 depicts photo locations.

5. **Existing Land Use:** Table A summarizes the existing land uses, General Plan designations, and zoning designations on the project site and surrounding properties.

Table A: Project Site and Surrounding Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Gateway Karis Church and associated parking lot; two formerly residential buildings associated with the church; and undeveloped land.	(LI) Light Industrial	(M1) Light Industrial
North	Schaefer Avenue and residential uses.	(RD4.5) Residential – Single Family	(RD4.5) Residential – Single Family
East	Oaks Avenue and industrial uses.	(LI) Light Industrial	(M1) Light Industrial
South	Commercial and industrial uses.	(LI) Light Industrial, (GI) General Industrial	(M1) Light Industrial, (M2) General Industrial
West	Commercial and industrial uses.	(LI) Light Industrial	(M1) Light Industrial

Sources: City of Chino. *General Plan Land Use Map*, adopted July 2010 (revised July 2022) and *Zoning Map*, adopted July 2010 (revised July 2022).

The City's Municipal Code states that the M1 zoning district is intended to "provide areas for manufacturing which can be considered light in nature by reason of its size, activity and performance characteristics…and provide for a wide variety of manufacturing uses that produce relatively limited volumes of traffic, noise, odors, or pollutants."[6] Development in the M1 zoning district that includes general warehousing/wholesaling and distribution facilities greater than 50,000 square feet in size, as well as restaurant uses, requires a Special Conditional Use Permit (SCUP) for each of these types of proposed uses.[7]

6. **Project Description:** The project includes demolition of three existing buildings and associated ancillary structures on the project site, including the church building and the two former residences associated with the church, totaling 17,716 square feet. The project also includes demolition of pavement/asphalt and fencing, and removal of all vegetation. The existing driveways providing access to the project site would be replaced with curb and gutter.

The project would result in development of a 158,548 square-foot warehouse building and a 3,520 square-foot detached multi-tenant restaurant building at the northeast corner of the project site. Additionally, the project would include parking stalls, loading docks, new driveways, and landscaping and lighting improvements. The conceptual site plan is presented as Figure 4.

[6] City of Chino. 2010a. *Municipal Code Chapter 20.07.020-District Purposes.*
[7] City of Chino. 2010a. *Municipal Code Chapter 20.07.020-District Purposes.* Table 20.07-1 (Land Use Regulations for Industrial Zoning Districts).

Facility Design and Site Operations

The project includes one 158,548 square-foot tilt-up warehouse building (150,048 square feet of warehouse space, 3,500 square feet of office space and 5,000 square feet of mezzanine). The project also includes a separate 3,520 square-foot detached multi-tenant restaurant building at the northeast corner of the project site that would encompass four restaurants, plus 3,600 square feet of outdoor seating.

The project would include 128 passenger vehicle parking spaces, 10 truck parking spaces, 20 loading docks, and 1 ground-level roll-up door. Two trash enclosures would be constructed on-site; one would be generally south of the proposed multi-tenant restaurant building and the second would be south of the proposed warehouse building. Although the proposed industrial and commercial uses are speculative, the warehouse building would not include cold storage during operation.

The City Municipal Code does not include maximum building heights for the M1 zoning district; therefore, in accordance with Section 504.3 (Height in feet) of the California Building Code (CBC), the height of the proposed buildings would not exceed 75 feet. The warehouse building would reach a maximum height of approximately 47 feet. The multi-tenant restaurant building would reach a maximum height of approximately 25 feet.

The warehouse building would be a concrete tilt-up building with a contemporary architectural design, consisting of various exterior materials including spandrel glass[8] and metal accents. Building design would use vertical and horizontal lines and color and material changes to provide visual relief and varied massing. The proposed multi-tenant restaurant building would also feature contemporary architectural design elements and consist of materials and colors similar to the warehouse building to create a cohesive design theme throughout the project site (Figure 5 details the proposed conceptual architectural elevations). Additionally, the project would include 8-foot-high wrought iron perimeter fencing and a 10-foot-high concrete tilt-up screen wall that would be constructed near the truck driveway entrances to screen the proposed loading docks from public view.

Solar photovoltaic panels would be installed in collective arrangements on the project site such that the total power generated would augment 80 percent of the project's power needs. Lighting would be installed throughout the surface parking lot and along on-site pedestrian pathways. The proposed buildings would have security lighting on the building façades. All lighting on the project site would be required to comply with Chapter 20.10.090 (Outdoor Lighting) of the City Municipal Code, which requires light shielding and use of energy-efficient light fixtures and lamps.

The proposed project is anticipated to generate up to 72 employees, with 18 employees generated by the restaurant uses[9] and 54 employees generated by the warehouse use.[10] The hours of operation for the proposed facilities include 8:00 a.m. to 10:00 p.m. 7 days per week for the restaurant tenants and 24 hours per day and 7 days per week for the industrial tenant.

Site Access

Proposed vehicle and pedestrian access to the project site would be provided by four full-access driveways, two off Oaks Avenue and two off Schaefer Avenue. Trucks would use only the western

[8] Spandrel glass a type of opaque glass that conceals building components like electrical wiring, plumbing, and HVAC systems.

[9] Restaurants: Average rate of 107.2 daily vehicle trips per 1,000 square feet of restaurant and average rate of 21.26 daily vehicle trips per employee. 107.2÷ 21.26 = 5.04 employee per 1,000 square feet; 5.04 × 3.52 = 17.74 employees.

[10] Warehouse: Average rate of 1.71 daily vehicle trips per 1,000 square feet of warehouse and average rate of 5.05 daily vehicle trips per employee. 1.71÷ 5.05 = 0.338 employee per 1,000 square feet; 0.338 × 158.54 = 53.59 employees.

driveway along Schaefer Avenue and the southern driveway along Oaks Avenue. The project would also provide frontage improvements, which include the installation of sidewalk, street trees, and landscaping along Schaefer Avenue and the installation of curb, gutter, sidewalk, street trees, and landscaping along Oaks Avenue along with new asphalt on the western half of Oaks Avenue along the project frontage. The project would also include the installation of two new curbside directional Americans with Disabilities Act (ADA) ramps at the southwest and southeast corners of Schaefer and Oaks Avenue. The eight existing driveways around the project site would be removed and filled in with curb and gutter.

A network of internal drive aisles ranging in width from 28 to 40 feet would facilitate internal access to the proposed buildings and parking areas throughout the site. Additionally, proposed driveways and on-site drive aisles would ensure adequate access throughout the site for emergency responders.

Entrances and exits to and from parking and loading facilities would be marked with appropriate directional signage, and all site access points and driveway aprons are designed and would be constructed to adequate widths for public safety pursuant to local requirements and confirmed during final plan check.

Parking

Parking at the project site would comply with the City's minimum parking requirements as codified in Chapter 20.18 (Parking) of the City Municipal Code. The project (refer to Figure 4) would include a total of 128 passenger vehicle parking spaces. Consistent with the ADA and California Green Building Standards Code parking standards, 6 parking spaces would be ADA spaces and 26 parking spaces would be clean air vehicle spaces. The project would also include 10 truck parking spaces in the southern portion of the site. Finally, the project would provide 7 bicycle parking spaces.

Pedestrian and Bicycle Connectivity

There are no public bus stops that provide immediate access to the project site. The closest public bus stop is 0.65 mile west of the site at the intersection of Schaefer Avenue and Central Avenue. Class III bike facilities run along Schaefer Avenue adjacent to the project site. There are no planned bicycle facilities along Oaks Avenue.[11] Pedestrian access to the project site would be provided via sidewalks along the project frontage of Schaefer Avenue and Oaks Avenue.

Landscaping

The project would include a total of 32,727 square feet of landscaping throughout the project site[12] through a combination of accent plantings/groundcovers, shrubs/vines, and trees along the majority of the site perimeter and would include additional trees and landscape strips throughout the parking areas and project frontage along Schaefer Avenue and Oaks Avenue. Proposed landscaping would be drought-tolerant and complement existing natural and manmade features, including the dominant landscaping of surrounding areas, in accordance with Chapter 20.19 (Landscaping) of the City Municipal Code. Figure 6 details the proposed conceptual landscape plan.

The project site contains four existing mature coast live oak trees (*Quercus agrifolia*) that would conflict with the proposed location of the project buildings. Accordingly, these oak trees were evaluated by a

[11] Design, Community & Environment. 2010. *City of Chino General Plan Transportation Element.* Website: https://www.cityofchino.org/211/General (accessed August 13, 2024).

[12] This Addendum and supporting technical studies evaluate the proposed project with a total of 33,733 square feet of landscaping, while the current plans dated May 21, 2025, indicate the proposed project would include 32,727 square feet of landscaping. Accordingly, the environmental analysis assumes a greater square footage than proposed and therefore discloses potentially greater environmental effects than would occur under the proposed project.

certified arborist for health and to determine the viability of relocation versus replacement in accordance with Chino Municipal Code Section 20.19.040(F).[13] None of the onsite oak trees were recommended for preservation or relocation and therefore would be replaced pursuant to Chino Municipal Code Section 20.19.040(F)(3).[14]

Drainage

The project site currently includes a vacant lot, three buildings and associated ancillary structures, and a parking lot and consists of 2.22 acres of impervious surface area and 5.13 acres of pervious surface area; approximately 70 percent of the project site is pervious.[15] Under existing conditions, stormwater generally infiltrates on site, and excess stormwater sheet flows from the north in a southerly direction onto neighboring properties to the south.

The project site would consist of three Drainage Management Areas (DMA), each of which would include an underground infiltration trench, to manage stormwater runoff from the entire 7.35-acre site. DMA A would be 0.87 acre and consist primarily of the multi-tenant restaurant building and associated parking lot and landscaping in the northeast corner of the project site. DMA B would be 2.44 acres and include the northern half of the proposed warehouse building and associated landscaping along the northwest and eastern portions of the site. DMA C would be 4.04 acres and include the southern half of the proposed warehouse building and associated truck loading area, as well as the parking lots and on-site drive aisles proposed on the west and south sides of the warehouse building.[16]

The proposed project would alter the existing drainage pattern such that stormwater entering the site would be directed to multiple on-site catch basins draining into three underground infiltration trenches before discharging any overflow onto Oaks Avenue by means of curb drains.[17] The underground infiltration trenches would retain stormwater from the respective DMAs in accordance with Santa Ana Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the incorporated cities of San Bernardino County within the Santa Ana Region Area-Wide Urban Storm Water Runoff Management Program.[18]

Infrastructure and Off-Site Improvements

The project would result in the installation of sidewalk, landscaping, and street trees along the site frontage on Schaefer Avenue to the north and the installation of curb, gutter, sidewalk, street trees, and landscaping along Oaks Avenue to the east (refer to Figure 4). The project would also include the installation of two new curbside directional ADA ramps each at the southwest and southeast corners of Schaefer and Oaks Avenues. The project would include extending the existing sidewalk along the entire northern site frontage parallel to Schaefer Avenue and half street improvements along the project frontage on Oaks Avenue. The project would also include landscaping as described in Section 1.4.5, above. Additionally, project utilities would interconnect to existing, water, electric, sewer, and telecommunication utilities within the Oaks Avenue right of way (ROW), and gas interconnection is proposed within the Schaefer Avenue ROW.

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13 LSA. 2025e. *Oak Tree Recommendations for the Chino Gateway Terminal Project in Chino, California (LSA Project No. 20241860)*. March 25.

14 *Ibid.* Page 2.

15 Pacific Consulting Group, Inc. 2025c. *Preliminary Water Quality Management Plan for Gateway Terminal Chino.* Appendix B – Drainage Exhibit. April 11.

16 *Ibid.*

17 *Ibid.* Form 1-1, Form 4.1-3, and Appendix B – Drainage Exhibit.

18 Santa Ana Regional Water Quality Control Board. *National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District Order Number R8-2010-0036*, NPDES No. CAS618036 (San Bernardino County MS4 Permit).

Construction

Construction activities include demolition of three existing buildings and associated ancillary structures (totaling 17,716 square feet), pavement, and fencing, and removal of all existing vegetation. Construction would also include grading, paving, and construction of the proposed buildings and parking areas. Construction would also include the installation of perimeter fencing and screen walls, landscaping, lighting, curb, gutter, sidewalk, and utility interconnections within the Oaks Avenue and Schaefer Avenue ROWs. During grading, on-site soils would be excavated and recompacted in accordance with the CBC to accommodate the proposed buildings, drive aisles, and parking areas. Construction equipment anticipated to be used includes bulldozers, loaders/backhoes, scrapers, cranes, forklifts, rollers, concrete pumps, and paving equipment equipped with Tier 2 or better engines and Level 3 diesel particulate filters.[19]

Construction parking and staging would take place on the project site. However, it is possible there would be temporary lane closures and/or detours necessary along Schaefer Avenue and/or Oaks Avenue during project construction. Pursuant to City Municipal Code Section 20.23.210, the project Applicant would be conditioned to prepare a construction management plan that includes a traffic plan to coordinate and address construction activities that may affect residents or businesses to the satisfaction of the Director of Development Services. Construction hours would conform to City standards and be limited to 7:00 a.m. to 8:00 p.m. Monday through Saturday, with no construction allowed on Sundays or federal holidays, pursuant to Chapter 15.44.030 of the City Municipal Code. According to the project conceptual grading plans, approximately 112 cubic yards of exported soil (cut) would be required for excavation, compaction, and rough grading.

Construction of the project is anticipated to commence in October 2025 and finish in late 2026, resulting in a total construction duration of approximately 14 months.

7. **General Plan Designation:** Existing and Proposed: Light Industrial (LI) (no change).

8. **Zoning Designation: Existing and Proposed:** M1 (Light Industrial) (no change).

9. **Project Approvals:** The City of Chino is the Lead Agency as set forth in State CEQA Guidelines Section 21067 and is expected to use this Addendum to the City of Chino General Plan Environmental Impact Report[20] in consideration of the proposed Chino Gateway Terminal Project and associated actions. These actions may include, but are not limited to:

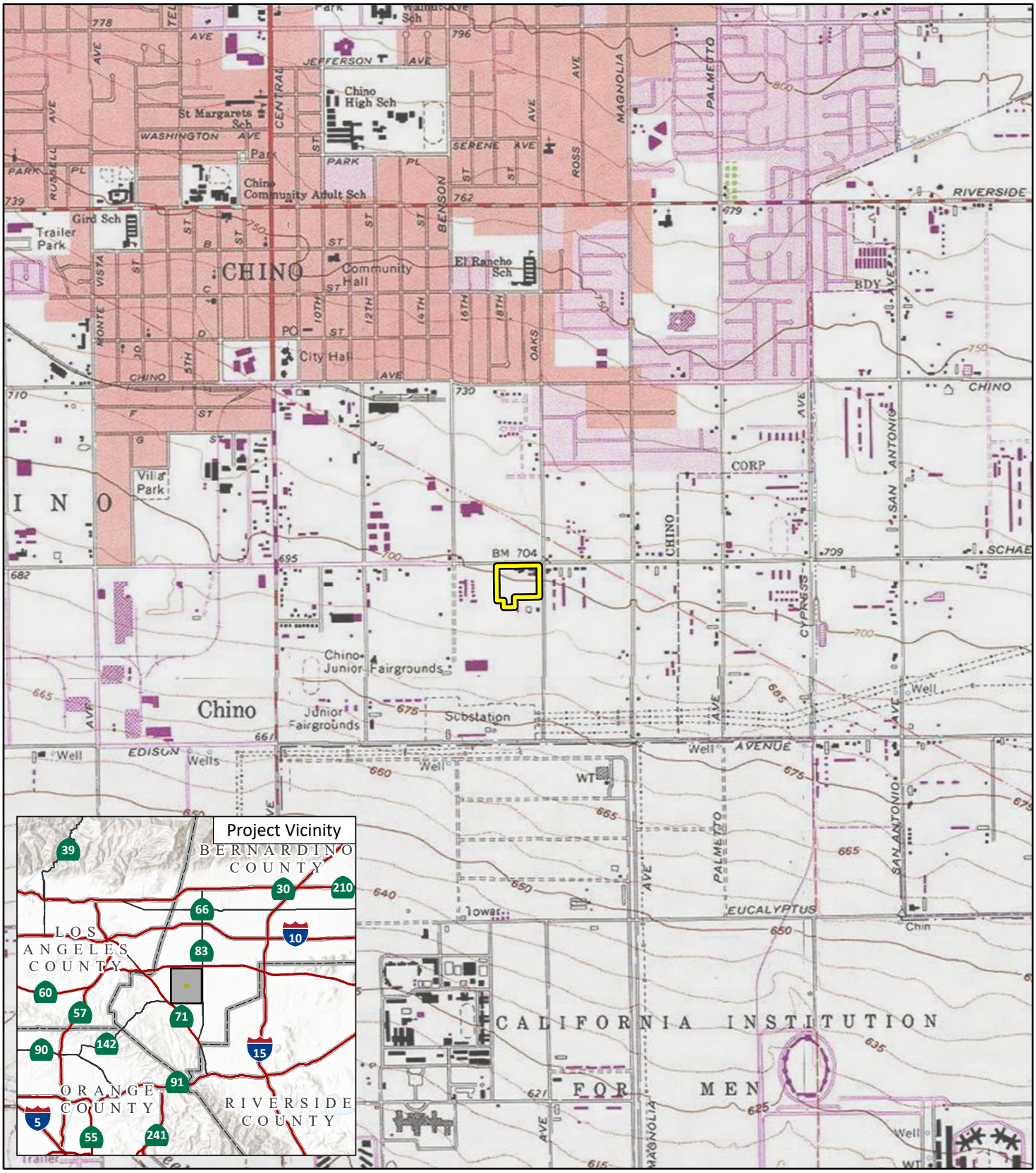
   - Site Plan Approval
   - Special Conditional Use Permit (SCUP)
   - Off-Site Improvement Permit
   - Construction Permits
   - Demolition Permit
   - Grading Permit

   The project may require approvals from other regulatory agencies as follows.

[19] Applicable to all off-road diesel-powered construction equipment of at least 50 horsepower.
[20] Design, Community & Environment. 2010a. *City of Chino General Plan Environmental Impact Report*. May. Website: https://www.cityofchino.org/211/General (accessed June 18, 2024).

- **State Water Resources Control Board:** The Project Applicant must submit a Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination (NPDES) Permit.[21]
- **Santa Ana Regional Water Quality Control Board:** The Project Applicant must submit a Stormwater Pollution Prevention Plan (SWPPP); and
- **Utility Providers:** Connection permits.

[21] Construction General Permit requirements are transferred to local agencies by way of the NPDES program. Since the City of Chino (lead agency) complies with the NPDES program guidelines, the State Water Resources Control Board is not a responsible agency or trustee agency with jurisdiction over the proposed project.



LSA

Project Location

FIGURE 1

N

0 1000 2000
FEET

Chino Gateway Terminal Project

Project Location

SOURCE: *Ontario CA* and *Prado Dam CA*, 7.5' Quad (USGS 1981)

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LSA

Project Site

Photo Location

Site photographs provided in Figures 3a-3c.

N

0 112.5 225

FEET

SOURCE: Nearmap (5/14/2024)

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FIGURE 2

Chino Gateway Terminal Project

Existing Setting

Photo 1: Project Site Overview, Facing Northeast

Photo 2: Western Project Site Boundary, Facing North.

LSA

FIGURE 3a

Chino Gateway Terminal Project

Site Photographs

Photo 3: Northern Project Site Boundary along Schaefer Avenue, Facing West.

Photo 4: Eastern Project Site Boundary along Oaks Avenue, Facing South

LSA

FIGURE 3b

Chino Gateway Terminal Project

Site Photographs

Photo 5: Developed Portion of the Project Site, Facing Northeast

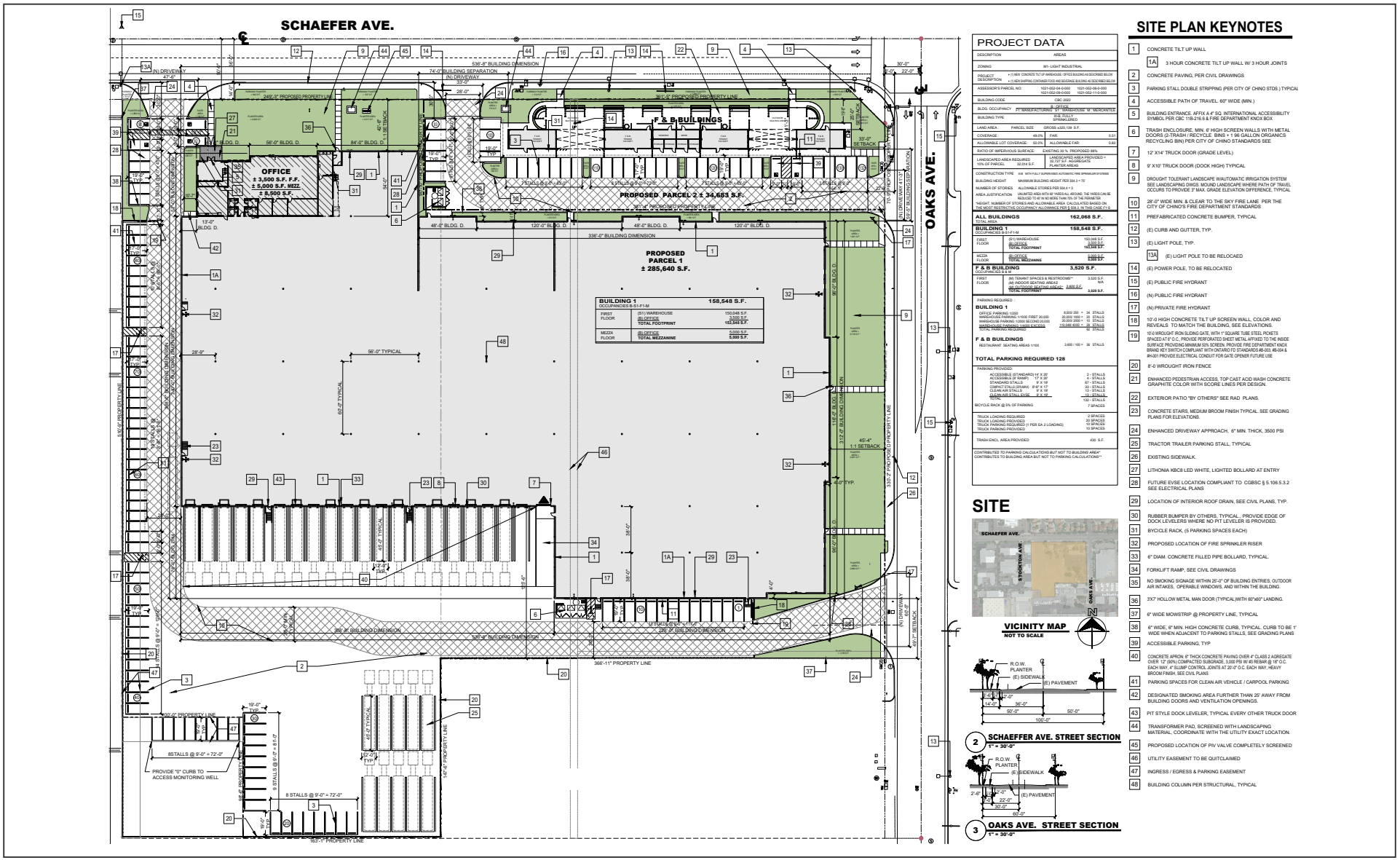
Photo 6: Developed Portion of the Project Site, Facing Southwest

LSA

FIGURE 3c

Chino Gateway Terminal Project

Site Photographs



LSA

FIGURE 4

0 60 120

FEET

SOURCE: OC Design & Engineering

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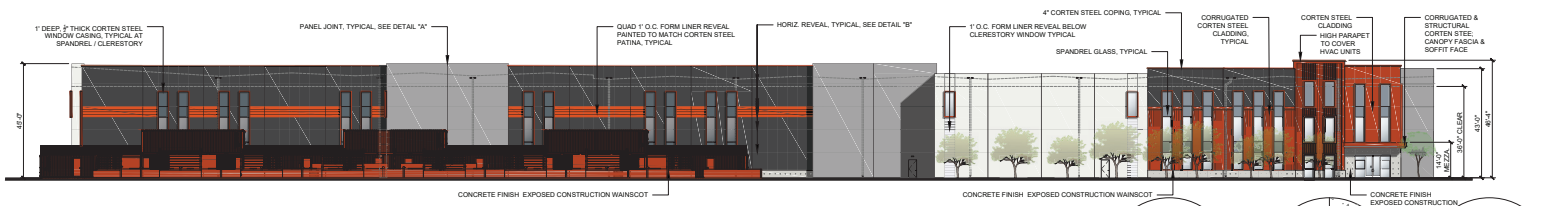
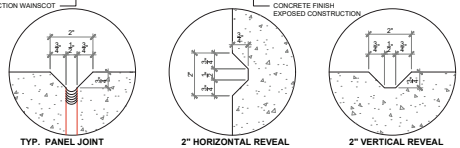
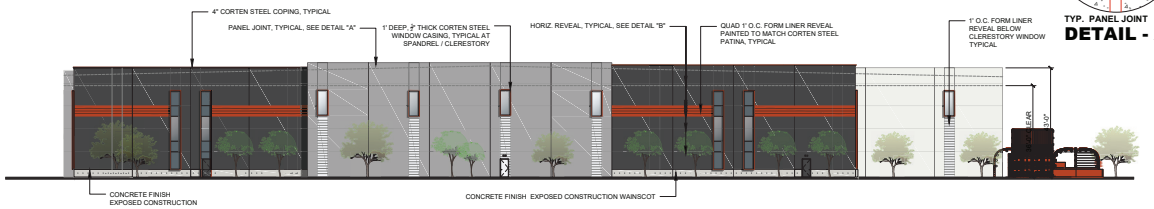
Chino Gateway Terminal Project

Proposed Conceptual Site Plan

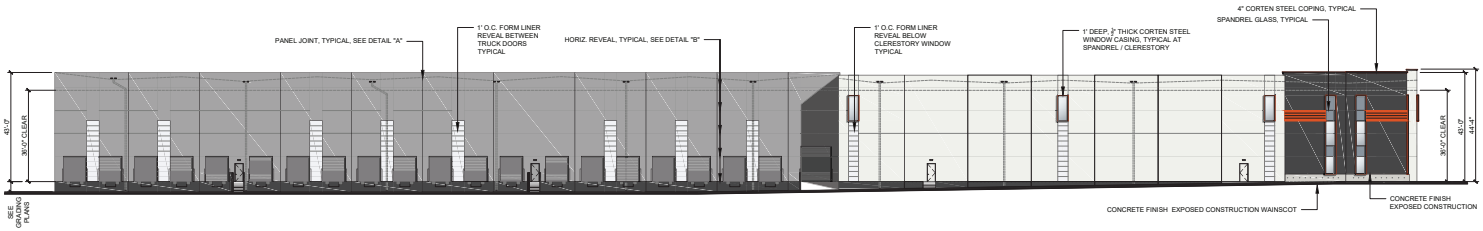


1 - NORTH ELEVATION @ SCHAEFER AVE.

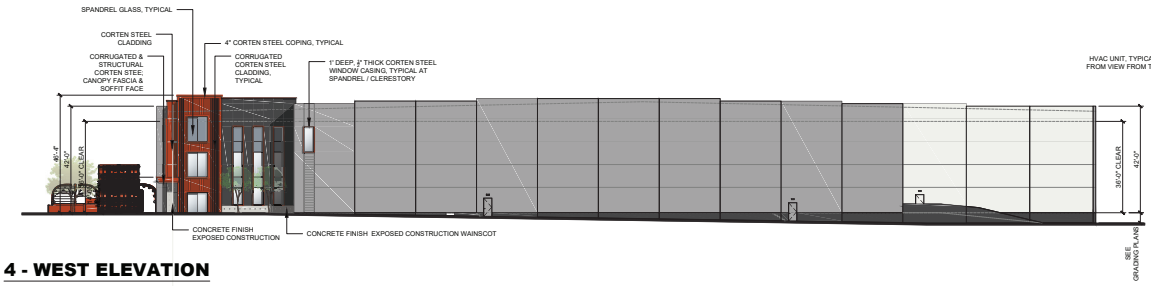




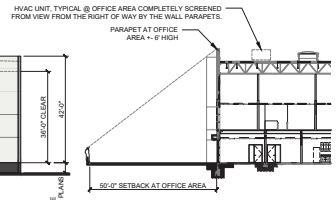
2 - EAST ELEVATION @ OAKS AVE.



3 - SOUTH ELEVATION



4 - WEST ELEVATION



5 - LINE OF SIGHT

LSA

FIGURE 5

0 40 80

FEET

SOURCE: O.C. Design & Engineering

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Chino Gateway Terminal Project

Elevations

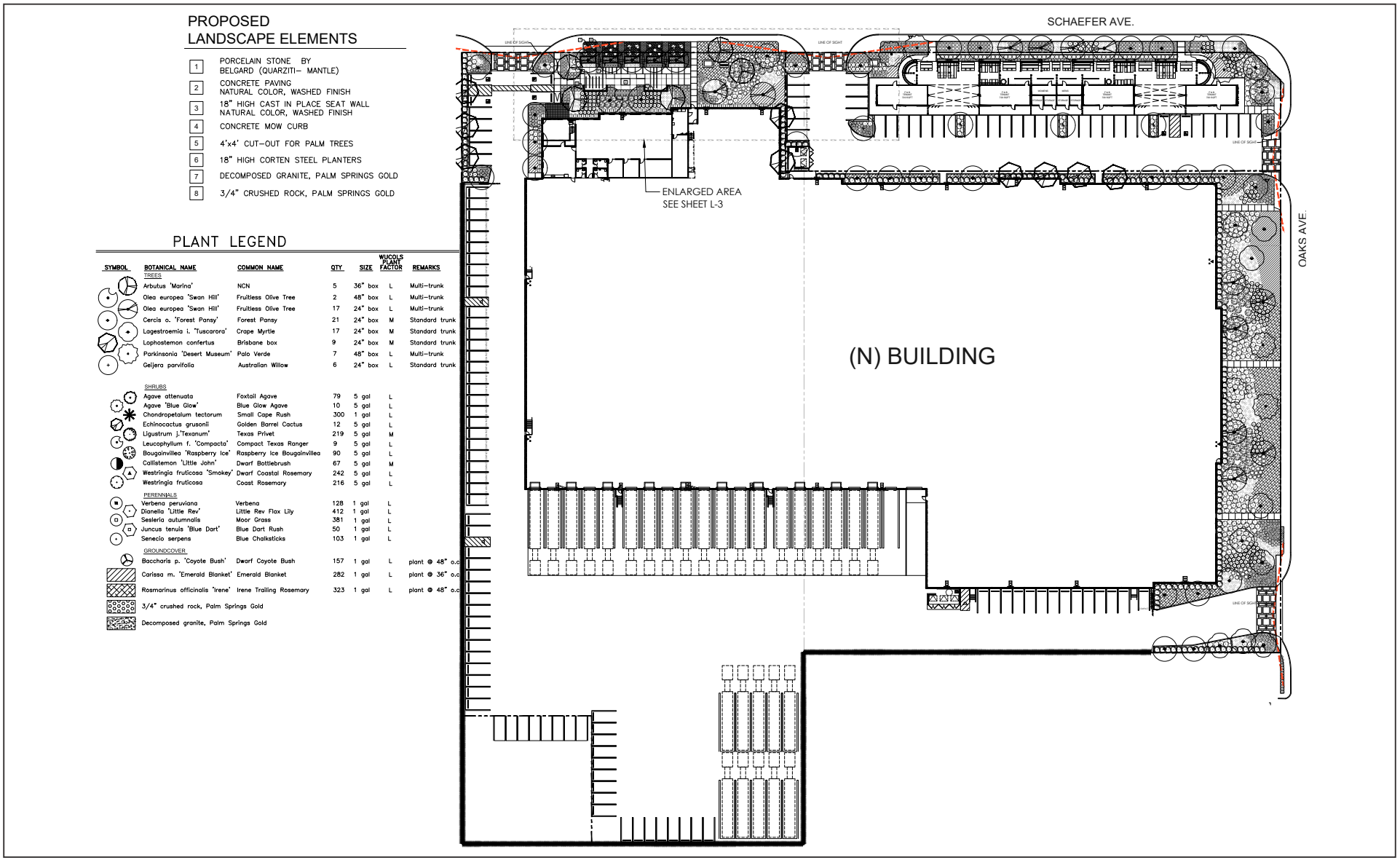

FIGURE 6

SOURCE: Phil May Landscape Architecture

I:\2024\20241860\G\Concept_Landscape_Plan.ai (5/29/2025)

Chino Gateway Terminal Project

Proposed Conceptual Landscape Plan

SECTION II—ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is greater or more severe than disclosed in an earlier EIR, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality/Greenhouse Gas Emissions
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils/Mineral Resources
☐ Land Use/Planning	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Population/Housing	☐ Parks and Public Services	☐ Noise
☐ Transportation and Circulation	☐ Utilities/Infrastructure	

SECTION III—ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation:

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

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

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

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

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

Prepared By:

Signature: _____ Date: 6/3/25

Name and Title: Kim Le, Senior Planner

SECTION IV—EVALUATION OF ENVIRONMENTAL IMPACTS

	Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
1. AESTHETICS. Would the project:						
a. Substantially degrade the existing visual character or quality of the site and its surroundings??	☐	☐	☐	☐	☒	☐
b. Have as substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒	☐
c. Substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings and historic buildings?	☐	☐	☐	☐	☐	☒
d. Expose people on- or off-site to substantial light or glare?	☐	☐	☐	☐	☒	☐
2. AGRICULTURE RESOURCES. Would the project *(In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland)*:						
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☐	☒
b. Conflict with an existing Williamson Act contract?	☐	☐	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature,	☐	☐	☐	☐	☐	☒

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
	could result in conversion of Farmland, to non-agricultural use?						
3.	**AIR QUALITY AND GREENHOUSE GASES.** Would the project:						
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under an applicable federal or state AAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors or other pollutants)?	☐	☐	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☐	☒	☐
f.	Generate GHG emissions either directly or indirectly, that would have a significant impact on the environment? For the purposes of this analysis, it is assumed that any GHG emissions greater than 85 percent of those generated in 2005 would have a significant impact on the environment.	☐	☐	☐	☐	☒	☐
g.	Result in the exposure of Chino residents to hazards associated with climate change?	☐	☐	☐	☐	☒	☐

	Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
4. BIOLOGICAL RESOURCES. Would the project:						
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat	☐	☐	☐	☐	☐	☒

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
	Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?						
5.	**CULTURAL RESOURCES.** Would the project:						
a.	Cause a substantial adverse change in the significance of a historical resource?	☐	☐	☐	☐	☐	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource?	☐	☐	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒	☐
6.	**GEOLOGY/SOILS AND MINERAL RESOURCES SOILS.** Would the project:						
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
	• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☐	☒	☐
	• Strong seismic ground shaking?	☐	☐	☐	☐	☒	☐
	• Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒	☐
	• Landslides, mudslides or similar hazards?	☐	☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
b.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or	☐	☐	☐	☐	☒	☐
c.	Result in substantial soil erosion or the loss of topsoil??	☐	☐	☐	☐	☒	☐
d.	Be located on expansive soil, creating substantial risks to life or property?	☐	☐	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☐	☒
f.	Result in the loss of availability of a known mineral resource that would be of value to the region or State, or the loss of a local-important mineral resource recovery site delineated on a mineral resource plan, local general plan or other land use plan?	☐	☐	☐	☐	☒	☐
7.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:						
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☐	☒
e.	Expose people and structures to a significant risk of loss, injury, or death involving wildfires.	☐	☐	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒	☐
g.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☐	☒
h.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☐	☒
8.	**HYDROLOGY AND WATER QUALITY.** Would the project:						
a.	Require or result in the construction of new stormwater drainage facilities, the construction of which could cause significant environmental effects?		☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
b.	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☒	☐
c.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	☐	☐	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, in a manner, which would result in substantial erosion, siltation, or flooding on- or off-site?	☐	☐	☐	☐	☒	☐
e.	Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems?	☐	☐	☐	☐	☒	☐
f.	Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?	☐	☐	☐	☐	☒	☐
g.	Place occupied development with a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☐	☒
j.	Potentially be inundated by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☐	☒

	Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
9. LAND USE AND PLANNING. Would the project:						
a. Physically divide an established community?	☐	☐	☐	☐	☐	☒
b. Create or exacerbate a conflict between land uses on the project site and in the surrounding area?	☐	☐	☐	☐	☐	☒
c. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☐	☒
10. NOISE. Would the project result in:						
a. Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards??	☐	☐	☐	☐	☒	☐
b. Create a substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒	☐
c. Expose people to or generate excessive groundborne vibration or groundborne noise levels	☐	☐	☐	☐	☒	☐
d. Expose people living or working in the project areas to excessive noise from a public or private airport.	☐	☐	☐	☐	☐	☒

	Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
11. POPULATION, EMPLOYMENT, AND HOUSING. Would the project:						
a. Induce substantial population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒	☐
b. Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒	☐
12. PARKS AND PUBLIC SERVICES. Would the project:						
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts?	☐	☐	☐	☐	☒	☐
b. Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or result in the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts?	☐	☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
c.	Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts?	☐	☐	☐	☐	☒	☐
d.	Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or result in the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts?	☐	☐	☐	☐	☒	☐
e.	Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☐	☒
f.	Result in substantial adverse physical impacts associated with the provision of new or physically altered park and recreational facilities, or result in the need for new or physically altered park and recreational facilities, the construction of which could cause significant environmental impacts?	☐	☐	☐	☐	☐	☒
13.	**TRANSPORTATION/ TRAFFIC.** Would the project:						
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	☐	☐	☐	☐	☒	☐
b.	Exceed, either individually or cumulatively, a level of service	☐	☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
	standard established by the county congestion management agency for designated roads or highways?						
c.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☐	☐	☒	☐
e.	Result in inadequate parking capacity?	☐	☐	☐	☐	☒	☐
f.	Conflict with adopted policies, plans, or programs supporting alternative transportation)?	☐	☐	☐	☐	☐	☒
g.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☐	☒
14.	**UTILITIES AND INFRASTRUCTURE.** Would the project:						
a.	Have insufficient water supplies available to serve the project from existing and identified entitlements and resources?	☐	☐	☐	☐	☒	☐
b.	Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒	☐
c.	Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
d.	Have insufficient wastewater treatment capacity available to service the project's projected demand in addition to existing demand?	☐	☐	☐	☐	☒	☐
e.	Violate wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒	☐
f.	Require or result in the construction of new or expansion of existing stormwater facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒	☐
g.	Not be served by a landfill with sufficient permitted capacity to accommodate the buildout of the project's solid waste disposal needs?	☐	☐	☐	☐	☒	☐
h.	Not comply with federal, State, and local statutes and regulations related to solid waste.	☐	☐	☐	☐	☒	☐

SECTION V—DISCUSSION OF ENVIRONMENTAL IMPACTS

Responses to the public comments on the Draft General Plan Environmental Impact Report (GPEIR) required slight and necessary revisions to the document. Revisions to the Draft GPEIR made in response to these comments were presented in a memorandum considered by the City Council as part of the adoption of the General Plan. None of these revisions resulted in significant changes to the Project Description or findings of the Draft GPEIR. These responses and revisions, together with the Draft GPEIR, constitute the Final GPEIR.

Unless cited otherwise, the information and analysis in the Draft GPEIR remains unchanged in the Final GPEIR. To facilitate citation, references in this Addendum are to the unchanged Draft GPEIR. Instances where information or analyses changed from the Draft to Final GPEIR are appropriately indicated by a citation to the Final GPEIR.

1. Aesthetics

The City of Chino's (City) GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on aesthetics to a less than significant

level.[22] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to aesthetics to a *less-than-significant* level in accordance with the City's GPEIR:

- Objective CC-1.1, Policy P5 of the Community Character Element requires lighting on private and public property to minimize light spillage on adjacent properties and the night sky.

- Objective CC-2.1, Policy P1 requires high-quality infill development.

- Objective CC-3.2, Policy P8 requires infill development to be consistent in scale and character with existing neighborhoods.

- Objective CC-6.1, Policy P1 requires new development to be designed and sited to support views of the San Gabriel Mountains and Chino Hills.

- Objective CC-6.1, Policy P2 requires the City to preserve views of the surrounding environment through building design and orientation.

a. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Discussion of Effects: As of July 1, 2023, the United States Census Bureau estimated the Chino's population to be 93,114 persons and Chino's land area at 29.64 square miles. The Chino Gateway Terminal Project (project) is in an area with at least 1,000 persons per square mile and therefore meets the definition of Urbanized Area under Section 15387 of the *State CEQA Guidelines*.

The project site consists of a vacant lot, three buildings, and a parking lot. The three buildings on-site include a church in the northeastern corner of the project site and two associated former residences that are operated by the church. The church is located on the southwest corner of Schaefer Avenue and Oaks Avenue and consists of the original sanctuary building (1963), a classroom addition (1966) along Schaefer Avenue, and another addition (1970) behind the classroom building. The two additions are separated by a play area, and a large parking lot is located south of the church with access from both streets. The two single-family residences at 5849 Schaefer Avenue and 13770 Oaks Avenue are located west and east of the church uses, respectively.

The predominant land use along the south side of Schaefer Avenue includes light industrial uses most of which are concrete tilt-up style buildings, consisting of a variety of warehousing, assembly, light industrial uses, and commercial uses, within single- and multiple-tenant buildings. This pattern of urbanization is also present along the north side of Schaefer, though single-family residential development is located between SR-71 and Ramona Avenue, between Monte Vista Avenue and Villa Park, and from area of the project site to Mountain Avenue. The pattern of single-family residential development predominates on both sides of Schaefer Avenue from Mountain Avenue to east of Euclid Avenue.

Generally, light industrial uses in the project area are one- and two-story structures that present a variety of façade articulation and treatment to viewers traveling along Schaefer Avenue. Parking areas are located between the industrial buildings and landscaped parkway and sidewalks separating the buildings and Schaefer Avenue. The landscape material varies per property, consisting of a variety of deciduous, palm, and coniferous trees; shrubs; and groundcover. Lighting fixtures are provided along the street while building and parking lot lighting is provided on individual properties. Residential areas (one- and two-story single-family uses) are generally surrounded by perimeter wall, with a landscape buffer and sidewalk located between the wall and Schaefer Avenue.

[22] Design, Community & Environment. 2010c. *City of Chino General Plan Environmental Impact Report*. Pages 4.1-6 and 4.1-7. May.

The current uses on-site are not consistent with the predominant type or scale of uses along Schaefer Avenue. According to the GPEIR, degradation of visual character or quality of a site would occur if a proposed development did not complement the existing aesthetic environment of the City and adjacent areas, if it did not embody high quality design, or if infill development were not consistent with existing neighborhoods.[23] The proposed project would result in the removal and replacement of the non-light industrial uses in an area where such uses predominate.

The project site and proposed warehouse will incorporate architectural and landscape design in accordance with City Municipal Codes, as required by the City during its design review process. Pursuant to General Plan Objectives CC-2.1 Policy P1 (requiring high quality infill development) and CC-3.2, and Policy P8 (calling for infill development of a scale and character of existing uses), development of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings; therefore, impacts would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project have a substantial adverse effect on a scenic vista?

Discussion of Effects: Chino's scenic vistas consist of views toward the San Gabriel Mountains to the north and the Chino Hills to the south.[24] Existing development in the project area includes one- and two-story light industrial uses, single-family residential, commercial uses, and landscaping which currently obstruct views of these features from the project site, and from the Schaefer Avenue right-of-way along the project site frontage. The proposed project buildings would be constructed to heights commensurate with the surrounding buildings.

The approval of development plans takes place through the City's general development review process; the City Development Services Department reviews all development plans through plan check as specified in Section 20.23.090 (Site approvals) of the City Municipal Code. General Plan Objective CC-6.1, Policy P1 ensures development does not obstruct, detract from or affective views of the San Gabiel Mountains or the Chino Hills (P1), whereas Policy P2 dictates the preservation of views of the surrounding environment are preserved through building design and orientation. As existing views of the San Gabriel Mountains and the Chino Hills are already obstructed from public areas, and because the project would comply with applicable City design requirements, development of the proposed project would not substantially affect a scenic vista, and impacts would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project Substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings and historic buildings?

Discussion of Effects: According to the GPEIR, there are no State scenic highways in Chino.[25] SR-142, where it extends through the Chino Hills, is an Eligible State Scenic Highway, but has not been officially designated.[26] The portion of this highway considered eligible (Peyton Drive to the Orange County line) is 3.4 miles southwest of the project site. The project site is not visible from the eligible section of SR-142, nor is the site adjacent to any State scenic highway; therefore, no impact would result from the proposed development. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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23 Design, Community & Environment. 2010c. City of Chino General Plan Environmental Impact Report. Page 4.1-6. May.
24 Ibid. page 4.1-5.
25 Design, Community & Environment. *City of Chino General Plan Environmental Impact Report*. Page 4.1-7. May.
26 California Department of Transportation (Caltrans). 2018. *Scenic Highways*. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed November 1, 2024.)

d. Would the project expose people on- or off-site to substantial light or glare?

Discussion of Effects: Currently, nighttime lighting is produced by adjacent light industrial, commercial, residential uses and street lighting surrounding the project site. The proposed project would include exterior and parking lot lighting at entrances, exists, pathways, and loading areas that would incrementally increase ambient nighttime illumination in the area. To reduce impacts from light or glare to less than significant levels, lighting would be shielded such that it would minimize light spillage to adjacent properties in accordance with City Municipal Code and Goal CC-1.1, Policy P5 of the GPEIR. Lighting would not substantially affect daytime or nighttime views in the vicinity of the project site.

Glare can also be produced during the daytime and is usually associated with reflective building materials, such as glass, stainless steel, aluminum, and photovoltaic panels. Building materials proposed on the project site are reviewed through plan check as specified in Section 20.23.090 (Site Approvals) of the City Municipal Code and are selected to minimize reflective glare onto neighboring properties; therefore, no significant impact would result from the development and operation of the proposed uses would occur. No new information or requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur; therefore, no mitigation is required.

2. Agricultural Resources

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on agricultural resources to a *less than significant* level, with the exception of possible conflicts with active Williamson Act contracts, in which case impacts would be significant and unavoidable.[27] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts to agricultural resources to a *less than significant* level during buildout of the General Plan:

- Objective OSC-2.1, Policy P1 encourages the City to retain small-scale agricultural operations and collaborate with farmers markets and school programs.

- Objective OSC-2.1, Policy P2 requires the City to work with the County to support agricultural uses within the City Sphere of Influence (SOI).

- Objective OSC-2.1, Policy P4 requires the City to include education and agricultural tourism of small farms in land use regulations and to discourage the use of small farms as non-agricultural sites.

- Objective OSC-2.2, Policy P1 requires the City to work with landowners to maintain Williamson Act contracts.

- Objective OSC-2.2, Policy P2 requires the City to work with non-profit organizations to preserve agricultural land in Chino.

- Objective OSC-2.2, Policy P3 requires the City to support private conservation organizations that utilize voluntary conservation easements as a tool for agricultural conservation, preservation, continued use, and supported uses, tax breaks, and similar goals.

- Objective OSC-2.3, Policy P1 requires new development adjacent to agricultural uses to have buffer zones between agricultural uses and urban development.

[27] Design, Community & Environment. *City of Chino General Plan Environmental Impact Report*. 2010. Pages 4.2-7 and 4.2-15. May.

- Objective OSC-2.3, Policy P2 requires agricultural uses to be the primary uses within the Agricultural land use designation.

The project site is not in an agricultural area, zoned for agricultural use, or used for agricultural purposes. Therefore, although these goals, objectives, policies, and/or actions would reduce impacts on agricultural resources in areas of the City zoned for agricultural use or otherwise used for agricultural purposes, they do not apply to the proposed project.

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

Discussion of Effects: As classified by the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is covered by "Urban and Built-up Land"[28] and therefore does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In the absence of any such farmland on-site, no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project conflict with an existing Williamson Act contract?

Discussion of Effects. The project site is zoned is M1 (Light Industrial)[29]. The site is not zoned for agricultural uses and is not enrolled under the Willaimson Act[30]. In the absence of any on-site Williamson Act contract, no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use

Discussion of Effects. Agricultural activity has not historically taken place nor currently takes place on-site. In the absence of any current agricultural activity, designated farmland, or agricultural zoning on-site, no conversion of agricultural land would result from development of the proposed uses; therefore, no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

3. Air Quality and Greenhouse Gas Emissions

Air Quality: The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on air quality to a *less than significant* level, with the exception of a conflict between the City of Chino General Plan and contemporaneously adopted [2007] South Coast Air Quality Management Plan (2007 AQMP): At the time of the GPEIR publishing (July 2010), the land uses proposed in the existing General Plan were deemed inconsistent with the previous General Plan, upon which the 2007 AQMP was based. Since the existing General Plan is inconsistent with the 2007 AQMP, the associated air quality impacts would be *significant and unavoidable*.[31] Notwithstanding, the current regional air quality management plan is the *Final 2022 Air Quality Management*

[28] California Department of Conservation. n.d. *California Important Farmland Finder.* Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed October 31, 2024).
[29] City of Chino. n.d. *Land Use Viewer*. Website; https://www.cityofchino.org/201/Maps. (accessed October 31, 2024).
[30] California Department of Conservation. 2022. *California William Act Enrollment Finder.* Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/ (accessed October 31, 2024).
[31] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47. May.

Plan (2022 AQMP)[32] adopted by the South Coast Air Quality Management District (SCAQMD) on December 2, 2022, and the proposed project was analyzed for impacts to air quality pursuant to the current 2022 AQMP as well as to all applicable goals, objectives, policies, and/or actions of the current General Plan. Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to air quality to a *less than significant* level in accordance with the City's GPEIR.[33]

- Objective AQ-1.1, Policy P5 requires the City to separate sensitive land uses from significant sources of air pollution, toxic air contaminants, or odor emissions to the extent practicable. Any future commercial or industrial use with the potential to generate emissions would be subject to the [current] SCAQMD rules, regulations, and permitting process.

- Objective AQ-1.4, Reduce air pollution during construction, requires the City to monitor construction emissions (Policy P1), require use of Best Management Practices (BMPs) during construction to reduce pollution (Policy P2) and requires review of construction plans to ensure appropriate mitigation is included (Policy P3).

Greenhouse Gas Emissions: Assembly Bill (AB) 32 is the primary plan, policy, or regulation adopted in the State of California to reduce greenhouse gas (GHG) emissions. AB 32 established a mandate that requires statewide GHG emissions to be reduced to 1990 levels by the year 2020. The Chino General Plan Update**,** which was adopted in July 2010, provides the supporting policy framework for land use and development in Chino through 2025. It also contains goals and policies referencing the need for a Climate Action Plan (CAP) to address the issue of GHG emission reduction more comprehensively.[34] According to the GPEIR, full buildout of the General Plan would not reduce GHG emissions to 85 percent of existing emissions, so a mitigation measure requiring the City to adopt a CAP was developed, but impacts from full buildout of the General Plan would remain *significant and unavoidable*. Through the CAP, the City set a goal of a 15 percent reduction in emissions by 2020. Since the General Plan Update was approved in 2010, additional policies were added to the General Plan in December 2012 in support of the City's GHG reduction measures.

Released in November 2013 and updated in November 2020, the Chino CAP serves as a community document to measure and monitor the trend of locally generated GHG emissions that contribute to global climate change. The City prepared the CAP in response to State mandates and regional guidance on reducing greenhouse gas emissions. The plan supports local economic development by providing streamlined environmental review for development projects consistent with the CAP. It implements many of the policies found in other parts of the City's General Plan. The CAP demonstrates the City's commitment to reducing GHG emissions through its own operations; allows local building owners and managers to save money over time by reducing energy use; and supports the City's healthy community efforts by improving conditions for pedestrians and cyclists. The CAP further identifies the co-benefits of reducing GHG emissions.

The CAP uses information about emissions to gauge the need for, and optimize the effectiveness of, policies aimed at reducing such emissions. The CAP sets local policy for how emissions would be reduced, which in turn serves to help reduce the community's contribution to global climate change. The CAP incorporates a variety of reduction approaches and strategies including mandatory measures, incentive-based measures, public outreach and education, and coordination with county, regional, and State strategies to accomplish emission reductions in an efficient and cost-effective manner. This reduction is achieved through State and County reduction measures in additional to local reduction measures, which

[32] South Coast Air Quality Management District. n.d. *Final 2012 Air Quality Management Plan (AQMP).* Website: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan. (accessed December 3, 2015).

[33] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47. May.

[34] Design, Community & Environment. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-68 to 4.3-78. May 2010.

are detailed in the CAP. These local reduction measures encompass the following areas: Building Energy, On-Road Transportation, Solid Waste, Wastewater Measure, and Water Consumption. Combined, State (338,268 metric tons of carbon dioxide equivalent per year MT CO_2e/year) and local reduction measures (41,132 MT CO_2e/year) would help the City surpass its GHG reduction target of 46 percent below 2008 levels by 2030.

Implementation of the following Goals, Objectives, Policies, and/or Actions outlined in the City's General Plan reduces project-specific impacts from GHG emissions to a *less than significant* level in accordance with the City's GPEIR.[35]

- Objective LU-5.1, Policy P1 requires the City to facilitate infill development.
- Objective LU-5.1, Policy P2 requires the City to encourage mixed-use, infill development on brownfields, near public transportation, and on underutilized properties within the urban core.
- Objective LU-5.2, Action A2 requires the City to provide incentives for projects supporting infill, mixed-use, and transit-oriented development.
- Objective LU-7.1 encourages new development at a rate that can be supported by existing and proposed public infrastructure.
- Objective LU-4.3, Policy P1 requires the City to direct new growth into existing City or urban reserve areas.

The GPEIR outlines additional goals and policies from the Transportation Element (TRA), Open Space and Conservation Element (OSC), and Public Facilities and Services (PFS) Element to reduce carbon emissions:[36]

- Goal TRA-1, Policy P4 requires the City to necessitate all new development to mitigate traffic impacts identified in a City-mandated traffic study.
- Objective OSC-4.1, Policy P1 states that non-residential development must meet State standards for energy efficiency (Title 24).
- Objective PFS-7.1, Policy P2 of the Public Facilities and Services Element requires the City to establish water demand reduction standards for new development.
- Objective PFS-7.1, Policy P3 requires the City to review proposed irrigation systems to ensure efficiency.
- Objective PFS-7.1, Policy P4 requires the City to review proposed development for implementation of feasible water conservation measures.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Discussion of Effects: A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo

[35] *Ibid.* Pages 4.3-32 to 4.3-47 and pages 4.3-69 to 4.3-78.
[36] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-70 to 4.3-73. May.

a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The proposed project includes a 158,548 -square-foot warehouse building, a 3,520 square-foot detached multi-tenant restaurant building, and associated site improvements. The proposed project is not considered a project of statewide, regional, or areawide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, or shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)). Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet the Southern California Association of Governments (SCAG) Intergovernmental Review criteria.

Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*, consistency with the 2022 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. The project would result in short-term construction and long-term operational pollutant emissions that are below the CEQA significance emissions thresholds established by SCAQMD, as demonstrated in Threshold b below; therefore, the project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standard violation. The proposed project is consistent with the 2022 AQMP under this criterion.

2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Projects of statewide, regional, or areawide significance include large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential developments of more than 500 dwelling units, and shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space), as defined in California Code of Regulations Title 14, Division 6, Chapter 3, Article 13, Section 15206(b).

   The project includes a 158,548 square-foot tilt-up warehouse building, as well as a separate 3,520 square-foot detached multi-tenant restaurant building, that is expected to generate up to 72 employees. Based on the project size, the proposed project is not considered a project of statewide, regional, or areawide significance. Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet SCAG's Intergovernmental Review criteria.

   As discussed in Section I, Project Description, the project site is currently zoned as M1 and has a land use designation of Light Industrial. Per the City Municipal Code, development in the M1 zoning district that includes general warehousing/wholesaling and distribution facilities greater than 50,000 square feet in size, as well as restaurant uses, requires a Special Conditional Use Permit (SCUP) for each of these types of proposed uses.[37] Therefore, the proposed project would require a SCUP to allow development of the proposed project within the M1 zone.

   The projections in the AQMP for achieving air quality goals are based, in part, on assumptions in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regarding population, housing, and growth trends, as well as assumptions and projections of local planning agencies to determine control strategies for regional compliance status. According to SCAG's 2024–2050 RTP/SCS, the City's households and employment are forecast to increase by 14,200 households

[37] Design, Community & Environment. *City of Chino General Plan Environmental Impact Report*. Table 20.07-1 (Land Use Regulations for Industrial Zoning Districts). May 2010.

and 11,100 jobs, respectively, between 2019 and 2050.[38] However, the designation within the General Plan of a site for a certain use does not necessarily mean that the site would be developed with that use during the planning period, because most development depends on property owner initiative.

The proposed project is anticipated to generate up to 72 employees, with 18 employees generated by the restaurant uses[39] and 54 employees generated by the warehouse use.[40] Therefore, the 72 employees would represent 0.6 percent of the city's forecast employment growth from 2019 to 2050. Because the project would be consistent with the General Plan land use designation and zoning for the site, growth projections of the proposed project would be within the parameters of expected overall growth in the city, and a SCUP for the development of the proposed project would not result in growth in the area or in Chino beyond that which was planned for by SCAG.

Furthermore, the 2024–2050 RTP/SCS analyzed the region's transportation system, future growth projections, and potential funding sources to develop a long-term framework for transportation improvements and maintenance.[41] The RTP includes policies and regulations set forth to ensure that development of transportation infrastructure within the SCAG regional area is within planned and forecast socioeconomic projections to achieve federal- and State-mandated regional emission standards and GHG reduction targets. As part of the RTP, SCAG developed an SCS, which was required by Senate Bill (SB) 375, the Sustainable Communities Act of 2008. The SCS is intended to combine land use and transportation planning with the overall goal of reducing air pollutant and GHG emissions generated from vehicle travel. The City currently has approximately 2,000 unemployed persons eligible to work.[42] Therefore, development of the project site as proposed would provide employment opportunities within Chino and support the AQMP's and SCAG's goal of reducing air pollutant and GHG emissions generated from vehicle travel by providing local employment opportunities in Chino and thereby reducing vehicle miles traveled (VMT).

The GPEIR concluded that VMT under the buildout of the General Plan and the Focused Growth Plan would be greater than VMT under the prior General Plan, upon which the 2007 AQMP was based. Additionally, buildout of the General Plan and Focused Growth Plan would not conform to the planning assumptions included in the 2007 AQMP because the land uses proposed in the existing General Plan and Focused Growth Plan are inconsistent with the prior General Plan, upon which the 2007 AQMP was based. Consequently, buildout of the General Plan and Focused Growth Plan would both conflict with the 2007 AQMP. However, based on the analysis above, the proposed project is consistent with the General Plan land use designation of the site and would not represent substantial or unplanned employment or population growth forecast by SCAG or the 2022 AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and the proposed project would result in a less than significant impact. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur. Mitigation is not required.

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38 Southern California Association of Governments (SCAG). 2024. *2024–2050 Regional Transportation Plan/ Sustainable Communities Strategy*. Demographics and Growth Forecast, Technical Report, Table 13. Adopted April 4, 2024.

39 Restaurants: Average rate of 107.2 daily vehicle trips per 1,000 square feet of restaurant and average rate of 21.26 daily vehicle trips per employee. 107.2÷ 21.26 = 5.04 employee per 1,000 square feet; 5.04 × 3.52 = 17.74 employees.

40 Warehouse: Average rate of 1.71 daily vehicle trips per 1,000 square feet of warehouse and average rate of 5.05 daily vehicle trips per employee. 1.71÷ 5.05 = 0.338 employee per 1,000 square feet; 0.338 × 158.54 = 53.59 employees.

41 Southern California Association of Governments (SCAG). 2024. *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Navigating to a Brighter Future*. April. Website: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547 (accessed January 2025).

42 State of California, Employment Development Department. 2023. Monthly Labor Force and Unemployment Rate for Cities and Census Designated Places. September. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Flabormarketinfo.edd.ca.gov%2Ffile%2Flfmonth%2Fsanbrsub.xls&wdOrigin=BROWSELINK (accessed December 2024).

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Discussion of Effects: The project would generate criteria air pollutants during construction and operation, as described below.

***Construction (short-term) Emissions*:** During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include carbon monoxide (CO), nitrogen oxides (NO_X), volatile organic compounds (VOC), directly emitted particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) or particulate matter 10 microns or less in diameter (PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include demolition, grading, site preparation, building construction, architectural coating, and paving activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. SCAQMD has established Rule 403: Fugitive Dust, which would require the Applicant to implement measures that would reduce the amount of particulate matter generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:

- Water active sites at least three times daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).

- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.

- Reduce traffic speeds on all unpaved roads to 15 mph or less.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SO_X), NO_X, VOC, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The California Emissions Estimator Model version 2022.1 (CalEEMod) computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site. This analysis assumes that construction of the proposed project is anticipated over a period of 14 months, beginning in October 2025 and ending in late 2026. Construction activities include demolition of three existing buildings and associated ancillary structures (totaling 17,716 square feet). This analysis also assumes that the proposed project would comply with SCAQMD Rule 403 measures. Construction equipment anticipated to be used includes bulldozers, loaders/backhoes, scrapers, cranes, forklifts, rollers, concrete pumps, and paving equipment. Construction equipment would use Tier 2 engines with Level 3 diesel particulate filters. In addition, the proposed project would result in a cut of approximately 112 cubic

yards of soil for export. Default CalEEMod parameters were used for remaining construction details, such as construction equipment, construction worker and truck trips, and fleet activities.

Construction emissions were estimated for the project using CalEEMod and are summarized in Table B. CalEEMod output sheets are included in Appendix A.

The results shown in Table B indicate the proposed project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). Impacts are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

Table B: Short-Term Regional Construction Emissions

Construction Phase	Maximum Daily Regional Pollutant Emissions, lbs./day					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition	0.8	25.9	19.5	<0.1	1.1	0.3
Site Preparation	1.1	39.9	29.3	<0.1	8.1	4.1
Grading	0.8	23.3	18.7	<0.1	3.1	1.5
Building Construction	0.9	20.2	19.7	<0.1	1.2	0.4
Architectural Coating	7.3	1.1	1.7	<0.1	0.2	0.1
Paving	1.5	13.4	11.4	<0.1	0.3	0.1
Peak Daily Emissions	**8.8**	**39.9**	**29.3**	**<0.1**	**8.1**	**4.1**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (April 2025). Appendix A.
Note: Maximum emissions of VOC occurred during the overlapping of architectural coating and paving phases.
CO = carbon monoxide
lbs./day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOC = volatile organic compounds
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
PM_{10} = particulate matter less than 10 microns in diameter

Operational (long-term) Emissions: Long-term air pollutant emissions associated with operation of the proposed project include emissions from area, energy, and mobile sources. Area-source emissions include architectural coatings, consumer products, and landscaping. Energy-source emissions result from activities in buildings that use natural gas. Mobile-source emissions are from vehicle trips associated with operation of the project.

Mobile source emissions include VOC and NO_X emissions that contribute to the formation of ozone (O_3). Additionally, PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways.

Energy-source emissions result from activities in buildings that use natural gas. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source. The proposed project would be all electric; therefore, the proposed project would not generate energy source emissions.

Area-source emissions consist of direct sources of air emissions at the project site, including architectural coatings, consumer products, and use of landscape maintenance equipment.

CalEEMod was used to calculate the long-term operational emissions associated with the project. Analysis of operational emissions was conducted using the land use codes *Unrefrigerated Warehouse-No-Rail, Fast*

Food Restaurant w/o Drive Thru, and Parking Lot. Trip generation rates used in CalEEMod for the project were based on the project's trip generation analysis, which identifies that the proposed warehouse building would generate 187 passenger car trips, 18 two-axle truck trips, 15 three-axle truck trips, and 51 four-axle truck trips and the multi-tenant restaurant use would generate 195 trips.[43] This analysis assumes that the trips for trucks with more than four axles would travel approximately 40 miles. To be conservative, separate CalEEMod analyses were prepared for the operational analysis. One CalEEMod run evaluated operational and vehicle trip emissions and another CalEEMod run evaluated emissions for trucks with more than four axles. In addition, consistent with the project design plans, this CalEEMod analysis incorporates selections to reflect the project would include solar equipment to generate 80 percent of the power needs of the project, energy efficient appliances, and low water fixtures. When project-specific data were not available, default parameters were used in CalEEMod to estimate project emissions.

Table C provides the estimated existing emission estimates and the proposed project's estimated operational emissions. CalEEMod output sheets are included in Appendix A.

Table C: Long-Term Regional Operational Emissions

Category	Pollutant Emissions, lbs./day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile – Passenger Cars and Light Duty Trucks	1.7	1.9	16.5	<0.1	3.7	1.0
Mobile – Heavy Heavy Duty Trucks	0.1	7.8	4.1	0.1	2.0	0.6
Area	5.1	0.1	7.0	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Total Project Emissions	**6.9**	**9.9**	**27.7**	**<0.1**	**5.7**	**1.6**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (April 2025). Appendix A.
CO = carbon monoxide
lbs./day = pounds per day
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
VOC = volatile organic compounds
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
PM_{10} = particulate matter less than 10 microns in size

The results shown in Table C indicate the proposed project would not exceed the significance criteria for daily VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Consistent with Objective AQ-1.1 (Policy 5), the project would not introduce significant sources of air pollution, toxic air contaminants, or odor emissions to sensitive land uses, and construction and operation of the project would be subject to the [current] SCAQMD rules, regulations, and permitting process. Consistent with Objective AQ-1.4 outlined in the GPEIR,[44] the project includes BMPs during construction such as use of equipment equipped with Tier 2 or better engines and Level 3 diesel particulate filters[45] to reduce pollution (Policy P2). Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under applicable NAAQS or CAAQS.

The project would not have short-term and/or long-term impacts associated with air quality. Impacts are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

***Long Term Microscale (CO Hot Spot) Analysis*:** Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the vicinity of the project

[43] LSA. 2025d. *Traffic Impact Analysis for the Chino Gateway Terminal Project PL24-0098, City of Chino* . Table 5.A. May.
[44] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47. May.
[45] Applicable to all off-road diesel-powered construction equipment of at least 50 horsepower.

site. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of a proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating with extremely high traffic volumes at unacceptable levels of service.

The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis. Reduced speeds and vehicular congestion at intersections result in increased CO emissions. As discussed in the project's *Traffic Impact Analysis,* the proposed project would generate 613 daily trips, with 32 trips occurring during the a.m. peak hour, 73 trips occurring during the p.m. peak hour, 72 trips occurring during the midday peak hour, and 129 trips occurring during the weekend peak hour).[46] The proposed project's VMT per service population is 40.1 percent and 43.7 percent lower than the threshold for both baseline and cumulative conditions.[47] Therefore, the project would not have a significant VMT impact for project-generated VMT or the project's effect on VMT.

The addition of the proposed project traffic is not expected to create any significant adverse impacts to nearby intersections, and project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Therefore, the intersections in the project vicinity would not experience CO "hot spots." Impacts are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

a. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under an applicable federal or state AAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors or other pollutants)?

Discussion of Effects: As detailed previously in Tables B and C, project-related construction and operational emissions of criteria pollutants would not exceed SCAQMD thresholds. The SCAQMD thresholds are considered applicable to both project direct and cumulative impact analyses. In accordance with Objectives AQ-1.1 and AQ-1.3 outlined in the GPEIR[48] and the project-specific air quality analysis, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Impacts are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project expose sensitive receptors to substantial pollutant concentrations?

Discussion of Effects: Localized significance thresholds (LSTs) represent the maximum emissions from a project that would not exceed air quality standards. LSTs are evaluated on the ambient concentrations of each pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor.

The nearest sensitive receptors in the project vicinity are the single-family residences across Schaefer Avenue approximately 90 feet north of the northern edge of the project site. For the proposed project, the appropriate SRA for the LST is the Southwest San Bernardino Valley area (SRA 33). The SCAQMD

[46] LSA. 2025d. *Traffic Impact Analysis for the Chino Gateway Terminal Project, PL24-0098, City of Chino*. Page 5-1. May.
[47] *Ibid.* Page 14-2.
[48] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47. May.

provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. The nearest sensitive receptors include the single-family residences across Schaefer Avenue approximately 90 feet north of the northern edge of the project site (measured from the project site boundary to the building façade). As such, the minimum distance of 27 meters (90 feet) was used for purposes of the LST assessment. The project site is 7.35 acres; based on the anticipated construction equipment, the maximum daily disturbed acreage during operation of the proposed project would be 5.0 acres.[49]

Tables D and E identify short-term (construction) and long-term (operational) project-related LST emissions. The tables reveal both short-term and long-term LST emissions are below the established SCAQMD thresholds.

Table D: Construction LST Emissions

On-Site Emissions Sources	On-site Emissions (lbs./day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Construction Activities	39.9	28.3	7.8	4.1
SCAQMD Threshold for 27 meters (90 feet)	**223**	**1,770**	**13**	**7**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: LSA. (April 2025). Appendix A.
Threshold: SRA 33, 3.5-acre threshold at 27 meters
CO = carbon monoxide
lbs./day = pounds per day
LST = localized significance threshold
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
SCAQMD = South Coast Air Quality Management District

Table E: Operational LST Emissions

Emissions Sources	On-site Emissions (lbs./day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	0.7	8.1	0.3	0.1
SCAQMD Threshold for 27 meters (90 feet)	**273**	**2,256**	**5**	**2**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: LSA. (April 2025). Appendix A.
Threshold: SRA 33, 5-acre threshold at 27 meters
CO = carbon monoxide
lbs./day = pounds per day
LST = localized significance threshold
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

By design, the localized impact analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the operational emissions detailed in Table E assume all area- and energy-source emissions would occur on site, and 5 percent of the project-related new mobile sources (which is an estimate of the amount of project-related on-site vehicle travel) would occur on site. Considering the total trip length included in CalEEMod, the 5 percent assumption is conservative. As shown in Tables D and E, the localized construction and operational emissions would not exceed the LSTs at nearby residences. Therefore, the proposed project would not result in a locally significant air quality impact. Furthermore, in accordance with Objectives AQ-

[49] South Coast Air Quality Management District (SCAQMD). n.d. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed April 2024).

1.1 and AQ-1.3 outlined in the GPEIR[50] and the project-specific air quality analysis, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

Health Risk Assessment: The following analysis is based on the project-specific *Health Risk Assessment: Chino Gateway Terminal, Chino, California* (Appendix B).[51] As identified above, the nearest sensitive receptors in the project vicinity are the single-family residences across Schaefer Avenue approximately 90 feet north of the northern edge of the project site. The nearest worker receptors to the project site are immediately east and south of the project site at approximately 90 feet and 70 feet, respectively. The nearest school is Howard Cattle Elementary School located approximately 3,682 feet northeast of the project site.

In accordance with SCAQMD guidance, health risk is considered significant under the following conditions:

- Cancer risk at a nearby receptor location (i.e., area where persons reside, work, or attend school—not including streets or sidewalks) is greater than 10 cases per 1 million persons over a period of 30 years for residential uses, 9 years for schools, and 25 years for workers.

- The cumulative increase in total chronic Hazard Index[52] or total acute Hazard Index[53] for any target organ system would exceed 1.0 at any receptor location.

Project Construction. A construction health risk assessment (HRA), which evaluates construction-period health risk to off-site receptors, was performed for the proposed project (included in Appendix B) and is summarized below. The project site is located near existing sensitive receptors that could be exposed to diesel emission exhaust during the construction period.

To estimate the potential cancer risk associated with equipment exhaust (including diesel particulate matter [DPM]) released during construction of the proposed project, a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using the California Air Resources Board (CARB) exposure methodology with the air dispersion modeling performed using the United States Environmental Protection Agency (EPA) dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data.

Table F, below, identifies the results of the construction risk assessment, at the maximally exposed individual (MEI). Model snapshots of the sources are provided in Appendix B.

Table F: Health Risks from Project Construction to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index

[50] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47. May.

[51] LSA. 2025c. *Health Risk Assessment: Chino Gateway Terminal Project, Chino, California*. April .

[52] Chronic Hazard Index is the ratio of the estimated long-term level of exposure to a toxic air contaminant (TAC) for a potential maximum exposed individual to its chronic reference exposure level. The chronic Hazard Index calculations include multipathway consideration, when applicable.

[53] Acute Hazard Index is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential maximum exposed individual to its acute reference exposure level.

Residential Receptor Risk	2.12	0.002	0
Worker Receptor Risk	0.09	0.005	0
School Receptor	0.01	<0.001	0
SCAQMD Significance Threshold	**10 in 1 million**	**1.0**	**1**
Significant?	**No**	**No**	**No**

Source: LSA. 2025c. *Health Risk Assessment: Chino Gateway Terminal Project, Chino, California*. April.
SCAQMD = South Coast Air Quality Management District

As shown in Table F, the cancer risk at the residential MEI would be 2.12 in 1 million, which would not exceed the SCAQMD cancer risk of 10 in 1 million. The worker MEI would be 0.09 in 1 million, and the school MEI would be 0.01 in 1 million, which would not exceed the SCAQMD threshold. The total chronic hazard index would be 0.002 for the residential MEI, 0.005 for the worker MEI, and less than 0.001 for the school MEI, which is be below the 1.0 threshold. In addition, the total acute hazard index would be nominal (0), also which would not exceed the 1.0 threshold. Therefore, construction of the proposed project would not exceed SCAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. Furthermore, the proposed project would comply with Objectives AQ-1.1 and AQ-1.3 outlined in the GPEIR.[54] Construction impacts to sensitive receptors are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

Project Operations. An operational HRA was conducted for the proposed project, included in Appendix B, to determine the potential health risk to people living and working near the proposed project from exhaust of diesel-powered trucks and equipment.

This HRA has been conducted using three models: the CARB's California Emissions Factor Model, Version 2021 (EMFAC2021) for vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; AERMOD to determine how TACs would move through the atmosphere after release from sources both on site and along the truck routes; and the CARB's Hot Spots Analysis and Reporting Program model to translate the pollutant concentrations from AERMOD into individual health risks at the nearby sensitive receptor locations.

The proposed warehouse building would generate 187 passenger car trips, 18 two-axle truck trips, 15 three-axle truck trips, and 51 four-axle truck trips and the multi-tenant restaurant use would generate 195 trips.[55] It is assumed that the truck trips would travel approximately 40 miles per trip. As the proposed warehouse would include multiple loading docks, off-site queuing of trucks is not anticipated. Although the TAC emissions from gasoline-powered vehicles have a small health effect compared to DPM, this HRA includes all the traffic information described and both gasoline- and diesel-powered vehicle emissions. For the diesel exhaust emissions, it is sufficient to consider only the DPM (PM_{10}) portion of the exhaust; all the TACs for the gasoline exhaust emissions are contained in the VOC emissions. Using speciation data from CARB, the emission rates of the TAC components are derived from the total VOC emissions.

Project trucks would operate in two modes: stationary idling and moving on and off the site. The emissions from trucks while idling result in a much higher concentration of TACs at nearby sensitive receptors compared to the emissions from moving trucks. This is due to the dispersion of emissions that occurs with distance and with travel of the vehicle. For this HRA, the truck travel emissions were modeled as a series of volume sources along the western driveway along Schaefer Avenue going east and west, and along the southern driveway along Oaks Avenue going north and south. The HRA assumes vehicles traveling on site would maneuver slowly, averaging approximately 5–15 miles per hour (mph), and that vehicles traveling on roadways would average 5–55 mph.

[54] Design, Community & Environment. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47. May 2010.

[55] LSA. 2025d. *Traffic Impact Analysis for the Chino Gateway Terminal Project PL24-0098 City of Chino*, Table 5.A. May.

EMFAC2021 was used to determine the emissions factors of idling and operating diesel trucks to determine the total emissions of PM_{10}. Although the TAC of concern from diesel trucks is DPM, EMFAC2021 does not include emissions factors for this TAC. DPM is a component of the overall exhaust from the project-related trucks. This HRA conservatively assumes the DPM emissions to be equal to the PM_{10} emissions even though DPM is only a portion of the overall PM_{10} in the truck exhaust. Although it is expected that the truck emission rate would continue to decrease over time, an HRA only allows for a single emission rate to represent the entire 25- or 30-year exposure period. The use of emission factors for the earliest year the proposed project could start operations (2026) was selected for this HRA to be conservative.

The carcinogenic and chronic health risks from the proposed project are shown in Table G. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period of time for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period of time for an individual to live in any one residence). An exposure period of 25 years was assumed for worker receptors, and a 9-year exposure duration was conservatively assumed for the school receptors.

Table G: Health Risks from Project Operation to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	1.96	<0.001	<0.001
Worker Receptor Risk	0.21	<0.001	<0.001
School Receptor	0.02	<0.001	<0.001
SCAQMD Significance Threshold	**10.0 in 1 million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: LSA. 2025c. *Health Risk Assessment: Chino Gateway Terminal Project, Chino, California*. April.
SCAQMD = South Coast Air Quality Management District

As shown in Table G, the maximum cancer risk for the residential MEI would be 1.96 in 1 million, which would not exceed the SCAQMD cancer risk threshold of 10 in 1 million. The worker MEI would be 0.21 in 1 million, and the school receptor risk would be 0.02 in 1 million, which would also not exceed the SACQMD threshold. The total chronic hazard index would be less than 0.001 for the residential MEI, the worker MEI, and theschool MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be less than 0.001, which would also not exceed the threshold of 1.0. As these results indicate, all health risk levels to nearby receptors from operation-related emissions of TACs would be well below the SCAQMD's HRA thresholds. Operational impacts to sensitive receptors are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project create objectionable odors affecting a substantial number of people?

Discussion of Effects: Project construction would generate limited odors over the short term, mainly fumes from gasoline- and diesel-powered construction equipment and temporary asphalt laying and paving activities. These temporary odors are not expected to be noticeable beyond the project limits. The painting of buildings or the installation of asphalt surfaces may also create odors. SCAQMD Rule 1113 outlines standards for paint applications, while Rule 1108 identifies standards regarding the application of asphalt. Adherence to the standards identified in these SCAQMD rules would reduce temporary odor impacts to a less than significant level. Mitigation is not required.

Land uses generally associated with long-term objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project does not include uses that would generate long-term objectionable odors. Because the project would not involve such substantial short-term or long-term sources of odors, impacts are considered less than significant. Mitigation is not required.

In accordance with Objectives AQ-1.1 and AQ-1.2, SCAQMD Rule 1108 and 1113, and the project-specific air quality analysis, the project would not create objectionable odors affecting a substantial number of people. Odor impacts are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

d. Would the project generate GHG emissions either directly or indirectly, that would have a significant impact on the environment? For the purposes of this analysis, it is assumed that any GHG emissions greater than 85 percent of those generated in 2005 would have a significant impact on the environment.

Discussion of Effects: This section discusses the project's impacts related to the release of GHG emissions for the construction and operational phases of the project. Construction and operational GHG emissions were estimated using CalEEMod (refer to Appendix A).

Currently, there is no statewide GHG emissions threshold that has been used to determine the potential GHG emission impacts of a project. Threshold methodology and thresholds are currently developed and revised by air districts in California.

The City of Chino adopted the CAP Update November 2020.[56] The CAP Update includes GHG reduction measures that work towards reducing 537,964 MT CO_2e by 2030 from an Adjusted Business as Usual forecast. These targets are consistent with the State's recommended emission reduction goals of 40 percent reduction below 2008 levels by 2030, and an 83 percent reduction below 2008 levels by 2050. As such, the City's CAP Update meets the requirements of *State CEQA Guidelines*, Section 15183.5.

As discussed in the CAP Update, the analysis of development projects can be done through the CAP Update's screening tables. A project that accumulates at least 100 points would be consistent with the reduction quantities anticipated in the CAP Update, and therefore, would result in a less than significant impact related to the generation of GHG emissions. As such, for the purpose of this analysis, the proposed project will be evaluated for compliance with the City's CAP Update.

This section discusses the project's impacts related to the release of GHG emissions for the construction and operational phases of the project. Construction and operational GHG emissions were estimated using CalEEMod.

Construction Activities. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

SCAQMD and the City do not provide a separate GHG significance threshold for construction emissions; rather, applicable guidance specifies that construction emissions should be amortized over 30 years (a typical project lifetime), added to the project operational emissions, and that total compared to the GHG significance threshold. Using CalEEMod, it is estimated that the annual emissions associated with construction of the proposed project would be 550.4 MT of CO_2e per year. When annualized over the life of the project, amortized construction emissions would be 18.3 MT CO_2e per year. In accordance with SCAQMD's guidance, Table H, below, shows the amortized construction emissions added to the project

[56] City of Chino. 2020. *City of Chino Final Climate Action Plan Update 2020-2030*. November 17. Website: https://www.cityofchino.org/DocumentCenter/View/343/Chino-CAP-Update-with-Appendix-PDF (accessed January 2025).

operational emissions and the total emissions compared to the SCAQMD threshold to evaluate the project's operational emission impact, as discussed below.

Since there is no separate GHG significance criterion for construction emissions, project-level and cumulative GHG emissions during construction activities alone would be less than significant, and mitigation is not required.

Operational GHG Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks, and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle and truck trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste.

GHG emissions for operation of the project were calculated using CalEEMod. Based on the analysis results, summarized in Table H, the proposed project would result in emissions of 2,366.9 MT CO_2e per year. These estimated emissions are provided for disclosure purposes, and the significance of the proposed project is further analyzed below. CalEEMod output sheets are provided in Appendix A.

Table H: Greenhouse Gas Emissions

Emission Type	Operational Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources – Vehicles and Light Duty Trucks	708.2	<0.1	<0.1	721.0
Mobile Sources – Heavy Heavy Duty Trucks	1,133.1	0.1	0.2	1,191.0
Area Sources	3.3	<0.1	<0.1	3.3
Energy Sources	258.9	<0.1	<0.1	259.8
Water Sources	74.6	1.2	<0.1	114.3
Waste Sources	16.9	1.7	0.0	59.2
Amortized Construction Emissions				18.3
Total Operational Emissions				**2,366.9**

Source: LSA (April 2025). Appendix A.
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
N_2O = nitrous oxide

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a CAP). Therefore, consistent with the *State CEQA Guidelines* Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy, it can be presumed that the project would not have significant GHG emission impacts. The City's CAP Update meets the requirements of *State CEQA Guidelines* Section 15183.5; therefore, the proposed project is evaluated for consistency with the City's CAP Update.

As stated above, the City's CAP Update includes screening tables to help the City provide a streamlined review process for new development projects that are subject to discretionary review pursuant to CEQA. This is achieved during the entitlement process and construction plan check, including the use of the GHG Performance Standard Checklist that provides specific features or mitigation that would fulfill the requirements and stated reduction objectives. A project that accumulates at least 100 points would be consistent with the reduction quantities anticipated in the CAP Update, and therefore, would result in a less than significant impact related to the generation of GHG emissions. The screening table for GHG

Implementation Measures for Commercial Development and Public Facilities was completed for the proposed project (included in Appendix C).

The proposed project would be conditioned to include the features and measures identified during this process. This score is based on the proposed project's plans to include the following reduction measures: enhanced building insulation, windows, and cool roofs; improved efficiency heating/ventilation/air-conditioning (HVAC) systems; high-efficiency water heaters; high-efficiency lights; Energy Star commercial refrigerators; building placement to optimize shading and natural heating, cooling, and lighting; solar energy for approximately 80 percent of the total energy used during project operations; water-efficient landscaping; water-efficient fixtures; and a minimum of 80 percent of nonhazardous waste being recycled. With implementation of these project design features, the proposed project scored 102 points using the screening tables. Furthermore, the proposed project would support alternative transportation on site with the addition of short-term and long-term bicycle accommodations and clean air vehicle spaces. Because the proposed project would obtain at least 100 points, it would be consistent with the reduction quantities anticipated in the City's CAP Update.

Furthermore, the City's CAP Update serves as a community document to measure and monitor the trend of locally generated GHG emissions that contribute to global climate change. The CAP supports local economic development by providing streamlined environmental review for development projects consistent with the CAP. It implements many of the policies found in other parts of the City's General Plan. The CAP demonstrates the City's commitment to reducing GHG emissions through its own operations; allows local building owners and managers to save money over time by reducing energy use; and supports the City's healthy community efforts by improving facilities for pedestrians and cyclists. The CAP further identifies the co-benefits of reducing GHG emissions. Through the CAP, the City set a goal of a 15 percent reduction in emissions by 2020. Since the General Plan Update was approved in 2010, additional policies were added to the General Plan in December 2012 in support of the City's GHG reduction measures.

Pursuant to Objective OSC-4.1 Policy P1 and Objective PFS-7.1 Policies P2, P3, and P4, the proposed project would be subject to the requirements of the California Green Building Standards Code, a comprehensive and uniform regulatory code for all residential, commercial, and school buildings in Chino. Accordingly, features incorporated into the project design pursuant to the California Green Building Standards Code and the CAP Screening Table to minimize GHG emissions may include (but shall not be limited to):

Energy Efficiency Methods

- The project structures would exceed the California Building Code's (CBC) Title 24 energy standard, including, but not limited to, any combination of the following:
    - Increased insulation such that heat transfer and thermal bridging is minimized.
    - Limited air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.
    - Incorporated ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.
- Incorporated landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping.
- Installation of efficient lighting and lighting control systems, using daylight as an integral part of the lighting systems in buildings.
- Installation of light-colored "cool" pavements.

- Installation of solar or light-emitting diodes (LEDs) for outdoor lighting.

- Use of less than 3,900 Global Warming Potential (GWP) hydrofluorocarbon (HCF) refrigerants or natural refrigerants (ammonia, propane, carbon dioxide (CO_2) for refrigeration and fire suppression equipment.

Water Conservation and Efficiency Methods

- Implementation of a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:

    - Installation of drought-tolerant plants for landscaping.

    - Use of reclaimed water for landscape irrigation within the project. Installation of the infrastructure to deliver and use reclaimed water.

    - Installation of water-efficient irrigations systems, such as weather-based and soil-moisture-based irrigation controllers and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance.

    - Compliance with the City's Landscape Ordinance.

Solid Waste Methods

- Employee education about reducing waste and available recycling services.

In addition, several elements of the proposed project are designed to reduce GHG emissions to the extent reasonably feasible. Pursuant to Objective LU-5.1 Policies P1 and P2, Objective LU-5.2 Action A2, Objective LU-7.1, and Objective LU-4.3 Policy P1, the proposed project is an infill development of an underutilized parcel surrounded by existing infrastructure and is a conforming proposed use in an area zoned as light industrial. These land use strategies are inherently designed to reduce project VMT by developing properties surrounded by existing urban development and thereby introducing local employment opportunities in Chino, which currently has approximately 2,000 unemployed persons eligible to work.[57]

As detailed in Appendix C, the project would implement project design features that would garner 102 points. Therefore, the proposed project would be consistent with the City's CAP Update and CalGreen standards. Impacts related to GHG emissions that may have a significant impact on the environment are less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

e. Would the project result in the exposure of Chino residents to hazards associated with climate change

Discussion of Effects: Hazards associated with climate change include, but are not limited to, rising sea levels and global temperatures, droughts, wildland fires, and elevation. Because of its inland location and elevation relative to sea level, the proposed project will not be subject to sea level rise. Due to the flat topography and the absence of wildland immediately surrounding the project site, any increase in global

[57] State of California, Employment Development Department. 2023. Monthly Labor Force and Unemployment Rate for Cities and Census Designated Places. September. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Flabormarketinfo.edd.ca.gov%2Ffile%2Flfmonth%2Fsanbrsub.xls&wdOrigin=BROWSELINK (accessed December 2024).

temperature is unlikely to increase the frequency or severity of wildland fires that could affect this project or would result from project effects on wildfires.

As discussed above and included in Appendix C, the proposed project scored 102 points using the screening tables in the GHG Performance Standard Checklist. Because the proposed project would obtain at least 100 points, it would be consistent with the reduction quantities anticipated in the City's CAP Update.

Based on the project site's location, scope, and required compliance with the California Green Building Standards Code and CAP, impacts related to exposing residents to hazards associated with climate change would be less than significant, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

4. Biological Resources

The GPEIR concludes that implementation of the General Plan and the loss of agricultural open space would have an adverse effect on migratory birds and raptors, including the local burrowing owl population. However, these impacts are disclosed and evaluated in The Preserve Master Plan EIR and Edgewater Communities EIR, for which the following mitigation measures are prescribed to reduce impacts to migratory birds and raptors:[58]

The Preserve Master Plan EIR:

- **Conservation Area.** A 300-acre conservation area will be established to provide burrowing owl habitat. A weed removal program will be established for this area to create high-quality raptor foraging habitat. Twenty artificial burrowing owl nesting sites will be constructed on the site. Stands of trees will be planted to provide burrowing owl habitat.

- **Relocation.** If burrowing owls are found on any development site, the developer will be required to follow CDFG burrowing owl relocation protocols, including the creation of artificial burrows.

- **Existing Windrows.** Existing windrows that provide raptor habitat will be incorporated into the design of future development wherever practical. If incorporated windrows are not practical, the developer will provide replacement windrow trees as specified by an ornithologist specializing in raptor biology.

Although the mitigation measures listed above would potentially reduce the effects of development on raptors, including burrowing owls, The Preserve Master Plan EIR finds that this impact would remain significant after mitigation.

Edgewater Communities EIR:

- Establish 30 acres of restored native grassland habitat as a conservation easement and deed it to a land stewardship organization.

- Provide a planting plan to establish and manage vegetation for three detention basins and perimeter slopes.

- Avoid burrowing owls by 75 meters during the nesting season and by 50 meters outside of the nesting season. Do not disturb occupied burrows during the nesting season.

- Use passive relocation techniques if burrowing owls must be moved away from disturbance areas.

[58] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.4-30 through 4.4-32. May 2010.

- ♦ Conduct a 30-day preconstruction survey for burrowing owls to map all occupied burrows and develop a strategy to avoid harm resulting from project construction.

- ♦ Submit a burrowing owl relocation and habitat management plan prior to passive relocation.

The mitigation measures listed above from the Edgewater Communities EIR would reduce the effects of development on raptors, including burrowing owls to a less than significant level.

As detailed in the GPEIR, eggs and nests of all native birds are protected under California Fish and Game Code Section 3503, nesting birds (including raptors and passerines) under Sections 3503.5 and 3513, birds of prey under Section 3503.5, and fully protected birds under Section 3511. All birds that occur naturally in California and are not resident game birds, migratory game birds, or fully protected birds are considered nongame birds and are protected under Section 3800.[59]

Impacts from implementation of both the General Plan and the Focused Growth Plan are disclosed and evaluated in The Preserve Master Plan EIR and Edgewater Communities EIR. The GPEIR concluded that buildout of the General Plan would not result in impacts beyond those analyzed in The Preserve and Edgewater Communities projects. Therefore, the GPEIR concluded that impacts to migratory birds and raptors, including burrowing owls, would be less than significant.[60]

The following analysis is based on the following technical studies:

- *Biological Resources Assessment for the Chino Gateway Terminal Project in Chino (LSA Project No. 20241860*, LSA Associates, Inc., March 25, 2025. (Appendix D1)

- *Arborist Analysis for the Chino Gateway Terminal Project in Chino, California (LSA Project No. 20241860)*, LSA Associates, Inc., March 25, 2025. (Appendix D2)

- *Oak Tree Recommendations for the Chino Gateway Termina Project in Chino, California (LSA Project No. 20241860),* LSA Associates, Inc., March 25, 2025. (Appendix D3).

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

Discussion of Effects: Undeveloped portions of the project site consist primarily of earthen surfaces with ruderal vegetation, and ornamental trees and shrubs. Ruderal areas are dominated by nonnative grasses, including ripgut brome (*Bromus diandrus*), Bermuda grass (*Cynodon dactylon*), and mouse barley (*Hordeum murinum*). The project site does not harbor any riparian habitat or other sensitive natural communities.

The results of the literature search indicated the potential occurrence for the following threatened, endangered, fully protected, candidate, or proposed threatened or endangered species to occur in the general vicinity of the project site:

Plant species

- Braunton's milk-vetch (*Astragalus brauntonii*)
- Nevin's barberry (*Berberis nevinii*)
- Santa Ana River woollystar (*Eriastrum densifolium ssp. sanctorum*)

[59] *Ibid.* Page 4.4-5.
[60] *Ibid.* Pages 4.4-30 through 4.4-32.

- Slender-horned spineflower (*Dodecahema leptoceras*)

Animal species

- Monarch butterfly (*Danaus plexippus*)
- Crotch's bumble bee (*Bombus crotchii*)
- Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)
- Western spadefoot (*Spea hammondii*)
- Southwestern pond turtle (*Actinemys pallida*)
- Tricolored blackbird (*Agelaius tricolor*)
- Golden eagle (*Aquila chrysaetos*)
- Burrowing owl (*Athene cunicularia*)
- Swainson's hawk (*Buteo swainsoni*)
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- White-tailed kite (*Elanus leucurus*)
- California black rail (*Laterallus jamaicensis coturniculus*)
- Coastal California gnatcatcher (*Polioptila californica californica*)
- Least Bell's vireo (*Vireo bellii pusillus*)
- Southwestern willow flycatcher (*Empidonax traillii extimus*)
- San Bernardino kangaroo rat (*Dipodomys merriami parvus*)
- Stephen's kangaroo rat (*Dipodomys stephensi*)

The animal species observed on-site during the field survey are typical of urban environments. None of the endangered or threatened species cited in the literature as having a potential to occupy the site were observed during the biological field survey.

Burrowing owl. The burrowing owl (*Athene cunucularia*) is a ground-nesting bird and a Candidate species for listing under the California Endangered Species Act. The GPEIR identifies mitigation to offset the impacts to burrowing owls resulting from development within the General Plan area. This mitigation includes the establishment of a conservation areas to provide burrowing owl habitat, and relocation in accordance with California Department of Fish and Wildlife (CDFW) protocols, of any burrowing owls that are found on development project sites, which would reduce impacts to burrowing owl to a less than significant level.

This burrowing owl lives in open habitats with low vegetation throughout the region. The project is surrounded by trees, which provide cover for the avian predators of burrowing owls. Although the site is surrounded by urban development and is frequently disced, the eastern portion of the project site provides potentially suitable habitat for the species. A survey for burrows of this species was conducted during the biological field survey. Although no burrows suitable for burrowing owls were found, ground squirrels are active on the site and there is a possibility that the squirrels could create suitable burrows that burrowing owl could subsequently occupy prior to construction. Any burrows occupied by burrowing owls would be protected as active nests. As cited in the GPEIR, a burrowing owl survey is required prior to on-site construction activities on properties with the potential to harbor this species. In accordance with the GPEIR, the following regulatory compliance measure (RCM) will protect burrowing owl:

RCM BIO-1 A preconstruction survey for burrowing will be conducted within 30 days prior to initial ground disturbance. If burrowing owl is found on the site, the developer will consult with CDFW and relocate the owls in accordance with CDFW burrowing owl relocation protocols, including the creation of artificial burrows.

Other Special-Status Species. In addition to threatened and endangered species, the CDFW maintains lists of plant species considered rare and animal species designated as Species of Special Concern. No special-status species were observed on-site during the biological field survey.

Due to the absence of suitable habitat on-site and the develop nature of the project vicinity, all of the remaining special-status species identified in the literature search, including the white cuckoo bee (*Neolarra alba*), are considered absent from the project site and vicinity. Habitat requirements for white cuckoo bee are unknown, but this species is not expected to occur given the highly disturbed condition of the site and vicinity and the fact that the white cuckoo bee has not been observed in the region since 1952.

The project site is highly disturbed and surrounded by developed urban uses. Implementation of **RCM BIO-1**, which ensures adherence to statewide requirements for the protection of biological resources, sufficiently ensures no significant impact on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or United States Fish and Wildlife Service would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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

Discussion of Effects: Undeveloped portions of the project site consist primarily of earthen surfaces with ruderal vegetation, and ornamental trees and shrubs. Ruderal areas are dominated by nonnative grasses, including ripgut brome, Bermuda grass, and mouse barley. The project site does not harbor any riparian habitat or other sensitive natural communities; therefore, no impact would result from development of the proposed uses. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Discussion of Effects: No drainage features, ponded areas, wetlands, or habitat subject to jurisdiction of the CDFW, United States Army Corps of Engineers, and/or Regional Water Quality Control Board (RWQCB) were identified on-site during the biological field survey. Due to the absence of any on-site jurisdictional areas, no impact would result from development of the proposed uses. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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

Discussion of Effects: The site is surrounded on the east, the west, and the south by light industrial uses and to the north by Schaefer Avenue and residential development. The nearest open space is an approximately 18-acre undeveloped property at the northeast corner of Edison and Oaks Avenue, 0.3 mile south of the project site. Additionally, Ruben S. Ayala Park is 0.5 mile south of the project site. Due to the developed nature of the surrounding properties and distance to open space, the project site does not act as a migratory corridor for wildlife.

Nesting Birds. Most birds and their active nests are protected from "take" under Sections 3503–3801 of the California Fish and Game Code. Protection is also provided under the federal Migratory Bird Treaty Act. Activities that cause destruction of active nests, or that cause nest abandonment and subsequent death of eggs or young. As detailed in the GPEIR, the removal of trees harboring nesting activity may constitute violations of one or both of these laws;[61] therefore, the following RCM will protect nesting birds, pursuant to the previously cited regulations.

[61] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.4-4 and 4.4-5. May 2010.

RCM BIO-2 If tree removal is to be conducted during the nesting season (February through August), a preconstruction nesting bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests would not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial clearing of vegetation. The nesting bird survey shall include the project site and adjacent areas where project activities have the potential to affect active nests, either directly or indirectly, due to construction activity, noise, human activity, or ground disturbance.

If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer between 100 and 300 feet (500 feet for raptors) around the nest, depending on bird species, behavior, and level of construction activity, using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist.

Implementation of **RCM BIO-2**, which is required of all development in the City to ensure adherence to statewide requirements for the protection of biological resources, sufficiently ensures any impacts to native resident or migratory fish or wildlife species or wildlife nursery sites or corridors would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Discussion of Effects: The City's Municipal Code Section 20.19.040(F)(2) states, "Mature trees shall not be removed without prior written approval of the Director of Community Development or his designee." Mature trees are defined as oak trees with trunks more than 8 inches in diameter at breast height; other trees with trunks more than 10 inches in diameter at breast height; and multi-trunk trees with a total circumference of 38 inches or more at breast height." Mature trees were evaluated by measuring height and trunk caliper and assessing general condition. Other trees on the project site with trunks 4 inches or more in diameter were also inventoried pursuant to the City of Chino Special Conditional Use Permit Checklist.

The arborist report identified 50 mature trees and 17 other trees on-site.[62] The on-site oak trees featured "average" health and structural stability. Development of the proposed project would necessitate the removal of all trees on the project site. Municipal Code Table 20.19-4.1 identifies the minimum number and size of replacement trees to be provided. Based on consultation between City staff and the project Applicant, only the four coast live oak trees (*Quercus agrifolia*) on the site, trees 36, 37, 65, and 66 detailed in Appendix D2, would require replacement to satisfy Municipal Code tree replacement requirements.[63] Municipal Code Section 20.19.040(F)(6) further states, "In the event that the number of replacement trees shown in Municipal Code Table 20.19.4-1 cannot be planted on-site, the Director of Development Services may consider an off-site location to plant the replacement trees or accept an in-lieu fee based on International Society of Arboriculture (ISA) guidelines or other method approved by the Director of Development Services. In-lieu fees collected shall be deposited into a tree replacement fund to be used for tree planting at alternate locations in the city."

The four coast live oak trees onsite were evaluated by a certified arborist for health and to determine the viability of relocation versus replacement in accordance with Chino Municipal Code Section 20.19.040(F).[64] None of the onsite oak trees were recommended for relocation due to the risks associated with necessary root pruning in order to relocate the trees. Root pruning would provide entry points for decay fungi and increase the chance of limb or tree failure, and harm to individuals or property. Furthermore, should relocated trees survive, there is increased chance of lost vigor. Therefore, replacement with new nursery

62 LSA. 2025b. *Arborist Analysis for the Chino Gateway Terminal Project in Chino, California (LSA Project No. 20241860)*. March 25.
63 Ibid. Table A and Attachment C.
64 LSA. 2025e. *Oak Tree Recommendations for the Chino Gateway Terminal Project in Chino, California (LSA Project No. 20241860)*. March 25.

stock pursuant to Chino Municipal Code Section 20.19.040(F)(3) is recommended and expected eventually to result in trees of similar size and better health and structural stability with less risk of eventual failure and harm to individuals or property.[65]

The project includes a conceptual landscape plan (refer to Figure 6) that conforms to applicable provisions of the City's Municipal Code, including those related to site landscaping and tree replacement requirements. The conceptual landscape plan would be reviewed and approved by the City prior to any development on-site. As adherence to applicable provisions of the City's Municipal Code is required of all development in Chino, impacts from conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Discussion of Effects: The project site does not lie within a proposed or adopted habitat conservation plan area. No impact or conflict will occur in regard to conservation plans. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

5. Cultural Resources

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on cultural resources to a *less than significant* level.[66] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to cultural resources to a less than significant level in accordance with the City's GPEIR:

- Objective OSC-7.1, Policy P3 of the Open Space and Conservation Element requires the developer to temporarily halt work and notify the City Planning Division if unanticipated cultural or paleontological resources are encountered during construction or operation until which time a qualified archaeologist or paleontologist can evaluate the encounter(s) and recommend appropriate action.

- Objective OSC-7.1, Policy P4 requires the City to notify interested Native American Tribe(s) if artifacts are discovered on site during construction.

- Objective OSC-7.1, Policy P5 requires Native American human remains to be treated with respect and dignity pursuant to the California Native American Graves Protection and Repatriation Act.

- State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code Section 5097.98.

The following analysis is based on the following technical studies:

- *Cultural Resources Assessment Gateway Terminal Project*, LSA Associates, Inc., October 2024. (Appendix E1)

[65] *Ibid.* Page 2.
[66] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.5-10 to 4.5-13. May.

- *Historic Significance Evaluations for the Chino Gateway Terminal Project Located at the Southwest Corner of Schaefer Avenue and Oaks Avenue in Chino California* (LSA Project No. 20241860), LSA Associates Inc., October 4, 2024. (Appendix E2)

a. Would the project cause a substantial adverse change in the significance of a historical resource?

Discussion of Effects: The Conservation/Open Space Element of the City's General Plan[67] does not identify any cultural or historic resources on or in the immediate vicinity of the project site. As structures currently on site exceed 50 years in age, they are required to be evaluated for historical significance in compliance with the City's environmental review process and CEQA. Research methods focused on the review of a variety of primary and secondary source materials relating to the history and development of them project site including, but not limited to, online sources, published literature in local and regional history, news articles, historic aerial photographs, and historic maps. An architectural history field survey was conducted on August 20, 2024 (see Appendix E2).

The church on the southwest corner of Schaefer Avenue and Oaks Avenue consists of a sanctuary building (built in 1963) on the corner, a classroom addition (1966) along Schaefer Avenue, and another addition (1970) behind the classroom building. The two additions are separated by a play area, and a large parking lot is south of the church with access from both streets. The residence at 5849 Schaefer Avenue is architecturally nondescript. The residence at 13770 Oaks Avenue is also fairly nondescript and has sustained minor alterations to the façade. The brief reconnaissance survey determined there have been extensive changes to the historic setting, including modern intrusions. The immediate area does not appear to have any potential to qualify as a historic district. The church and two residences were evaluated for historical significance under the criteria for listing in the California Register of Historical Resources (California Register).

The City does not have criteria for evaluating cultural resources. However, Title 8, Chapter 8.60 of the City's Municipal Code defines historic structures as any structure listed or eligible for listing in the National Register of Historic Places (National Register) or California Register either individually or as a contributor to a historic district (8.60.050). Typically, resources that are not eligible for listing in the California Register would not meet the criteria for listing in the National Register. California Register criteria include:

- Criterion 1 - Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

- Criterion 2 - Associated with the lives of persons important to local, California or national history.

- Criterion 3 - Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.

- Criterion 4 - Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The proposed project would result in the demolition of the existing structures. None of the historic-period buildings evaluated meet the criteria for listing in the California Register. In the absence of any on-site historic or prehistoric archeological material, or historic buildings listed or eligible for listing on the California Register; no impact to any historical resource or historic structure would result from project development.[68]

[67] City of Chino. 2010b. *Chapter 9 Open Space and Conservation Element, Chino General Plan*, pages OSC-25 to OSC-27. July.

[68] LSA. 2024a. *Historic Significance Evaluations for the Chino Gateway Terminal Project Located at the Southwest Corner of Schaefer Avenue and Oaks Avenue in Chino California (LSA Project No. 20241860)*. October 4.

There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource?

Discussion of Effects: The industrial development site was the subject to a cultural resource investigation comprising archival research, a cultural resources records search and a field survey. The records search was conducted on August 28, 2024, at the South-Central Coastal Information Center (SCCIC) at California State University, Fullerton and included a review of all recorded historic and prehistoric archaeological sites within 1 mile of the project site and a review of known cultural resource reports (see Appendix E1). Data from the archeological records search conducted at the SCCIC indicate there have been 23 previous studies within 1 mile of the project site, none of which included any portion of the project site. Although no cultural resources have been previously recorded on-site, 36 such resources are recorded within 1 mile, the nearest being the historic, circa 1912 Southern California Edison Chino Substation Complex) approximately 2,000 feet to the south. No prehistoric resources were documented on or within 1 mile of the project site. As no prehistoric resources were documented within 1 mile, sensitivity for in situ undocumented subsurface resources is low.[69] The archeological field survey was conducted on July 30, 2024. The field survey identified no cultural material.

Pursuant to General Plan Objective OSC-7.1, Policy P3 states that, if archaeological resources are discovered during construction, the Planning Division should be notified immediately and construction should stop until an archaeologist evaluates the discovered resources and recommends appropriate action. Additionally, Policy 4 under the same objective requires the City to contact Native American tribes if artifacts are discovered on site during a construction project. After the assessment, full- to part-time monitoring during the remainder of the project may be recommended to reduce impacts to any additional cultural resources that may be discovered during ground-disturbing activities. Compliance with these standard City actions would ensure any potential impact to archeological resources remain less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Discussion of Effects: The topography of the project site is relatively level ranging from approximately 699 feet to 693 feet above mean sea level (amsl) at the northwest and southwest corners of the site, respectively. No unique geologic feature or known paleontological resource is on site. General Plan Objective OSC-7.1, Policy P3 states that, if paleontological resources are discovered during construction, the Planning Division would be immediately notified and construction should stop until an archaeologist evaluates the discovered resources and recommends appropriate action. This policy would reduce potential impacts associated with the discovery of paleontological resources to a less than significant level. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Discussion of Effects: There is no evidence human remains have been formally or informally interred on the project site. State Health and Safety Code Section 7050.5 requires, in the event of discover of human remains, that no further disturbance shall take place until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner, the MLD may inspect the site of the discovery.

[69] LSA. 2024b. *Cultural Resources Assessment Gateway Terminal Project*. October.

The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Where interested parties are unable to agree on the appropriate treatment measures, the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity on the project site in a location not subject to further and future subsurface disturbance.

Pursuant to Objective OSC-7.1, Policy 5 requires any human remains discovered to be treated with respect and dignity per the California Native American Graves Protection and Repatriation Act. In the event of an unanticipated encounter with human remains determined to be Native American, Policy 7 requires continued consultation of Native American tribes. Implementation of General Plan policies would reduce impacts to a less than significant level. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

6. Geology/Soils and Mineral Resources.

The City's General Plan identifies the following goals, objectives, policies, and/or actions to reduce impacts related to geology and soils. Per the City's GPEIR, the implementation of these policies would reduce impacts related to geology, soils, and seismicity to a less than significant level:[70]

- Objective SAF-1.1, Policy P1 requires the City to enforce California Building Codes in all new construction.

- Objective SAF-1.1, Policy P2 requires the City to rely on the most up-to-date and comprehensive geological hazard mapping available.

- Objective SAF-1.1, Policy P3 and Standard Condition of Approval 3.6 require site/project-specific soils and geologic reports.

- Standard Condition of Approval 3.10 (and Condition 3.9 for industrial and commercial objectives) requires that on-site landscaping and irrigation construction drawings be submitted prior to the issuance of a building or grading permit to ensure an adequate drainage system would be built to address drainage, water quality, and soil erosion issues.

- Objective PFS-9.1, Policy P2 requires all new development to connect to the City's wastewater connection system.

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on mineral resources to a *less than significant* level.[71] Since the proposed project is not identified in the General Plan or other land use plan as a locally important mineral resource recovery site and will not affect the availability of a known mineral resource that would be of value to the region and the residents of the State, none of the goals, objectives, policies, and/or actions assessed in the GPEIR to mitigate impacts to a less than significant level applies to the proposed project.

The following analysis is base, in part, on the following technical study

- *Geotechnical Engineering Investigation – Proposed Industrial Warehouse Development – Located at 5885 Schaefer Avenue, in the City of Chino, California*, NorCal Engineering, June 19, 2020. (Appendix F)

[70] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.6-16 to 4.6-22. May.

[71] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.6-16 to 4.6-22. May.

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

- Strong seismic ground shaking?

- Seismic-related ground failure, including liquefaction?

- Landslides, mudslides or similar hazards?

Discussion of Effects: According to the United States Geological Survey, the Chino-Central Avenue fault is the only active fault in the Chino area. This fault is a sub-surface fault that is not expected to rupture, so it is not mapped according to the Alquist-Priolo Earthquake Fault Zoning Act.[72] The Chino-Central Avenue Fault is 1.86 miles southwest of the project site. In the absence of any on-site active faults, no fault-rupture impact would occur on the project site[73].

The Chino fault is capable of producing a Magnitude 7.0 earthquake. Other regional faults with the potential to affect the project site include the Sierra Madre, San Jacinto, and San Andreas faults. The project site is approximately 15 miles from the Sierra Madre fault, 22 miles from the San Jacinto fault, and 45 miles from the San Andreas fault. Accordingly, the proposed project is subject to Objectives and Policies outlined in the City of Chino General Plan, which, according to the GPEIR, would reduce the effects of the proposed project from strong seismic ground shaking to a less than significant level.[74]

The California Building Standards Code (California Code of Regulations, Title 24) was published July 1, 2022, with an effective date of January 1, 2023.[75] The City adopted the CBC (Ordinance 2022-15) in July 2022. Pursuant to Objective SAF-1.1 Policies P1 and P2, the project would be constructed pursuant to most current building code adopted by the State of California and relies on the most up-to-date and comprehensive geologic hazard mapping available for assessment of geologic hazards. Implementation of these objectives and policies would reduce impacts from strong seismic ground shaking to a less than significant level.

According to the City's General Plan, the risk of liquefaction in Chino generally increases towards the southern portion of the City, near the Prado Dam, where groundwater is generally encountered at relatively shallow depths. A review of the historic groundwater depths indicates that groundwater beneath the subject site is approximately 75 feet below ground surface,[76] therefore, the design of the proposed construction in conformance with the latest CBC provisions for earthquake design would provide mitigation for ground-shaking hazards that are typical to Southern California. The project would be constructed pursuant to California Building Code and the recommendations in the site-specific geotechnical investigation pursuant to Objective SAF-1.1 Policy P3 and Standard Condition of Approval 3.6. Liquefaction risks would be analyzed and mitigated to a less than significant level via project design and execution in compliance

[72] *Ibid*. pages 4.6-3 and 4.6-4.
[73] NorCal Engineering. 2020. *Geotechnical Engineering Investigation – Proposed Industrial Warehouse Development – Located at 5885 Schaefer Avenue, in the City of Chino*, Page 5. June 19.
[74] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.6-17 and 4.6-18. May.
[75] The "California Building Code" is only one part, Part 2, of the larger California Building Standards Code (Title 24) that consists of the Electrical Code (Part 3), Mechanical Code (Part 4), Plumbing Code (Part 5), Energy Code (Part 6), Fire Code (Part 9), Green Building Standards Code (CalGreen) (Part 11) and other codes.
[76] NorCal Engineering. 2020. *Geotechnical Engineering Investigation – Proposed Industrial Warehouse Development – Located at 5885 Schaefer Avenue, in the City of Chino*, Page 5. June 19.

with the CBC. Implementation of these objectives and policies would reduce impacts from liquefaction to a less than significant level.

Overall, the risk of landslides in Chino is relatively low, since Chino is generally level, with very few areas of steep slopes. The topography of the property is relatively level, ranging from 699 feet to 693 feet amsl at the northwest and southwest corners of the site, respectively. In the absence of any significant topographic relief either on or adjacent to the project site, there is no risk for on-site landslides. Accordingly, impacts associated with landslides are considered less than significant.

There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Discussion of Effects: According to the City's General Plan, the risk of landslides is relatively low due to the generally flat topography.[77] The depth to groundwater in the project areas is approximately 75 feet below ground surface risk; therefore, the risk of liquefaction is generally low. The project site is on soils considered to have a low potential for expansion.[78] Pursuant to Objective SAF-1.1, Policies P2 and P3, the proposed development would adequately investigate all geological hazards including current and comprehensive geological hazard mapping. Pursuant to Standard Condition of Approval 3.6, a geotechnical investigation was conducted to determine the adequacy of building engineering for the local soil condition. including structural damage from expansive soils.[79] Based on the recommendations of the geotechnical investigation,[80] some excavation and compaction would be undertaken during construction. With compliance with all CBC requirements, the site-specific recommendations detailed in the geotechnical investigation, and City General Plan objectives, policies, and actions as outlined in the GPEIR, impacts related to unstable soils would be reduced to a less than significant level. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Result in substantial soil erosion or the loss of topsoil?

Discussion of Effects: The eastern half of the project site is occupied by the existing church facility and residential structures, whereas the western half is covered with low vegetation consisting of natural grasses and weeds. The project site has been severely disturbed through the development of the church and associated structures, parking areas, and two residential structures and ancillary features. Past activities included ground disturbance for the installation of structures and utilities, maintenance of landscaping, and weed abatement activities. On-site soils consist of fill material and natural soils.

Installation of the proposed uses would result in installation of impermeable surfaces throughout the project site. According to the GPEIR, the soils in Chino, including those of the project site, are generally not susceptible to erosion,[81] and development of the site would prevent further erosion from taking place due to increased impervious surfaces. Pursuant to Standard Conditions of Approval prescribed during the project plan check process, the proposed project would incorporate City-approved on-site landscaping and irrigation systems to address drainage, water quality, and erosion issues.[82] A less than significant impact

[77] City of Chino. 2010c. 2010.*Chapter 13 Safety Element, Chino General Plan*. Page SAF-2. July.
[78] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Figure 4.6-3. May.
[79] *Ibid,* page 4.6-20.
[80] NorCal Engineering. 2020. *Geotechnical Engineering Investigation – Proposed Industrial Warehouse Development – Located at 5885 Schaefer Avenue, in the City of Chino*, Page 5. June 19.
[81] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Page 4.6-7. May.
[82] *Ibid, page* 4.6-19.

would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Discussion of Effects: Please see response to question 6.b.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Discussion of Effects: Pursuant to General Plan Objective PFS-9.1, Policy P2, the proposed project would be connected to existing wastewater collection and conveyance facilities owned and operated by the City; therefore, the project does not require the installation of septic tanks or alternate wastewater disposal systems; therefore, no impact would result from development of the proposed uses. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

f. Would the project result in the loss of availability of a known mineral resource that would be of value to the region or State, or the loss of a local-important mineral resource recovery site delineated on a mineral resource plan, local general plan or other land use plan?

Discussion of Effect: The project site is within Mineral Resource Zone 3 (MRZ-3)[83], which is defined as an area containing known or inferred mineral deposits, the significance of which cannot be evaluated. No historic mineral resource recovery has been recorded or taken place on site or in the immediate project vicinity. The project site is not identified in the General Plan or other land use plan as a locally important mineral resource recovery site, nor would the proposed project affect the availability of a known mineral resource that would be of value to the region and the residents of the State;[84] therefore, no significant impact would result from development of the proposed project. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

7. Hazards & Hazardous Materials

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on hazards and hazardous materials to a *less than significant* level.[85] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to hazards and hazardous materials to a *less than significant* level in accordance with the City's GPEIR:

- Goal SAF-4, Policy P2 requires environmental investigations to ensure that soils, groundwater, and buildings affected by hazardous materials would not affect the environment or health and safety of future property owners or uses.

- Goal SAF-4, Policy P3 requires the safe transport of hazardous materials on City streets.

[83] California Department of Conservation, Division of Mines and Geology, 1995. *Mineral and Land Classification of a Part of Southwestern San Bernardino County (West*).

[84] Design, Community & Environment. 2010. *Chino General Plan*. *Chapter 9, Open Space and Conservation Element,* Figure OSC-3. July.

[85] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.7-9 to 4.7-12. May.

- Goal SAF-4, Policy P8 requires businesses in the City to follow the hazardous materials regulations and guidelines outlined in the "Business Emergency/Contingency Plan Guidelines and Forms" for San Bernardino County.

- Goal SAF-4, Policy P10 requires the City to continue collaboration with the Chino Valley Independent Fire District to monitor and regulate the storage of hazardous materials in conformance with the Uniform Fire Code.

- Goal SAF-5. Policy P1 requires all construction in the City be consistent with the required setbacks and height restrictions for the Chino Airport.

The following analysis is based, in part, on the following technical studies:

- *Asbestos and Lead Survey for the Property at 5849 Schaefer Avenue, Chino, California*, Ambient Environmental, Inc., June 2020. (Appendix G1)

- *Asbestos and Lead Survey for the Property at 5885 Schaefer Avenue, Chino, California*, Ambient Environmental, Inc., June 2020. (Appendix G2)

- *Asbestos and Lead Survey for the Property at 13770 Oaks Avenue, Chino, California*, Ambient Environmental, Inc., June 2020. (Appendix G3)

- *Phase 1 Environmental Site Assessment Mixed-Use Property 5835, 5849, and 5885 Schaefer Avenue, Chino, California*, 91710, Oswell & Kasman, Inc., June 1, 2020. (Appendix G4)

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Discussion of Effects: The proposed project would result in the construction of industrial warehouse and commercial uses. Potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during the construction and/or occupancy of the project. Pursuant to Goal SAF-4 Policies P3, P8, and P10, the transport, use, and storage of hazardous materials during the construction and operation of the proposed project would be conducted pursuant to all applicable State and federal laws, and in accordance with the City General Plan. Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Discussion of Effects: Exposure to hazardous materials during the construction and operation of the proposed on-site uses would result from (1) the improper handling or use of hazardous substances; (2) transportation accident; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type, amount, and characteristic of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individual or environment affected.

The transport, storage, and handling of hazardous material is governed by existing local, State, and federal regulations, including applicable sections of the California Code of Regulations. The proposed project would meet all City and County Hazard Materials Management Plans and regulations pursuant to Goal SAF-4 Policy P3, which requires the safe transport of hazardous materials on City streets.

Policy P4 of the Safety Element requires applicants proposing to generate hazardous waste to submit emergency response plans to the Chino Valley Fire District (CVFD) and San Bernardino County Fire Department Hazardous Materials Division. Future on-site uses that exceed the exempted amount of hazardous materials would be required to prepare appropriate plans pursuant to City and San Bernardino County Fire Department Hazardous Materials Division requirements. In addition, a SCUP is required if any quantity of hazardous material exceeds the exempt amounts per control area or outdoor area as specified in the Uniform Fire Code, latest edition, in accordance with Section 20.21.260 (Hazardous Materials Use and Storage) of the City's Municipal Code.

Testing for asbestos-containing materials (ACM) and lead-based paint was conducted at each of the existing structures (see Appendices G1 through G3), with the following results noted:

- 5849 Schaefer Avenue, a two-story residence constructed on a concrete foundation: Non-friable[86] ACM was detected in drywall and joint compound, exterior stucco, roof mastic, and transit pipe. Building components with detectable levels of lead in excess of included ceramic kitchen and bathroom tile.[87]

- 5885 Schaefer Avenue, a church complex (church, classroom building, and hall) constructed on a concrete foundation. Friable ACM was detected in acoustic ceiling material and HVAC duct tape. Non-fribble ACM was detected in vinyl floor tile and mastic; exterior stucco, and roof mastic. No lead-based paint was detected in the building components sampled.[88]

- 13770 Oaks Avenue, a single-story residence and detached garage constructed on a raised concrete foundation. Friable ACM was detected in HVAC venting, and non-friable ACM was detected in roof mastic, and transit pipe. No lead-based paint was detected in the building components sampled.[89]

Although the project-specific Phase I Environmental Site Assessment[90] did not identify any hazardous material sites or RECs on the project site, on-site demolition activities would require the removal/disposal of materials that contain asbestos and lead-based paint. Federal and state regulations govern the removal, remediation, and/or disposal of ACM prior to any on-site demolition or construction. Furthermore, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) specifies the requirements to limit asbestos emissions from building demolition and renovation activities, including include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). This rule, in whole or in part, is applicable to owners and operators of any demolition or renovation activity, and the associated disturbance of ACM material, any asbestos storage facility, or any active waste disposal site[91]. In accordance with Title 8, California Code of Regulations (Section 1532.1), The removal and/or disposal of material/waste containing lead would be conducted by a California Occupational Safety and Health Administration-licensed Hazardous Materials Substances Removal contractor in accordance with all applicable local, State, and federal standards to the degree that adequate public health and safety standards are maintained. As with similar operations, any on-site activity involving hazardous substances must adhere to applicable local, State, and federal safety standards, ordinances, or regulations. Businesses engaged in the use, storage, or transportation of hazardous substances are monitored by various local and

86 Friable asbestos is a material that contains more than one percent asbestos and can be crumbled, pulverized, or reduced to powder by hand pressure when dry.

87 Ambient Environmental, Inc. 2020a. *Asbestos and Lead Survey for the Property at 5849 Schaefer Avenue, Chino, California*. June.

88 Ambient Environmental, Inc. 2020b. *Asbestos and Lead Survey for the Property at 5885 Schaefer Avenue, Chino, California*. June.

89 Ambient Environmental, Inc. 2020c. *Asbestos and Lead Survey for the Property at 13770 Oaks Avenue, Chino, California*. June.

90 Oswell & Kasman, Inc. 2020. Phase 1 Environmental Site Assessment Mixed-Use Property 5835, 5849, and 5885 Schaefer Avenue, Chino, California, 91710, June 1.

91 South Coast Air Quality Management District. 2007. *Rule 1403 Asbestos Emissions from Demolition/Renovation Activities*. Website: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf (accessed November 18, 2024.)

State (e.g., Department of Toxic Substance Control) entities. Compliance with Goal SAF-4 Policies P3, P8, P9, and P10 and with standard regulations related to the removal/disposal of on-site hazardous materials will ensure impacts associated with the use, transport, storage, and sale of hazardous materials during construction and operation are reduced to less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Discussion of Effects: The school nearest to the project site is the Chaffey College-Chino Campus, 0.65mile (3,430 feet) south of the project site. Howard Cattle Elementary School is located approximately one mile northeast of the project site. No existing or proposed schools are located within a quarter mile of the project site. In the absence of an existing or proposed school within a quarter mile of the project site, no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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

Discussion of Effects: A Phase I Environmental Site Assessment (ESA) was prepared for the project site in accordance with the American Society for Testing and Materials (ASTM) International Standard E1527-13 for the purposes of identifying recognized environmental conditions (REC) on the project site (Appendix G4). The Phase I ESA includes federal, State, and local records reviews (up to a one-mile radius), interviews with persons occupying [and adjacent to] the project site, and an on-site inspection of the properties comprising the project site. According to the Phase I ESA, no RECs, Controlled Recognized Environmental Conditions, or Historically Recognized Environmental Conditions occur on the project site, nor do any such environmental conditions within 1 mile of the project site pose a substantial environmental hazard to the project site or its occupants. The project is not on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5; therefore, no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

e. Would the project expose people and structures to a significant risk of loss, injury, or death involving wildfires?

Discussion of Effects: The project site is within a Local Responsibility Area (LRA) and is not within a fire hazard severity zone (FHSZ).[92] The City's General Plan EIR identifies the project site as being located in an area with "little or no threat" from wildfires.[93] Areas surrounding the project site consist of commercial and industrial uses. Because of the developed nature of the project site and vicinity, on-site and adjacent areas have minimal capability to support a wildfire and no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Discussion of Effects: Pursuant to Goal SAF-4 Policy P8, the project will follow the hazardous materials regulations and guidelines outlined in the "Business Emergency/Contingency Plan Guidelines and Forms" for San Bernardino County. Furthermore, the proposed project will design, construct, and maintain

[92] Cal Fire. 2024. Fire Hazard Severity Zone Viewer. Website: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/ (accessed November 16, 2024.)

[93] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Figure 4.7-1. May.

structures, roadways, and facilities in accordance with applicable standards associated with vehicular access, resulting in the provision of adequate vehicular access that would provide for adequate emergency access and evacuation. Construction activities that may temporarily restrict vehicular traffic will implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The proposed project design would be submitted to and approved by the Chino Police Department and CVFD prior the issuance of building permits. Adherence to the emergency access measures required by the City would ensure a less than significant impact related to this issue would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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

Discussion of Effects: The project site is approximately 3 miles northwest of the Chino Airport, a general aviation airport owned and operated by the San Bernardino County Department of Airports. The project site is within the Federal Aviation Administration (FAA) established Airport Influence Area,[94] but out outside both Safety Zones II and III established for the airport.[95] No impact related to the project's vicinity to a public airport will occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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

Discussion of Effects: The project site is not within the vicinity of a private airstrip. No impact will occur related to the project's vicinity to a private airstrip. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

8. Hydrology/Water Quality.

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on hydrology/water quality to a less than significant level.[96] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to hydrology/water quality to a less-than-significant level in accordance with the City's GPEIR:

- Standard Conditions of Approval in Section 4.8 of the GPEIR require new development to prepare and submit a drainage study, including supporting hydraulic and hydrological data, a grading plan showing drainage routes, and a Water Quality Management Plan, for approval by the City.

- City Ordinance 94-01 requires the reduction of pollutants in all stormwater discharges.

- Objective PFS-10.1, Policy P1 in the Public Facilities and Services Element requires stormwater infrastructure to be maintained in good condition.

[94] Mead & Hunt and Coffman Associates. 2008. Map CH-1, *Airport Land Use Compatibility Plan for Chino Airport*. Prepared for Riverside County Airport Land Use Commission. July. Website: https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Chino.pdf (accessed November 18, 2024).

[95] Ray A. Vidal. 1991. Figure III-7, Comprehensive Land Use Plan Chino Airport. Website: https://www.sbcounty.gov/uploads/lus/airports/chino.pdf (accessed November 18, 2024).

[96] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.8-18 to 4.8-21. May.

- Objective PFS-10.1, Policy P2 requires stormwater infrastructure to attain capacity in conformance to the requirements of the Master Plans of Drainage.

- Objective PFS-10.1, Policy P4 requires stormwater runoff drainage facilities to be consistent with State and federal requirements, including National Pollutant Discharge Elimination System [permit] requirements.

- Objective PFS-10.1, Policy P6 requires the implementation of a local stormwater program in compliance with the City's National Pollutant Discharge Elimination System [MS4 Permit].

- Objective PFS-8.1, Policy P1 limits impermeable paving that would negatively impact surface water runoff.

- Objective PFS-8.1, Policy P2 protects surface water resources from pollutant and sediment contamination via the use of Best Management practices.

- Objective PFS-8.1, Policy P3 requires coordination with State and local agencies to identify and eliminate or minimize all sources of point and non-point pollution to ground and surface waters.

- Adherence to the Chino Basin Optimum Basin Management Program is required to maintain groundwater quality in the City.

- San Bernardino County hydrologic conditions of concern (HCOC) outlined in the San Bernardino County Stormwater Program, require the project to meet or exceed pre-project conditions for stormwater discharge.

The City's Municipal Code (Chapter 13.20, Wastewater Discharge Requirements; and Chapter 13.24, Storm Drains) identify the specific requirements relative to pre- and post-development drainage and water quality.

The following analysis is based, in part, on the following technical studies:

- *Preliminary Water Quality Management Plan for Gateway Terminal Chino*, Pacific Consulting Group, Inc., revised April 11, 2025. (Appendix H1)

- *Preliminary Drainage Area Study Gateway Terminal Chino 5885 Schaefer Ave. Chino, CA 91710*, Pacific Consulting Group, Inc., April 11, 2025. (Appendix H2)

a. Would the project require or result in the construction of new stormwater drainage facilities, the construction of which could cause significant environmental effects?

Discussion of Effect: The project site is located in an urbanized area for which storm drain features have been previously planned and installed. The nature of the proposed development would not generate flows previously unaccounted for in drainage plans. The project site would consist of three Drainage Management Areas (DMA), each of which would include an underground infiltration trench, to manage stormwater runoff from the entire 7.35-acre site. DMA A would be 0.87 acre and consist primarily of the multi-tenant restaurant building and associated parking lot and landscaping in the northeast corner of the project site. DMA B would be 2.44 acres and include the northern half of the proposed warehouse building and associated landscaping along the northwest and eastern portions of the site. DMA C would be 4.04 acres and include the southern half of the proposed warehouse building

and associated truck loading area, as well as the parking lots and on-site drive aisles proposed on the west and south sides of the warehouse building.[97]

The proposed project would alter the onsite drainage pattern such that stormwater entering the site would be directed to multiple on-site catch basins draining into three underground infiltration trenches before discharging any overflow onto Oaks Avenue by means of curb drains.[98] The underground infiltration trenches would retain stormwater from the respective DMAs in accordance with Santa Ana Regional Water Quality Control Board National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the incorporated cities of San Bernardino County within the Santa Ana Region Area-Wide Urban Storm Water Runoff Management Program.[99]

The project incorporates underground infiltration trenches, which will moderate flows into existing storm drain systems. As the project would maintain flow rates comparable to the pre-development condition pursuant to NPDES Permit Order No. R8-2010-0036, also known as the Municipal Separate Storm Sewer System or MS4 permit,[100] no significant impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project violate any water quality standards or waste discharge requirements?

Discussion of Effects: Pollutants of concern during construction include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via stormwater runoff into receiving waters (i.e., Chino Creek Reach 1B, Santa Ana River Reach 3, Prado Basin, Santa Ana River Reach 2, and the Pacific Ocean).

Short-Term Construction Impacts. The topography of the project site is relatively level ranging from approximately 699 feet to 693 feet amsl at the northwest and southwest corners of the site, respectively. The existing drainage pattern consists of sheet flow across the undeveloped portion of the project site. The existing extent of impermeable area on the project site totals 96,691 square feet (30.2 percent). The project and associated improvements, including pavement and parking areas, would increase the impervious surface on the site to approximately 283,815 square feet (89 percent).[101] Because project construction would disturb greater than one acre of soil, the project would be subject to the requirements of the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) permit Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002) (Construction General Permit).

Runoff during grading and construction activities could result in sediment and other urban pollutants into local drainage facilities. Pursuant to Objective PFS-10.1, Policies P4 and P6, the proposed project will be required to obtain a NPDES permit for the discharge of storm water. As required by the Construction General Permit, the Construction Contractor would be required to prepare a Storm Water Pollution

97 *Ibid.*
98 *Ibid.* Form 1-1, Form 4.1-3, and Appendix B – Drainage Exhibit.
99 Santa Ana Regional Water Quality Control Board. *National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District Order Number R8-2010-0036*, NPDES No. CAS618036 (San Bernardino County MS4 Permit).
100 Pacific Consulting Group, Inc. 2025c. *Preliminary Water Quality Management Plan for Gateway Terminal Chino.* April 11.
101 *Ibid.* Appendix B – Drainage Exhibit.

Prevention Plan (SWPPP) that describes the construction contractor's activities to comply with the requirements in the NPDES permit. Required elements of an SWPPP include (1) site description addressing the elements and characteristics specific to the project site; (2) descriptions of Best Management Practices (BMPs) for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. Pursuant to Objective PFS-8.1 Policy P2, the proposed project's SWPPP would identify the features and actions to limit erosion and sedimentation and to prevent the spill, leak, or discharge of construction debris and waste into receiving waters. The construction contractor would be required to operate and maintain the BMPs throughout the duration of on-site construction activities, ensuring no significant impact would occur.

Long-Term Operational Impacts. The City is a co-permittee under NPDES Permit Order No. R8-2010-0036, also known as the Municipal Separate Storm Sewer System or MS4 permit. The San Bernardino County Water Quality Management Plan was developed to implement compliance with the MS4 permit. Pursuant to City Ordinance 2011-07, and Objective PFS-10.1 Policies P1 and P2, new development is required to meet or exceed pre-project conditions for stormwater discharge, and the proposed project would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-development conditions. Standard Conditions of Approval in Section 4.8 of the GPEIR require the preparation of a project-specific Water Quality Management Plan (WQMP) prior to the issuance of a building permit that addresses impacts to water quality and quantity in the post-development phase (i.e., project operational phase). These are standard regulatory requirements that apply to all development projects and will be included in the conditions of approval for this project.

The existing extent of impermeable area on the project site totals 96,691 square feet (30.2 percent). The project and associated improvements, including pavement and parking areas, would increase the impervious surface on the project site to approximately 283,815 square feet (89 percent), which includes buildings and pavement/hardscaped surfaces. The proposed project would include three drainage management areas (DMAs) to manage stormwater.[102]

- DMA A, comprising 0.87 acre at the northeast corner of the project site includes the multi-tenant restaurant building and surrounding parking/hardscape areas. This area would contain parking areas and drive aisles along with landscaping and permeable paved areas. The runoff in this DMA would be conveyed via sheet flow to its respective collection devices (roof drains, area drains and catch basins) before being conveyed via pipe flow to the hydrodynamic separator[103] and further downstream to BMP-1. BMP-1 is a subsurface infiltration trench that would be located in the parking lot south of the multi-tenant restaurant building. Prior to entering the infiltration trench, storm runoff would pass through a pre-treatment device. The Design Capture Value (DCV) required for this DMA is 2,993 cubic feet (cf), and the proposed infiltration trench would achieve the DCV capacity of 2,993 cf.[104] Larger storm events would overflow from the infiltration trench via gravity or pumps and be discharged through the curb face to Oaks Avenue.

- DMA B, comprising 2.44 acres includes the northern half of the proposed warehouse building and associated landscaping along the northwest and eastern portions of the site. Runoff within this DMA would be conveyed via sheet flow to its respective collection devices (roof drains, area drains and catch basins) before being conveyed via pipe flow to the hydrodynamic separator and further downstream to BMP-2. BMP-2 is a subsurface infiltration trench that would be located in the landscaped setback along Oaks Avenue on the east side of the proposed warehouse building. The DCV required for DMA B is 8,887 cf, and the proposed infiltration trench would achieve the DCV capacity of 8,887 cf.[105] Larger

[102] *Ibid.*
[103] A hydronamic separator refers to a group of stormwater management technologies that treats stormwater primarily by using gravity to remove settleable particles and phase separation to remove buoyant materials (free oils and grease) from the water matrix.
[104] Pacific Consulting Group, Inc. 2025c. *Preliminary Water Quality Management Plan for Gateway Terminal Chino.* Form 4.2-1 and Form 4.3-3. April 11.
[105] *Ibid.*

storm events would overflow from the infiltration trench via gravity or pumps and be discharged through the curb face to Oaks Avenue.

- DMA C, comprising 4.04 acres on the balance of the project site, would include the southern half of the proposed warehouse building and associated truck loading area, as well as the parking lots and on-site drive aisles proposed on the west and south sides of the warehouse building. Storm runoff in this DMA would be captured by building downspouts, ribbon trenches/catch basins and conveyed through storm drains to BMP-3, a subsurface infiltration trench located generally in the paved truck loading area south of the proposed warehouse building. Prior to entering the infiltration trench, storm runoff would pass through a pre-hydrodynamic separator. The DCV required for this DMA is 21,906 cf, and the proposed infiltration trench would achieve the DCV capacity of 21,906 cf.[106] Larger storm events would overflow from the infiltration trench to a sump pit that would pump runoff up to a bubbler box on the east side of the project site adjacent to Oaks Avenue before it would be conveyed via gravity or pump through the curb face to Oaks Avenue.

Post-development, site runoff would be directed to infiltration BMPs before discharging any overflow to the street. Once the proposed DCV for each feature is met, runoff would flow through proposed on-site storm drains to existing off-site storm drains away from the project site.

Although the volume of runoff would increase in the post-development condition, this runoff would be retained by the proposed BMPs. The total required retention volume of the three proposed infiltration trenches would be 33,786 cf, which would suffice to retain the storm water runoff generated by development of the proposed project for the design storm (85th percentile) pursuant to the NPDES Permit Order No. R8-2010-0036 (MS4 permit). With implementation of the measures contained in the WQMP and SWPPP, potential short- and long-term impacts of the proposed project on local and regional water quality would remain less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?

Discussion of Effects: The project site is located in the Chino Groundwater Basin (Chino Basin). Recharge within the Chino Basin occurs through infiltration of flow from unlined stream channels, and underflow from saturated alluvium and fractures in surrounding mountain bedrock and hills. A review of the historic groundwater depths indicates that groundwater beneath the project site is approximately 75 feet below ground surface. The City's General Plan states that development within the City would not interfere with groundwater recharge due to the protection of water quality and the safe yield of the Chino Basin as administered by the Chino Basin Optimum Basin Management Program (OBMP).[107] The OBMP is the master planning document for the Chino Basin Watermaster's (Watermaster) basin management activities that provide for the enhanced yield of the Chino Basin and seek to provide reliable, high-quality, water supplies for the development that is expected to occur within the Chino Basin. In 2020, the OBMP was updated to address the management in the Chino Basin for the next 20 years. The updated 2020 OBMP retains the initial nine Program Elements of the 2000 OBMP while addressing evolving water management issues.

To support OBMP implementation, a comprehensive ground water-level monitoring program managed by the Chino Basin Watermaster monitors approximately 1,360 wells. Of these, approximately 1,130 are owned and maintained by municipal water agencies, private water companies, the California Department of Toxic Substance Control, the County of San Bernardino, and various private consulting firms. The remaining wells are either private or dedicated monitoring wells that are primarily located in the southern

[106] *Ibid.*
[107] Wildermuth Environmental, Inc. *Optimum Basin Management Program, Draft Phase I Report*, Prepared for Chino Basin Watermaster, August 19, 1999.

portion of the Chino Basin.[108] Based on the Watermaster's monitoring program, groundwater levels in the City range from approximately 550 to 600 feet amsl,[109] which, Citywide, is generally up to 120 feet below surface grade. Groundwater levels throughout the City have generally increased throughout the 22-year period of OBMP implementation.[110]

The Chino Basin 2002 Recharge Master Plan (RMP) (and the 2010 RMP update and later amendments) have identified stormwater recharge improvements that have resulted in average increases in the amount of water recharged into the Chino Basin.[111] Potential impacts to the water quality of the Chino Basin would be mitigated by a combination of recharge and other groundwater management activities. The proposed project includes BMPs that capture the DCV and facilitate the infiltration of stormwater. The proposed project does not include the direct extraction of groundwater, nor would project construction activities extend to a level where groundwater would be contacted; therefore, the proposed project would not interfere with groundwater recharge activities. Impacts associated with this issue are less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

d. Would the project substantially alter the existing drainage pattern of the site or area, in a manner, which would result in substantial erosion, siltation, or flooding on- or off-site?

Discussion of Effect: The existing drainage pattern consists of sheet flow across the undeveloped portion of the project site. The existing extent of impermeable area on the project site totals 96,691 square feet (30.2 percent). The project and associated improvements, including pavement and parking areas, would increase the impervious surface on the project site to approximately 283,815 square feet (89 percent). Development of the proposed project (buildings and pavement) would alter the amount of existing impervious surface area and the amount of generated runoff. Storm runoff would be captured by building downspouts, ribbon trenches, and catch basins and conveyed through to storm drains to infiltration trenches have been appropriately sized to accommodate the DCV for each DMA (see the response to Checklist Question 9(a)).

According to the City's General Plan, soils in the City, including those of the project site, are generally not susceptible to erosion due to impervious surfaces. Development of the site will prevent further erosion from taking place. Standard Condition of Approval 3.9 from the Geology, Soils, and Seismicity chapter of the GPEIR[112] requires the proposed project to incorporate City-approved on-site landscaping and irrigation systems to address drainage, water quality, and erosion issues.

Pursuant Objective PFS-8.1 Policies P1 and P3, the proposed project is required to meet or exceed pre-project conditions for stormwater discharge at rates that do not exceed pre-development conditions. In accordance with the NPDES and project-specific WQMP, runoff from the project site would drain into three underground infiltration systems, each with pre-treatment address pollutants of concern. Once the proposed DCV for each feature is met, runoff would flow through proposed on-site storm drains to existing off-site storm drains away from the project site. Compliance with the NPDES and implementation of the BMPs proposed in the project-specific WQMP would ensure impacts from project construction and project operational storm water flows remain less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

e. Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems?

[108] *Ibid, Exhibit 4-1.*
[109] *Ibid,* Exhibit 4-4.
[110] *Ibid,* Exhibit 4-5.
[111] West/Yost. 2023. *2022 State of the Basin Report*, Exhibit 2-5. June.
[112] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Page 4.6-19.

Discussion of Effect: The project site is located in an urbanized area for which storm drain features have been previously planned and installed. The on-site infiltration features have been designed to accommodate the DCV of each of the three DMAs detailed in the project-specific WQMP. The nature of the proposed development would not generate flows previously unaccounted for in drainage plans. These features would moderate flows, thereby maintaining drainage patterns and flow rates comparable to the existing system. No significant impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

f. Would the project provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?

Discussion of Effect: The proposed project is required to meet or exceed pre-project conditions for stormwater discharge. In accordance with the NPDES and project-specific WQMP, runoff from the project site would drain into three underground infiltration systems with features to pre-treat potential pollutants of concern. Once the proposed DCV for each feature is met, flows would be conveyed through cub outlets to adjacent streets, then through existing curb/gutter to the City's existing off-site storm drain system. As the water quality features detailed in the WQMP would be incorporated into the design of the drainage system, no significant water quality impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

g. Place occupied development with a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Discussion of Effect: The project site is not located within a 100-year flood hazard area.[113] No impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.; therefore, no mitigation is required.

h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Discussion of Effect: The project site is located in an urbanized area within a Federal Emergency Management Agency designated flood zone "X".[114] Currently, runoff drains across the project site via sheet flow to adjacent roadways. As the project site is not within a designated 100-year flood zone,[115] the proposed uses would not impede or direct flood flows and no impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Discussion of Effects: Chino has two major flood risks, flooding from local streams and flooding associated with the Prado Dam. The project site is not close to local streams, is upstream from Prado Dam, and is not within the Prado Dam Inundation Area,[116] or within a designated 100-year flood zone; therefore, no impact would result from project development. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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113 Federal Emergency Management Agency. 2008. Flood Insurance Rate Map, Map Panel 06071C8620H, effective August 28, 2008. Website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed November 19, 2024).

114 Flood Zone X is defined as areas of, "0.2% annual chance of flood hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile." The area of 0.2% annual chance of flood is also referred as the "500-year flood zone."

115 Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Figure 4.8-1. May.

116 *Ibid.* Figure 4.8-2.

j. Potentially be inundated by seiche, tsunami, or mudflow?

Discussion of Effects: A tsunami is a series of waves generated in a body of water by a pulsating or abrupt disturbance that vertically displaces water. Inundation of the project site by a tsunami is highly unlikely, as the project site is approximately 30 miles northeast of the Pacific Ocean with the Chino Hills separating the City from the coastal plain. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is Prado Dam, approximately 8 miles south-southeast and downstream of the project site. Therefore, seiche-related flooding is not anticipated to occur on site. The project site is level with no adjacent slopes; therefore, it is not susceptible to mudslides. No impact associated with these potential conditions would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

9. Land Use/Planning

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on land use/planning to a *less than significant* level.[117] Since the proposed project is an infill industrial/mixed-use commercial development in an area of the City designated for general industrial uses, none of the goals, objectives, policies, and/or actions assessed in the GPEIR to mitigate impacts to a *less than significant* level apply to the proposed project.

a. Would the project physically divide an established community?

Discussion of Effects: The proposed project requires the demolition of approximately 17,716 square feet of existing structures (an existing church building, two residences, and ancillary features) to accommodate an approximately 158,548 square-foot warehouse building and an approximately 3,520 square-foot multi-tenant restaurant building in the northeast corner of the project site on a site that is currently General Plan designated and zoned for light industrial uses.

Development of the proposed project would occur in an urbanized area where light industrial uses have been previously developed east, west, and south of the site. Development of the proposed project would continue the predominant pattern of light industrial and commercial development along Schaefer Avenue. An extensive roadway network already provides access to and past the project site. Since the proposed project consists primarily of a light industrial use located in an area planned for and already extensively utilized for such uses, the project would not physically divide an established community and no impact would occur. No additional impact beyond that which was identified in the GPEIR will occur, and no mitigation is required.

b. Would he project create or exacerbate a conflict between land uses on the project site and in the surrounding area?

Discussion of Effects: The project site is located in the M1 (Light Industrial Zoning) district. Subject to the Special Conditional Use Permit (SCUP), the proposed uses are consistent with the M1 zoning designation and no change in the current General Plan land use or zoning designation for the site is required. Development of the proposed project would occur in an urbanized area where light industrial uses have been previously developed east, west, and south of the site. The residential uses to the north are separated from the project site by Schaefer Avene. Development of the proposed project would continue the predominant pattern of light industrial and commercial development along Schaefer Avenue. No conflict between the proposed and adjacent uses would occur; therefore, no impact would result from development of the project. No additional impact beyond that which was identified in the GPEIR will occur, and no mitigation is required.

[117] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.9-11 to 4.9-23. May.

c. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Discussion of Effects: No change in the current General Plan land use or zoning designation for the project site is required. The project site is located in the M1 (Light Industrial) zoning district, which is intended to, "…provide areas for manufacturing which can be considered light in nature by reason of its size, activity and performance characteristics…and provide for a wide variety of manufacturing uses that produce relatively limited volumes of traffic, noise, odors, or pollutants." In the M1 zoning district, general warehousing/wholesaling and distribution facilities greater than 50,000 square feet in size, as well as restaurant uses, require a SCUP for each of these uses.

CUP's are intended to allow the establishment of uses that may have some special influence, uniqueness, or impression on the neighborhood surrounding the subject site subject to a list of conditions. The permit application process allows for the review of the location and design of the proposed project, configuration of improvements, potential impact(s) on the surrounding neighborhood, and to ensure that development of the project protects the integrity of the zoning district in which it is proposed. In order for a CUP to be approved, the proposed land use must be consistent with applicable goals and policies of the City's General Plan and compatible with surrounding land uses, and any impacts to the environment that would result from such a use must be mitigated to the extent feasible. CUP's are revocable if the Applicant is not adhering to the conditions of approval as determined by the City.

Potential policy conflicts do not in and of themselves constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, this Addendum analyzes associated physical environmental impacts that could result from development of the proposed project pursuant to the M1 (Light Industrial) zoning district under each topical section outlined in the GPEIR. The Addendum evaluates those impacts against the baseline condition, which is a 7.35-acre property operated as a church use. As indicated throughout this Addendum, development of the proposed project would not result in any physical impacts that are new or more severe than previously identified in the GPEIR.

Subject to the City-prescribed conditions of approval pursuant to issuance of the SCUP, the proposed project is consistent with the M1 (Light Industrial) zoning district. Therefore, no additional impact would result from the proposed development, and there is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

10. Noise

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on noise to a *less-than-significant* level.[118] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to noise to a less-than-significant level in accordance with the City's GPEIR:

- Objective N-1.3, Policy P1 of the Noise Element requires a noise monitoring plan identifying noise control measures to be implemented for all construction projects.

- Objective N-1.3, Policy P2, as well as Chino Municipal Code Sections 9.40.040, 9.40.060, and 15.44.030, limit construction in the vicinity of noise-sensitive receptors to the hours between 7:00 a.m. and 8:00 p.m., prohibit construction activities on Sundays and legal holidays, require noise-generating

[118] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.10-25, 4.10-26, 4.10-28, and 4.10-32. May9.

stationary sources be located away from sensitive receptors, and require the use of exhaust mufflers and temporary noise barriers for construction equipment.

- Objective N-1.1, Policy P1 requires the City not to locate noise-sensitive land-uses in areas with noise levels exceeding normally acceptable levels for each land use unless measures are implemented to reduce noise to acceptable levels.

- Objective N-1.1, Policy P3 requires new developments to incorporate attenuation measures for indoor and outdoor noise levels where current or future noise levels may be unacceptable.

- Objective N-1.1, Policy P6 facilitates the approval only of projects that comply with adopted noise standards or meet the provisions of CEQA.

- Objective N-1.1, Policy P7 requires the site planning process to incorporate noise reduction features for new developments where current or future noise levels may be unacceptable.

- Objective N-1.2, Policy P1 requires the minimization of transportation noise via street and right-of-way design or route coordination.

- Objective N-1.2, Policy P4 requires vibration-sensitive development be constructed at least 100 feet from railroad centerlines.

a. Would the project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?

Discussion of Effects: The State Office of Noise Control Land Use Compatibility Standards declares a normally acceptable Community Noise Exposure for Land Use Category "Industrial" should not exceed 75 L_{dn} (day/night average sound level) unless a sensitive receptor is capable of closing windows and is equipped with a fresh air supply system or air conditioning, at which point a threshold of 80 L_{dn} (day/night average sound level) is normally acceptable. The California Office of Noise Control (ONC) deems residences, schools, hospitals, rest homes, long-term care, mental care facilities, and places of worship as noise-sensitive receptors.[119]

Chino's Noise Ordinance provides regulations for the control of excessive and annoying noise from stationary sources. Examples of stationary sources include industrial plants, pumps, and compressors.

Section 9.40.040 of the Noise Ordinance describes maximum noise levels for noise intrusion into residential properties, as described in Table I, below.

Table I: Chino Exterior Noise Ordinance Standards

Maximum Time of Exposure	Level Not to Exceed, 7 a.m. to 10 p.m.	Level Not to Exceed, 10 p.m. to 7 a.m.
30 min/hr (L_{50})	55 dBA	50 dBA
15 min/hr (L_{50})	60 dBA	55 dBA
5 min/hr (L_{50})	65 dBA	60 dBA
1 min/hr (L_{50})	70 dBA	65 dBA
Any period of time (L_{max})	75 dBA	70 dBA

[119] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.10-9 and 4.10-10, Figure 4.10-1. May,

Table I: Chino Exterior Noise Ordinance Standards

Maximum Time of Exposure	Level Not to Exceed, 7 a.m. to 10 p.m.	Level Not to Exceed, 10 p.m. to 7 a.m.

Source: Section 9.40.040 of the City of Chino Noise Ordinance.
dBA = A-weighted decibel
L_{50} = median noise level
L_{max} = maximum instantaneous noise level

The nearest noise-sensitive receptors in the vicinity of the project site are the single-family residences located across Schaefer Avenue approximately 90 feet north of the northern edge of the project site. With implementation of standard construction practices and building design features, it is unlikely temporary construction and permanent operational activities on the project site would result in either short-term or long-term noise impacts to these receptors.

In order to assess the existing noise conditions in the vicinity of the project site, long-term noise measurements were conducted. Two long-term, 24-hour measurements were taken from July 30, 2024, to July 31, 2024. The locations of the noise measurements are shown on Figure 7, and the results are summarized in Table J. Noise measurement data information are provided in Appendix I1 of this Addendum.

Short Term (Construction) Noise. Noise increases from the proposed project would be generated on a short-term basis during construction and would cease upon project completion. Noise impacts associated with construction activity are a function of the noise generated by heavy construction equipment, location, sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Noise-related construction impacts occur primarily during noise-sensitive times of day (such as early morning, evening, or nighttime), when lasting for extended periods of time, or when they are generated in areas immediately adjoining noise-sensitive land uses.

Hourly average construction generated noise levels of 74 dBA to 88 dBA are typical during busy construction periods, as measured at a distance of 50 feet from the center of the site, and drop off at a rate of approximately 6 dBA per doubling of the distance between the source and receptor.[120] When measured from the center of the project site, the single-family residences are located approximately 400 feet to the north. Assuming a drop off rate of 6 dBA per doubling of distance between the source and receptor, an exterior noise level of approximately 57 dBA to 70 dBA is anticipated at the single-family residences during construction.

[120] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Page 4.10-28. May,

LSA

LEGEND

Project Site Boundary

LT-1 Long-term Noise Monitoring Location

FIGURE 7

N

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FEET

SOURCE: Google Earth 2025

Chino Gateway Terminal Project

Noise Monitoring Locations

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Table J: Existing Noise Level Measurements

Location Number	Location Description	Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[2] (dBA L_{eq})	Average Daily Noise Levels (dBA L_{dn})	Primary Noise Sources
LT-1	On a metal fence on the southern boundary of project site, approximately 390 ft from Oaks Avenue and 515 ft from Schaefer Avenue	66.2-73.7	58.6-73.1	75.7	Commercial uses and traffic on Schaefer Avenue and Oaks Avenue
LT-2	On a light pole across the project site, approximately 40 ft away from the Schaefer Avenue centerline and 50 ft away from the cul-de-sac on Amber Road.	67.5-73.3	59.1-73.0	75.3	Traffic on Schaefer Avenue

Notes: The locations of the noise measurements are shown on Figure 7.
[1] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 10:00 p.m.
[2] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
L_{dn} = day-night noise Level
dBA = A-weighted decibels
ft = foot/feet
L_{eq} = equivalent continuous sound level

In accordance with Policy P1 and Policy P2 of Objective N-1.3 of the General Plan Noise Element,[121] as well as Chino Municipal Code Sections 9.40.040, 9.40.060, 15.44.030, and 20.23.210, the Applicant will be conditioned to prepare a construction management plan to ensure construction in the vicinity of noise-sensitive receptors is limited to the hours between 7:00 a.m. and 8:00 p.m., construction activities do not occur on Sundays and legal holidays, noise-generating stationary sources are located away from sensitive receptors, and construction equipment is equipped with exhaust mufflers and temporary noise barriers.

Long Term (Traffic) Noise: The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along street segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the L_{dn} values. The standard vehicle mix for Southern California roadways was used for roadways in the project vicinity. Tables K and L identify the traffic noise levels for the Existing and Opening Year with and without h Project scenarios, respectively. These noise levels represent the worst-case scenario, assuming no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix I1.

As detailed in Tables K and L, the 'with project' condition would result in an increase of up to 0.1 dBA L_{dn} along the road segments in the vicinity of the project under both existing and opening year conditions. A noise level increase of less than 3 dBA is generally not perceptible to the human ear; therefore, the minimal 0.1 dBA L_{dn} traffic noise increase resulting from the proposed project would not be perceptible to humans, and is less than significant.

[121] *Ibid*, Pages 4.10-25, 4.10-26, 4.10-28, and 4.10-32.

Table K: Existing (2025) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA L_{dn} (ft)	Centerline to 65 dBA L_{dn} (ft)	Centerline to 60 dBA L_{dn} (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA L_{dn} (ft)	Centerline to 65 dBA L_{dn} (ft)	Centerline to 60 dBA L_{dn} (ft)	L_{dn} (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Benson Avenue North of Schaefer Avenue	3,600	< 50	< 50	83	60.2	3,700	< 50	< 50	85	60.3	0.1
Benson Avenue South of Schaefer Avenue	1,890	< 50	< 50	< 50	57.6	1,890	< 50	< 50	< 50	57.6	0.0
Schaefer Avenue West of Benson Avenue	19,810	< 50	138	427	67.6	19,980	< 50	139	430	67.6	0.0
Schaefer Avenue between Benson Avenue and Oaks Avenue	19,140	< 50	133	412	67.4	19,410	< 50	135	418	67.5	0.1
Schaefer Avenue East of Oaks Avenue	18,140	< 50	127	391	67.2	18,300	< 50	128	394	67.2	0.0
Oaks Avenue North of Schaefer Avenue	2,170	< 50	< 50	< 50	58.2	2,170	< 50	< 50	< 50	58.2	0.0
Oaks Avenue between Schaefer Avenue and Edison Avenue	3,160	< 50	< 50	72	59.8	3,180	< 50	< 50	73	59.9	0.1
Oaks Avenue South of Edison Avenue	5,820	< 50	< 50	128	62.5	5,830	< 50	< 50	128	62.5	0.0
Edison Avenue West of Oaks Avenue	20,190	< 50	141	435	67.5	20,330	< 50	142	438	67.5	0.0
Edison Avenue East of Oaks Avenue	19,410	< 50	136	418	67.3	19,500	< 50	137	420	67.3	0.0

Source: Compiled by LSA (April 2025).
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet

Table L: Opening Year Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA L_{dn} (ft)	Centerline to 65 dBA L_{dn} (ft)	Centerline to 60 dBA L_{dn} (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA L_{dn} (ft)	Centerline to 65 dBA L_{dn} (ft)	Centerline to 60 dBA L_{dn} (ft)	L_{dn} (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Benson Avenue North of Schaefer Avenue	3,860	< 50	< 50	88	60.5	3,960	< 50	< 50	90	60.6	0.1
Benson Avenue South of Schaefer Avenue	2,180	< 50	< 50	< 50	58.2	2,180	< 50	< 50	< 50	58.2	0.0
Schaefer Avenue West of Benson Avenue	22,020	< 50	153	474	68.0	22,190	< 50	154	478	68.1	0.1
Schaefer Avenue between Benson Avenue and Oaks Avenue	21,320	< 50	148	459	67.9	21,590	< 50	150	465	68.0	0.1
Schaefer Avenue East of Oaks Avenue	20,270	< 50	141	436	67.7	20,430	< 50	142	440	67.7	0.0
Oaks Avenue North of Schaefer Avenue	2,620	< 50	< 50	62	59.0	2,620	< 50	< 50	62	59.0	0.0
Oaks Avenue between Schaefer Avenue and Edison Avenue	3,610	< 50	< 50	82	60.4	3,630	< 50	< 50	82	60.4	0.0
Oaks Avenue South of Edison Avenue	6,640	< 50	< 50	145	63.1	6,650	< 50	< 50	145	63.1	0.0
Edison Avenue West of Oaks Avenue	22,100	< 50	154	476	67.9	22,240	< 50	155	479	67.9	0.0
Edison Avenue East of Oaks Avenue	21,250	< 50	148	458	67.7	21,340	< 50	149	459	67.7	0.0

Source: Compiled by LSA (April 2025).
ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Long Term (Operational) Noise: Typical operational activities at the project site would include passenger vehicle traffic and freight truck loading and unloading. Since the project site is surrounded by existing commercial/industrial operations, passenger vehicle traffic from the proposed project would be indiscernible relative to the surrounding ambient noise. Additionally, all freight loading docks would be positioned to southern side of the project site, opposite of the sensitive receptor direction, and noises related to loading/unloading activities would be masked, as heard from the interior single-family residences by the proposed warehouse buildings and baseline traffic along Schaefer Avenue in accordance with Objective N-1.2, Policy P1 of the General Plan Noise Element.[122]

Compliance with the Chino Municipal Code and project design features outlined in the GPEIR will result in a less than significant noise impact from construction, traffic, and operation of the proposed project. No further mitigation is required. The project does not result in an impact greater than that identified in the GPEIR.

b. Create a substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Discussion of Effects: Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment and truck deliveries and loading and unloading activities. The potential noise impacts to off-site sensitive land uses from the proposed HVAC equipment and truck delivery activities are discussed below. To provide a conservative analysis, it is assumed that operations would occur equally during all hours of the day and that half of the loading docks (10) would be active at all times. Additionally, it is assumed that within any given hour, 4 heavy trucks, including 3-axle and 4-axle trucks during the peak period, would maneuver to park near or back into one of the proposed loading docks. To determine the future noise impacts from project operations to the noise sensitive uses, a 3-D noise model, SoundPLAN, was used to incorporate the site topography.

The project would have various rooftop mechanical equipment, including HVAC units, atop the proposed buildings. Based on the project site plan, the project is assumed to have a total of 9 rooftop HVAC units atop the proposed buildings that are assumed to operate 24 hours per day. The HVAC equipment could operate 24 hours per day and would generate sound power levels (L_w) of up to 87 dBA L_w or sound pressure levels of 72 dBA L_{eq} at 5 feet, based on manufacturer data by Trane.

Noise levels generated by delivery trucks would be similar to noise readings from truck loading and unloading activities, which generate a noise level of 75 dBA L_{eq} at 20 feet based on measurements taken by LSA.[123] (Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center [LSA 2016]). Shorter term noise levels that occur during the docking process taken by LSA were measured to be 76.3 dBA L_8 at 20 ft. Delivery trucks would arrive on site and maneuver their trailers so that trailers would be parked within the loading docks. During this process, noise levels would be associated with the truck engine noise, air brakes, and back-up alarms while the truck is backing into the dock. These noise levels would occur for a shorter period of time (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and therefore much less perceptible. Based on prior analysis experience, it is reasonable to assume that unloading activities could occur at half of the total docks (10 docks) simultaneously for a period of 30 minutes in a given hour.
The results presented in Appendix I2, show that the noise levels at the closest sensitive uses from the project site would experience noise levels that would not exceed the residential use daytime noise standard of 50 dBA L_{eq}. Although the noise levels would exceed the nighttime noise standard of 45 dBA L_{eq}, noise

[122] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.10-25, 4.10-26, 4.10-28, and 4.10-32.
[123] LSA. 2016. Operational Noise Impact Analysis for Richmond Wholesale Meat Distribution Center.

levels would be well below the lowest measured ambient noise level of 58.6 dBA L_{eq} that currently exist at the nearest sensitive receptors (see Table J). Therefore, the project would not create a substantial temporary, periodic, or permanent increase in ambient noise levels and the impact would be less than significant. No mitigation is required. The project does not result in an impact greater than that identified in the GPEIR.

c. Expose people to or generate excessive groundborne vibration or groundborne noise levels.

Discussion of Effects: The primary sources of ground-borne vibration during construction would be from large bulldozers and graders, which would cease upon completion of construction. In general, ground-borne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. In addition, the Chino Noise Ordinance exempts vibration associated with construction activities provided the activities do not occur outside of designated hours of construction.

Other sources of ground-borne vibration include large trucks traveling on unmaintained roadways or from steel-wheeled trains. Generally, roadways in the vicinity of the project site are well-maintained, and the project site is not located within 100 feet of railroad tracks. In accordance with Objective N-1.2, Policy P4, impacts from ground-borne vibration from buildout of the General Plan are less than significant. No mitigation is required. The project does not result in an impact greater than that identified in the GPEIR.

Would the project expose people living or working in the project areas to excessive noise from a public or private airport?

Chino Airport (CNO) is a general aviation airport operated by the San Bernardino County Department of Airports. The airport serves private, business, and corporate tenants. It is situated on 1,097 acres and features three runways. The project site is approximately 3 miles northwest of Chino Airport and is outside the Airport Influence Area according to the Chino Airport Comprehensive Land Use Plan.[124] Therefore, no airport noise impacts would occur. There is no new information requiring the preparation of an EIR or new or more severe impact beyond that previously identified in the GPEIR. Mitigation is not required.

11. Population/Housing.

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on population and housing to a less than significant level.[125] Development of the project site with industrial and mixed-use commercial uses has been anticipated within the population projections of the City and regional agencies in accordance with the GPEIR,[126] and none of the goals, objectives, policies, and/or actions assessed in the GPEIR to mitigate impacts to a less-than-significant level applies to the proposed project.

a. Would the project Induce substantial population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Discussion of Effects: An extensive roadway network already provides access to and past the project site. Since the proposed project is located within an urbanized area, in an area predominantly designated and zoned for light industrial and commercial uses, it would not require the extension of roadways or utilities to

[124] Riverside County Airport Land Use Commission. 2008. *Initial Study and Mitigated Negative Declaration: Airport Land Use Compatibility Plan for Chino Airport*. July.
[125] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.11-9 to 4.11-15. May.
[126] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Page 4.11-13. May.

the project site; therefore, the project would not indirectly promote growth not previously anticipated by the City.

Chino's population (January 2024) totals 92,858 persons. The project would not directly affect population growth because it does not include a residential component. The extent to which new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth inducing effect of a commercial, office or industrial project. The construction of the proposed project would create short-term construction jobs. These short-term positions are anticipated to be filled by workers who reside in the surrounding region and are not likely to change their place of residence in connection with their work on the project; therefore, construction of the proposed project would not generate a permanent increase in population within the City.

The project would result in development of a 158,548 square-foot warehouse building and a 3,520 square-foot detached multi-tenant building that would encompass four restaurants, plus 3,600 square feet of outdoor seating. The industrial use would generate approximately 54 jobs, while the restaurant uses would generate approximately 18 jobs. Total employment upon development of project would be approximately 72 jobs. Due to the size and nature of the proposed uses, new employment opportunities are anticipated to be filled by existing local area residents, and an influx of new residents to Chino is not anticipated.

Although the proposed project would generate employment opportunities, the proposed uses are consistent with existing land use designations; therefore, the project is not expected to induce substantial growth in the City or region beyond that growth forecast in the City's General Plan or SCAG's regional growth forecasts and no significant impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?

Discussion of Effects: A January 2024 estimate of housing in the City identified 28,888 housing units in Chino, of which 27,960 were occupied (3.2 percent vacancy).[127] The two structures, which in the past have been used as a midwifery and for church operations, would be demolished to accommodate the proposed uses. The removal of these two structures represents an insignificant reduction in the total inventory of housing stock in Chino. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Discussion of Effects: The proposed project includes demolition of three existing buildings and associated ancillary structures (totaling 17,716 square feet). Although two of the existing buildings were originally developed as residences, they are currently utilized by the Gateway Karis Church for church-related operations and have not been used as residences for an extended period of time. Therefore, no housing would be displaced and construction of replacement housing is not warranted. As such, no significant impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

12. Parks and Public Services

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on public services to a less than significant level.[128]

[127] Department of Finance. 2024. *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2023 and 2024*. May.

[128] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.12-11 to 4.12-32. May.

Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to public services to a less-than-significant level in accordance with the City's GPEIR:

- Objective PFS-1.1, Policies P4 and P5 to support the CVFD's Master Plan and continue to charge a Fire Facility development impact fee.

- Objective PFS-2.1, Policy P1 of the Public Facilities Element requires the City to maintain facilities to serve Chino's existing and future population.

- Objective PFS-2.1, Policy P2 requires new development to pay development impact fees to support police facilities in the City.

- Senate Bill 50, Objective PFS-3.2 Policy P2, and Objective PFS-6.2 Policy P2 require new development to pay development impact fees to support school and library facilities in the City.

- California Government Code, Section 65995(b) allows for increases to development impact fees in response to inflation.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts?

Discussion of Effect: The Chino Valley Fire District (CVFD) provides fire protection services to the city of Chino, the city of Chino Hills, and the surrounding unincorporated areas. The staffing needs of the CVFD are based on call volumes. The nearest CVFD facilities to the site are Fire Station 61, located at 5078 Schaefer Avenue, 0.9 mile west of the project site and Fire Station 67, located at 5980 Riverside Drive, 1.2 miles northeast (via Riverside and Oaks Avenue) of the project site. The project site is within the primary coverage area of Station 61 and is within the four-minute travel time for "first engine due" response from both stations under normal and congested conditions, well within the CVFD Master Plan (updated 2018) recommendation of a 7.5-minute response from the receipt of call for service. The proposed project would cause an incremental increase in the need for fire protection services. This increase in fire protection services would not create the need for a new or altered fire station.

The CVFD provides technical review of all building construction plans within the City of Chino and would review the proposed project to ensure the proposed warehouse and restaurant buildings and on-site circulation design meet the most current adopted version of the California Fire Code (CFC) and CBC prior to construction. The project would include fire prevention and suppression systems, including fire hydrants, fire alarms, and building sprinkler systems to reduce the potential for fires at the site and demand for fire services. The project includes a 28-foot drive aisle along the west, south, and north sides of the proposed warehouse building, and in conjunction with Schaefer Avenue and Oaks Avenue, emergency access is available to all sides of the on-site buildings and throughout the project site in accordance with the CFC and CBC for review by the CVFD. In addition, fire flow demand for the project has been determined to be 3,000 gallons per minute (gpm), and a project-specific fire flow test indicates the 3,000-gpm fire flow requirement will be supplied to the proposed project while still exceeding the 20 pounds per square inch (psi) minimum residual pressure required.[129]

The proposed project design would be submitted to and approved by the CVFD prior the issuance of building permits to ensure the design meets the requirements of the CVFD and would be designed and operated per applicable standards required by the city for new development with regard to fire protection.

[129] Pacific Consulting Group, Inc. 2025a. *Water Demand Assessment for Gateway Terminal Chino*. Page 6 of 10 and Page 7 of 10. April 11.

In addition, the city maintains mutual aid agreements with fire protection agencies in the surrounding cities (e.g., Pomona, Ontario) and San Bernardino County, which allow for the services of nearby fire departments to assist the CVFD during major emergencies.

Policy P4 under Objective PFS-1.1 ensures that the City would implement the CVFD's Master Plan, which would include planned facilities. Section 3.40 of the City's Municipal Code establishes "Development Impact Fees" (DIFs) which are charged by the City to developers to defray all or a portion of the costs of public facilities required to serve the new development, including those for fire protection services. As with all development within the City, the Applicant shall pay applicable development impact fees pursuant to Objective PFS-1.1 Policy P5 to support the provision of fire facilities. Additionally, Policy P6 requires the City to support and implement the CVFD's Master Plan. With the payment of required fees and adherence to policy recommendations detailed in the CVFD's Master Plan, no significant impact would result from development of the proposed project. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or result in the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts?

Discussion of Effect: The nearest police station to the project site is the Chino Police Department located at 5450 Guardian Way, 1.8 miles northwest of the project site (2.45 miles via Guadian Way and Central Avenue.) The Chino Police Department (CPD) maintains a staff of 123 sworn officers and 75 full- and part time professional staff. The CPD's Patrol Bureau is made up of 71 sworn officers (seven patrol teams) assigned to cover three geographic sectors within the City, supported by a police service unit (10 full or part-time offices), and a K-9 unit (3 officers). Other CPD units include Dispatch, Traffic (10 officers), Quality of Life (5 officers), Criminal Investigations (17 Detectives), and school resource (3 officers). The City's Master Facilities Plan identifies required law enforcement facilities and equipment necessary to provide law enforcement services to accommodate growth forecast under the General Plan. Section 3.40 of the City's Municipal Code establishes "Development Impact Fees" (DIFs) which are charged by the City to developers to defray all or a portion of the costs of public facilities required to serve the new development, including those for law enforcement services.

The proposed project would cause an incremental increase in the demand for police services. This incremental increase in demand would not create the need for a new or altered police station. As with any development in Chino, the Applicant shall pay applicable development impact fees pursuant to Objective PFS-2.1 Policies P1 and P2 for police facilities. Upon payment of required DIF, no significant impact would result from development of the proposed project. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts?

Discussion of Effect: While the project site is located within the boundaries of the Chino Valley Unified School District (CVUSD), the proposed project does not include the development of residential uses that would cause a direct increase in the local student population at any receiving school. The CVUSD 2024 Fee Justification Study identified that new residential development within the CVUSD would generate an estimated 3,268 students over the next ten years. As required under Section 17621(e)(1)(B) of the Education Code, the CVUSD has determined the impact industrial development on school facilities, is equal or exceeds the maximum statutory authorized school fee; therefore, despite the absence of a residential component within the proposed project, the CVUSD is justified in levying school fees on the proposed project.

As required under Senate Bill 50, Objective PFS-3.2 Policy P2, Objective PFS-6.2 Policy P2, and Government Code Section 65995, the Applicant would pay required school development impact fees. Upon

the payment of required school fees, school related impacts would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

13. Transportation/Traffic.

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on transportation/traffic to a less than significant level.[130] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to transportation/traffic to a less-than-significant level in accordance with the City's GPEIR:

- Objective AQ-1.3, Implement the use of integrated signalization to improve traffic flow and reduce emissions from vehicle idling and stop and start (Action A1).

- Goal TRA-1, Objective TRA-1.1, Policy P5, require all new development to mitigate traffic impacts identified by a City-mandated traffic study,

- Goal TRA-1, Objective TRA-1.1, Policy P6, require traffic study to be prepared for projects that are inconsistent with the General Plan Land Use Element, and/or generate more than 50 two-way peak hour trips to one intersection. This includes projects such as those with 100 or more residential units, 25,000 or more square feet of office space, 1,000 or more square feet of retail, or 100,000 or more square feet of industrial uses.

- Objective TRA-1.2, achieve an average LOS D or better at intersections and along roadway segments while also prioritizing pedestrian safety near schools, parks, and other public destinations. This average shall be demonstrated to the satisfaction of the Director of Public Works.

- Goal TRA-8 Policy P2 and Objective TRA-1.1 Policy P10 of the Transportation Element require new developments to ensure adequate handicapped parking spaces pursuant to the Americans with Disabilities Act.

- Objective TRA-10.2, Action A1 requires the City to create a city-wide bicycling master plan.

The following analysis is based, in part, on the following technical studies:

- *Traffic Impact Analysis, Chino Gateway Project PL24-0098, City of Chino*, LSA Associates, Inc., May 2025 (Appendix J)

a-b. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, and would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Discussion of Effects: After accounting for pass-by trips,[131] the project is estimated to generate 613 daily trips, with 32 trips occurring during the a.m. peak hour,73 trips occurring during the p.m. peak hour, 72 trips

[130] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.13-44 to 4.13-60. May.

[131] A pass-by trip is a trip where an intermediate stop is made on the way from the origin to the primary destination without making a route diversion.

occurring during the midday peak hour, and 129 trips occurring during the weekend peak hour.[132] Of these, 83 trips would be from trucks (2 axles or larger). After converting the truck trips into PCEs, the project is estimated to generate 869 daily PCE trips, with 54 PCE trips occurring during the a.m. peak hour, 106 PCE trips occurring during the p.m. peak hour, 105 PCE trips during the midday peak hour, and 169 PCE trips during the weekend peak hour.[133] [134]

The City of Chino's *Traffic Impact Analysis Guidelines* (TIA Guidelines), (December 2020) requires preparation of a Level of Service (LOS) Analysis to determine a project's consistency with the General Plan. The intersections analyzed in the TIA include:

1. Oaks Avenue/Chino Avenue
2. Benson Avenue/Schaefer Avenue
3. Oaks Avenue/Schaefer Avenue
4. Magnolia Avenue/Schaefer Avenue
5. Oaks Avenue/Edison Avenue
6. Project Driveway 1/Schaefer Avenue
7. Project Driveway 2/Schaefer Avenue
8. Oaks Avenue/Project Driveway 3
9. Oaks Avenue/ Project Driveway 4

All of the study intersections are under the jurisdiction of the City. The City uses LOS D as its minimum LOS criterion for all intersections. The determination of the project-related operational deficiency is based on the criteria contained in the TIA Guidelines. The TIA Guidelines state that, operational improvements are required if at the intersections where the LOS falls below or is expected to fall below an acceptable threshold with or without the addition of the project, feasible measures shall be identified to mitigate the project's impacts for all project scenario conditions.

Existing Conditions. An intersection LOS analysis was conducted for the existing condition with and without the addition of project traffic. Tables K and L summarize the results of this analysis, indicating that all study intersections are forecast to operate at a satisfactory LOS except at the following location:

- Oaks Avenue/Chino Avenue (LOS E in the a.m. peak hour)

This intersection currently operates at a deficient LOS under the existing condition. The project would not add any delay to this intersection during the peak hours. . This intersection does not meet a signal warrant under this condition and is currently built out to its ultimate configuration; therefore, there is no recommended or required improvement.

[132] Weekday a.m. and p.m. peak hours are defined as the 1 hour of highest traffic volumes occurring between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m., respectively. The weekday midday peak hour is the 1 hour of highest traffic volumes occurring between 11:00 a.m. and 1:00 p.m. The weekday midday peak hour, the weekend peak hour is the 1 hour of highest traffic volumes occurring between 11:00 a.m. and 12:00 p.m.

[133] Based on the SCAQMD recommendations for warehousing projects, 31 percent of project traffic will be trucks. The truck mix was evaluated as 21.9 percent two-axle trucks, 17.7 percent three-axle trucks, and 60.3 percent four- or more axle trucks. Truck trips were then converted to passenger car equivalents (PCEs) using PCE factors of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for four- and more axle trucks.

[134] LSA. 2025d. *Traffic Impact Analysis, Chino Gateway Project, PL 24-0098, City of Chino.* Tables 5.A and 5.B.

Table K: Existing Intersection Levels of Service (a.m. and p.m. Peak Hour)

	Intersection	LOS Standard	Control	Without Project				With Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1.	Oaks Avenue/Chino Avenue	D	AWSC	40.0	**E**	25.5	D	40.0	**E**	25.5	D
2.	Benson Avenue/Schaefer Avenue	D	Signal	14.9	B	13.5	B	14.9	B	13.6	B
3.	Oaks Avenue/Schaefer Avenue	D	Signal	14.2	B	17.6	B	14.3	B	18.0	B
4.	Magnolia Avenue/Schaefer Avenue	D	Signal	13.1	B	13.3	B	13.2	B	13.3	B
5.	Oaks Avenue/Edison Avenue	D	Signal	20.2	C	17.8	B	20.3	C	17.9	B
6.	Project Driveway 1/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		12.9	B	22.3	C
7.	Project Driveway 2/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		12.0	B	20.8	C
8.	Oaks Avenue/Project Driveway 3	D	TWSC	12.4	B	10.2	B	12.4	B	10.3	B
9.	Oaks Avenue/Project Driveway 4	D	TWSC	9.6	A	0.0	A	9.6	A	9.2	A

Source: *Traffic Impact Analysis, Chino Gateway Project, PL24-0086, City of Chino.* Table 7.A. (LSA 2025d).
Notes: AWSC = All-way stop control, OWSC = Two-way stop control; TWSC = Two-way stop control
Shaded Bold indicates condition exceeds the City's LOS standard
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

Table L: Existing Intersection Levels of Service (Midday and Weekend Peak Hour)

	Intersection	LOS Standard	Control	Without Project				With Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1.	Oaks Avenue/Chino Avenue	D	AWSC	9.2	A	9.2	A	9.2	A	9.3	A
2.	Benson Avenue/Schaefer Avenue	D	Signal	12.0	B	10.7	B	12.0	B	10.8	B
3.	Oaks Avenue/Schaefer Avenue	D	Signal	11.4	B	10.8	B	11.5	B	11.0	B
4.	Magnolia Avenue/Schaefer Avenue	D	Signal	11.2	B	10.2	B	11.2	B	10.2	B
5.	Oaks Avenue/Edison Avenue	D	Signal	17.2	B	17.2	B	17.3	B	17.3	B
6.	Project Driveway 1/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		12.7	B	11.2	B
7.	Project Driveway 2/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		12.3	B	11.4	B
8.	Oaks Avenue/Project Driveway 3	D	TWSC	10.2	B	9.3	A	10.3	B	9.3	A
9.	Oaks Avenue/Project Driveway 4	D	TWSC	7.5	A	0.0	A	9.1	A	8.6	A

Source: *Traffic Impact Analysis, Chino Gateway Project PL24-0098, City of Chino.* Table 7.B. (LSA 2025d).
Notes: AWSC = All-way stop control, OWSC = Two-way stop control; TWSC = Two-way stop control
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

Opening Year Conditions. An intersection LOS analysis was conducted for the opening year with and without project condition. Tables M and N summarize the results of this analysis indicating with the project, all study intersections are forecast to operate at a satisfactory LOS except at the following location:

- Oaks Avenue/Chino Avenue (LOS F in the a.m. and LOS E in the p.m. peak hour)

This intersection currently operates at a deficient LOS under the Opening Year without Project condition. The project cumulatively contributes to this operational deficiency. The project does not add any delay to

this intersection in the a.m. peak-hour condition and contributes only minimal (less than one second) delay to this intersection in the p.m. peak-hour condition. This intersection does not meet a signal warrant under this condition and is currently built out to its ultimate configuration; therefore, there is no recommended or required improvement.

Table M: Opening Year Intersection Levels of Service (a.m. and p.m. Peak Hour)

	Intersection	LOS Standard	Control	Without Project				With Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1.	Oaks Avenue/Chino Avenue	D	AWSC	72.6	**F**	41.4	**E**	72.6	**F**	41.4	**E**
2.	Benson Avenue/Schaefer Avenue	D	Signal	17.6	B	15.4	B	17.7	B	15.6	B
3.	Oaks Avenue/Schaefer Avenue	D	Signal	18.4	B	23.3	C	18.5	B	24.2	C
4.	Magnolia Avenue/Schaefer Avenue	D	Signal	15.1	B	15.5	B	15.2	B	15.6	B
5.	Oaks Avenue/Edison Avenue	D	Signal	20.9	C	1834	B	21.0	C	18.5	B
6.	Project Driveway 1/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		13.6	B	25.9	D
7.	Project Driveway 2/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		12.6	B	23.9	C
8.	Oaks Avenue/Project Driveway 3	D	TWSC	13.3	B	10.6	B	13.3	B	10.6	B
9.	Oaks Avenue/Project Driveway 4	D	TWSC	9.8	A	0.0	A	9.8	A	9.3	A

Source: *Traffic Impact Analysis, Chino Gateway Project PL24-0098, City of Chino*. Table 7.C. (LSA 2025d).
Notes: AWSC = All-way stop control, OWSC = Two-way stop control; TWSC = Two-way stop control
Shaded Bold indicates condition exceeds the City's LOS standard
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

Table N: Opening Year Intersection Levels of Service (Midday and Weekend Peak Hour)

	Intersection	LOS Standard	Control	Without Project				With Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1.	Oaks Avenue/Chino Avenue	D	AWSC	9.8	A	10.1	B	9.8	A	10.1	B
2.	Benson Avenue/Schaefer Avenue	D	Signal	12.3	B	11.0	B	12.4	B	11.1	B
3.	Oaks Avenue/Schaefer Avenue	D	Signal	11.9	B	11.4	B	12.0	B	11.5	B
4.	Magnolia Avenue/Schaefer Avenue	D	Signal	11.6	B	11.1	B	11.6	B	11.1	B
5.	Oaks Avenue/Edison Avenue	D	Signal	17.6	B	17.9	B	17.8	B	17.9	B
6.	Project Driveway 1/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		13.5	B	12.1	B
7.	Project Driveway 2/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		13.1	B	12.1	B
8.	Oaks Avenue/Project Driveway 3	D	TWSC	10.6	B	9.6	A	10.6	B	9.6	A
9.	Oaks Avenue/Project Driveway 4	D	TWSC	7.5	A	0.0	A	9.2	A	8.7	A

Source: *Traffic Impact Analysis, Chino Gateway Project, PL24-0098, City of Chino.* Table 7.D. (LSA 2025d).
Notes: AWSC = All-way stop control, OWSC = Two-way stop control; TWSC = Two-way stop control
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

Horizon Year Conditions. An intersection LOS analysis was conducted for the opening year with and without project condition. Tables O and P summarize the results of this analysis indicating with the project, all study intersections are forecast to operate at a satisfactory LOS except at the following location:

- Oaks Avenue/Chino Avenue (LOS E in the p.m. peak hour)

Table O: Horizon Year Intersection Levels of Service (a.m. and p.m. Peak Hour)

	Intersection	LOS Standard	Control	Without Project				With Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1.	Oaks Avenue/Chino Avenue	D	AWSC	27.5	D	41.9	**E**	27.5	D	41.9	**E**
2.	Benson Avenue/Schaefer Avenue	D	Signal	15.6	B	15.2	B	15.7	B	15.3	B
3.	Oaks Avenue/Schaefer Avenue	D	Signal	14.9	B	22.2	C	15.0	B	22.7	C
4.	Magnolia Avenue/Schaefer Avenue	D	Signal	14.2	B	48.0	D	14.3	B	48.9	D
5.	Oaks Avenue/Edison Avenue	D	Signal	21.6	C	23.8	C	21.7	C	24.1	C
6.	Project Driveway 1/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		16.2	B	24.7	C
7.	Project Driveway 2/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		14.9	B	22.8	C
8.	Oaks Avenue/Project Driveway 3	D	TWSC	11.4	B	10.2	B	11.4	B	10.2	B
9.	Oaks Avenue/Project Driveway 4	D	TWSC	9.3	A	0.0	A	9.3	A	9.2	A

Source: *Traffic Impact Analysis, Chino Gateway Project, PL24-0098, City of Chino*. Table 7.E. (LSA 2025d).
Notes: AWSC = All-way stop control, OWSC = Two-way stop control; TWSC = Two-way stop control
Shaded Bold indicates condition exceeds the City's LOS standard
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

Table P: Horizon Year Intersection Levels of Service (Midday and Weekend Peak Hour)

	Intersection	LOS Standard	Control	Without Project				With Project			
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1.	Oaks Avenue/Chino Avenue	D	AWSC	11.9	B	12.5	B	11.9	B	12.5	B
2.	Benson Avenue/Schaefer Avenue	D	Signal	13.1	B	11.4	B	13.2	B	11.5	B
3.	Oaks Avenue/Schaefer Avenue	D	Signal	11.5	B	11.5	B	12.9	B	11.7	B
4.	Magnolia Avenue/Schaefer Avenue	D	Signal	12.3	B	10.9	B	18.3	B	11.0	B
5.	Oaks Avenue/Edison Avenue	D	Signal	20.5	C	22.8	C	20.6	C	22.9	C
6.	Project Driveway 1/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		16.6	C	13.2	B
7.	Project Driveway 2/Schaefer Avenue	D	OWSC	*Intersection does not exist*		*Intersection does not exist*		15.8	C	13.5	C
8.	Oaks Avenue/Project Driveway 3	D	TWSC	10.5	B	9.5	A	10.5	B	9.5	A
9.	Oaks Avenue/Project Driveway 4	D	TWSC	7.5	A	0.0	A	9.3	A	8.7	A

Source: *Traffic Impact Analysis, Chino Gateway Project, PL24-0098, City of Chino*. Table 7.F. (LSA 2025d).
Notes: AWSC = All-way stop control, OWSC = Two-way stop control; TWSC = Two-way stop control
Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

One intersection is forecast to operate at a deficient LOS under the Horizon Year without Project condition. The project contributes to the cumulative operational deficiencies at this intersection. At the intersection of Oaks Avenue/Chino Avenue, the proposed project would add minimal delay (less than one second) to this intersection for the p.m. peak-hour condition. This location does not meet a signal warrant under this analysis scenario and is currently built out to its ultimate configuration; therefore, there is no recommended or required improvement.

The GPEIR states that buildout of the General Plan would not have a significant impact on traffic relative to traffic or the street system in the city. The project is consistent with the type and scale of use anticipated in the General Plan buildout analysis. General Plan Goal TRA-1, Objective TRA-1.1, Policy P5, requires all new development to mitigate traffic impacts identified by a City-mandated traffic study. As stated previously and as detailed in Tables M and O, the Oaks Avenue/Chino Avenue intersection would operate at a deficient LOS (E or F) under Opening Year (a.m and p.m.) and Horizon Year (p.m.) conditions without the project. While the proposed project would contribute to the cumulative operational deficiency at this intersection, the project would not add any delay to this intersection during the a.m. peak-hour condition and would add less than a one second delay in the p.m. peak-hour conditions. Given that this intersection does not meet a signal warrant under either the Opening Year or Horizon Year condition and is currently built out to its ultimate configuration, there is no recommended or required improvement. As the project does not significantly contribute to reduced LOS conditions at this intersection, and because the project is consistent with the type and scale of uses planned for the site in the General Plan, the construction and operation of the proposed uses would not result in new impacts greater than those existing under the no project condition or previously identified in the GPEIR. Mitigation is not required.

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

Discussion of Effects: The design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. To determine the safety of driveway ingress and egress movements of the proposed access locations for the project, site access was studied in the project TIA.

Schaefer Avenue, between Pipeline and Euclid Avenues, is a City-designated truck route. A queue analysis was conducted for the studied intersections to determine the existing and future adequacy of turn-pocket storage. Under the existing conditions, the queue lengths for Oaks Avenue/Chino Avenue intersection (eastbound lanes) exceeds capacity in the p.m. peak hour and at Benson/Schager in the midday (with project). A similar condition is present at the intersection of Oaks Avenue/Chino Avenue in the Opening Year (2026) and Horizon Year condition with or without the project. All other available turn-pocket storage lengths are adequate to accommodate existing and project queues. Due to the proximity of existing driveways relative to the intersection turn pockets, extending the storage lengths may not be feasible. The project is expected to contribute only nominal queues (less than 20 feet) at all study intersections and turning movements. Furthermore, the southbound left-turning movement at Oaks Avenue/Chino Avenue has a two-way left-turn lane, which allows queueing capacity to extend beyond the striped turn pocket. By re-measuring the available storage up to the point of conflict, the two-way-left-turn-lane effectively provides additional queue storage, reducing any minor queue spill over; therefore, no significant blocking or queues would occur at this intersection.[135] Based on the queuing analysis of intersections in the project vicinity, the project would not significantly increase the intersection queues; therefore, impacts would be less than significant.

Sight distance is the length of the visible roadway for which a driver can see approaching vehicles before their line of sight is blocked by any object. A sight distance analysis was conducted at the project driveway along Schaefer Avenue and Oaks Avenue. For purposes of this analysis, only the stopping sight distance and corner sight distance have been evaluated. That is because those are the only two sight distance

[135] LSA. 2025d. *Traffic Impact Analysis, Chino Gateway Project, PL24-0098, City of Chino.* Tables 9.A through 9.F. April.

issues that would affect safe maneuver of ingress/egress traffic from the project driveway[136]. The stopping sight distance was evaluated on the roadway abutting the project (i.e., Schaefer Avenue and Oaks Avenue). The posted speed limit is 40 miles per hour (mph) on Schaefer Avenue and 25 mph on Oaks Avenue. The minimum stopping sight distance is 300 feet for a design speed of 40 mph and 150 feet for a design speed of 25 mph. Therefore, the minimum stopping sight distance has been considered as 300 feet for both Project Driveway 1 and Project Driveway 2 (along Schaefer Avenue) and 150 feet for both Project Driveway 3 and Project Driveway 3 (along Oaks Avenue). Corner sight distances were also evaluated for the project driveways. The minimum corner sight distance was based on design speed, time gap, and type of vehicles from the minor roads (project driveways) to enter the major roads (Schaefer Avenue and Oaks Avenue. Project Driveway 1 and Project Driveway 2 will respectively provide adequate sight distance for left- and right-turn maneuvers onto Schaefer Avenue[137]. Project Driveway 3 and Project Driveway 4 will respectively provide adequate sight distance for left- and right-turn maneuvers onto Oaks Avenue.[138]

The project-specific TIA further conducted a truck turning analysis to determine the adequacy of access (ingress/egress) at driveways along Schaefer and Oaks Avenue. The analysis demonstrated sufficient turning radii for truck movements at project driveways.[139] The City has designated specific corridors as official truck routes to accommodate the high volume of goods movement within the City, including Schaefer, Edison, Mountain, and Central Avenues. As such, truck traffic from the proposed project would utilize these routes to access regional transportation facilities while minimizing impacts to local and residential streets. To reinforce compliance with these truck routes, a Truck Management Plan (TMP) will be implemented as a standard project condition. The TMP will include project-specific signage to direct truck drivers toward the appropriate truck routes upon exiting the site. These signs may include messages such as “All Trucks Exit Right to Edison Avenue,” or “No Truck Access” for adjacent project driveways. The project would include maps directing specific route directions/maps for truck drivers. Signs would be installed at key internal drive aisles and project driveways, using large, reflective formats for maximum visibility during day and night. These strategies help ensure trucks adhere to designated corridors and reduce potential conflicts with the surrounding roadway network. Roadway frontage improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to site access requirements. Adherence to applicable City requirements would ensure the proposed development would not include any sharp curves or dangerous driveway intersections. Therefore, no substantial increase in hazards due to a design feature would occur, and a less than significant impact would result from project development. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

d. Would the project result in inadequate emergency access?

Discussion of Effects: The Applicant would be required to design, construct, and maintain structures, roadways, and facilities to provide for adequate emergency access and evacuation. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The proposed project design would be submitted to and approved by the CVFD and CPD prior the issuance of building permits. Adherence to the emergency access measures required by the City would ensure a less than significant impact related to this issue would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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136 According to the Caltrans Highway Design Manual (HDM) (dated July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

137 LSA. 2025d. *Traffic Impact Analysis, Chino Gateway Project PL24-0098, City of Chino*.. Figures 10-1 and 10-2. April.

138 Ibid. Figures 10-3 and 10-4.

139 Ibid. Section 11 and Figure 11-1.

e. Would the project result in inadequate parking capacity?

Discussion of Effects: Pursuant to Section 20.18.030 of the City's Municipal Code, the proposed project must provide a minimum of 128 passenger vehicle parking spaces and 10 truck parking spaces. Based on the current site plan, the project provides 128 passenger vehicle parking spaces and 10 truck parking spaces, including a sufficient number of spaces to accommodate the parking requirements for the separate light industrial and restaurant uses. Additionally, per Municipal Code requirements, the project requires two truck loading spaces. The project provides 20 such spaces, 1 ground-level roll-up door, and 10 additional truck parking spaces. Pursuant to Objective TRA-1.1 Policy 10 and TRA-8.1 Policy 2 of the Transportation Element, the project provides three standard car-accessible parking spaces and three van-accessible parking spaces. As such, the project provides adequate parking per the City's parking requirements, and no significant impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

f. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation)?

Discussion of Effects Class I bike lanes currently exist along Edison Avenue within the study area. Class II bike lanes currently exist along Schaefer Avenue and along Benson Avenue north of Schaefer Avenue within the study area. Class III bike lanes currently exist along Oaks Avenue north of Chino Avenue within the study area[140]. Paved sidewalks exist on both sides of Oaks Avenue, Chino Avenue, Schaefer Avenue, and Edison Avenue within the study area, thereby allowing pedestrians to access the project site from the surrounding neighborhood. Omnitrans Route 83 provides transit service between Chino and Upland, stopping at the Chino Transit Center and Upland Metrolink Station. The nearest transit stops for Route 83 are 0.73 mile west (Schaefer/Central Avenues) and Chaffey Community College – Chino, 0.70 mile south of the project site. The project provides seven bicycle parking spaces and would maintain sidewalks along the frontages of Schaefer and Oaks Avenues. With the inclusion of bicycle parking and maintenance of the existing pedestrian access, the project as designed and conditioned would not conflict with adopted transportation policies. No impact associated with this issue would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

g. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Discussion of Effects: The project site is approximately 3 miles northwest of the Chino Airport, a general aviation airport owned and operated by the San Bernardino County Department of Airports. The project site is located within the FAA established Airport Influence Area,[141] but outside both Safety Zones II and III established from the airport.[142] No impact related to the project's vicinity to a public airport will occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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140 **Class I** bikeways are multi-use facilities that provide travel on a paved right-of-way completely separated from a street or highway. **Class II** bikeways provide striped and stenciled lanes for one-way travel on a street or highway and are intended to delineate the right-of-way, creating more predictable movements from both bicyclists and motorists. **Class III** bikeways are shared use facilities that serve to either provide continuity to other bicycle facilities or designate preferred routes through high-demand corridors.

141 Mead & Hunt and Coffman Associates. 2008. Map CH-1, Airport Land Use Compatibility Plan for Chino Airport. Prepared for Riverside County Airport Land Use Commission. July. Website: https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Chino.pdf (accessed November 18, 2024).

142 Ray A. Vidal. 1991. Figure III-7, Comprehensive Land Use Plan Chino Airport. Website: https://www.sbcounty.gov/uploads/lus/airports/chino.pdf (accessed November 18, 2024).

14. Utility Systems and Infrastructure

The City's GPEIR states implementation of the applicable goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce impacts on utilities/service systems to a less than significant level.[143] Implementation of the following goals, objectives, policies, and/or actions outlined in the City's General Plan reduces project-specific impacts to utilities/service systems to a less-than-significant level in accordance with the City's GPEIR:

- Objective PFS-7.1 Policies P1 through P6 of the Public Facilities and Services Element require the City to acquire additional water supply, including recycled water, reduce water demand associated with developed uses, focus on water conservation, and partner with other jurisdictions to implement regional water conservation.

- Objective PFS-7.4 Policy P1 requires the City to review new developments to determine which are appropriate for the use of recycled water.

- Objective PFS-7.4 Policy P4 requires the City to condition development approval upon the provision of recycled water conveyance facilities.

- Goal PFS-9 Policy P1 requires the City to maintain wastewater infrastructure in good condition.

- Goal PFS-9 Policy P2 would ensure all new development would be connected to the City wastewater collection system.

- Objective PFS-9.2 Policy P1 ensures wastewater collection facilities are designed to serve expected buildout.

- Objective PFS-9.2 Policy P3 requires new development to be conditioned on the availability of sufficient wastewater treatment and collection system capacities.

- Objective PFS-9.3 Action A1 requires the City to establish wastewater treatment demand reduction standards for new development.

- Objective PFS-10.1 Policy P1 requires the City to maintain stormwater facilities in good condition.

- Objective PFS-10.1 Policy P2 would ensure stormwater infrastructure would attain capacity in conformance with the Master Plans of Drainage.

- Objective PFS-10.1 Action A1 ensures updates to the Master Plans of Drainage are completed.

- Objective PFS-10.1 Policy P3 requires local stormdrain improvements to be built to carry design-year flows resulting from buildout of the General Plan.

- Objective PFS-11.1 Policies P1 and P2 establish BMPs and design goals to minimize stormwater runoff and improve runoff quality.

- Objective PFS-11.1 Policy P3 requires the City to regulate stormwater runoff from urban uses to protect quality of surface and ground water.

[143] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.14-13 to 4.14-37. May 2010.

- Objective PFS-12.1 requires the reduction of solid waste through collection, storage, transportation, and recycling.

- The [Federal] Clean Water Act is implemented via the issuance of National Pollutant Discharge Elimination System (NPDES) permits for new developments.

- City of Chino Wastewater Ordinance regulates wastewater discharge quality and quantity and contains wastewater pretreatment requirements for industrial users.

- City of Chino 2020 Urban Water Management Plan (UWMP) addresses water demand and supply throughout the city.

- AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) establishes a model ordinance for adoption of recyclable materials for new developments.

The following analysis is based, in part, on the following technical studies:

- *Water Demand Assessment for Gateway Terminal Chino 5885 Schaefer Avenue Chino, California 91710*, Pacific Consulting, Inc., March 2025. (Appendix K1)

- *Sewer Capacity Analysis for Gateway Terminal Chino 5885 Schaefer Avenue Chino, California 91710*, Pacific Consulting, Inc., March 2025. (Appendix K2)

a. Would the project have insufficient water supplies available to serve the project from existing and identified entitlements and resources?

Discussion of Effects: The water demand for the existing on-site uses is approximately 25,050 gallons per day (gpd).[144] The proposed project would be consistent with the uses envisioned for the project site under the City's General Plan. Information regarding current and projected land uses included in the City's currently adopted General Plan (2010) were used in the projection of the City's anticipated water demands. According to the City's 2020 Urban Water Management Plan (UWMP),[145,146] water supplies available to the City are sufficient to meet all existing customer demands, and anticipated future customer demands, including the project's demands, under normal, single-dry year, and extended drought conditions.[147] The UWMP states that, in the event of a water supply shortage or water emergency, the City has in place water shortage contingency plans which ensure provision of priority water services to all its existing and anticipated customers.

The estimated water demand for the proposed industrial and commercial uses is approximately 31,281 gpd, which is a net increase of 6,231 gpd compared to existing conditions[148] As the proposed project would be consistent with the land use assumptions in the UWMP, and because sufficient supplies are available to the City during normal, dry, and multi-dry years through 2045, the proposed project would not result in a

144 Pacific Consulting Group, Inc. 2025a. Water Demand Assessment for Gateway Terminal Chino. Table 1. April 11.
145 Stetson Engineers, Inc. 2021 *City of Chino 2020 Urban Water Management Plan*. June. Website: https://www.cityofchino.org/DocumentCenter/View/1060/Urban-Water-Management-Plan-PDF (accessed December 10, 2024).
146 The City is a sub-agency of the Inland Empire Utilities Agency (IEUA), a wholesale water agency. IEUA prepared a 2020 Plan which is incorporated in the City's 2020 Plan by reference. the City provided its 2020 Plan to IEUA which includes water use projections in five-year increments for a normal year, a single dry year, and a five consecutive year drought, through 2045.
147 Stetson Engineers, Inc. 2021 City of Chino 2020 Urban Water Management Plan. Tables 7-2 through 7-4. June. (Website: https://www.cityofchino.org/DocumentCenter/View/1060/Urban-Water-Management-Plan-PDF, accessed December 10, 2024).
148 Pacific Consulting Group, Inc. 2025a. Water Demand Assessment for Gateway Terminal Chino. Table 2 and Table 3. April 11.

significant water supply impact. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

b. Would the project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Discussion of Effects: There are three existing water mains in Schaefer Avenue: a 4-inch water main (abandoned); a 16-inch water main in the south side of Schaefer Avenue; and a 12-inch water main in the north side of the street. Two water mains are in Oaks Avenue: a 10-inch water main and an 8-inch water main located on the west and east side of the street, respectively. The project site is currently serviced by three water meters, one of which is connected to the water main in Schaefer Avenue, and the other two from the water main in Oaks Avenue.

In the developed condition, the proposed warehouse would be served by three water meters connected to the 10-inch water main on the west side of Oaks Avenue. These connections would include an irrigation service line, a domestic water service line and a fire service line that would support on-site hydrants and fire suppression for the proposed structure. The multi-tenant restaurant building would be served by three water meters to provide irrigation service, domestic water, and fire service. Compared to the existing condition, the proposed project would demand an additional 6,231 gpd (or 4.32 gallons per minute [gpm]).[149] The fire flow demand for the project has been determined to be 3,000 gpm, and the existing water main can discharge 5,364 gpm while keeping a residual pressure of 20 psi in the water main.[150] Based on fire flow tests conducted for the project, the water demand increase would be served by the existing 10-inch water main located on the west side of Oaks Avenue and would not significantly impact existing water infrastructure.

Pursuant to City General Plan policies, the City continues to upgrade selected water facilities to maintain system reliability during future conditions. The project would not require or result in the construction of new water facilities or expansion of existing facilities, which would result in a significant environmental effect. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

c. Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Discussion of Effects: There are two existing sewer mains adjacent to the project site: an 8-inch VCP sewer main in Schaefer Avenue and a 10-inch sewer main located in Oaks Avenue. One of the existing on-site structures is assumed to connect to the 8-inch sewer main in Schaefer Avenue, while the church and second residential building are assumed to connect sewer main located in Oaks Avenue. Using flow rates from the City's Sewer Master Plan, existing wastewater flows to the sewer mains in Schaefer and Oaks Avenues are estimated to be 406 and 10,658 gpd, respectively. Wastewater flows from all existing on-site uses are estimated to be 11,064 gpd (or 7.52 gpm).[151]

The City's Draft Sewer Master Plan identifies a wastewater generation rate of 1,500 gpd/ac and 1,100 gpd/acre for commercial and light industrial uses, respectively.[152] Based on these rates, the project would generate approximately 11,238 gallons of wastewater per day, which is an increase of 174 gpd (0.12 gpm)

149 *Ibid.*
150 *Ibid.* Page 6 of 10.
151 Pacific Consulting, Inc. 2025b. *Sewer Capacity Analysis for Gateway Terminal Chino 5885 Schaefer Avenue Chino, California 91710*. Table 1. March.
152 *Ibid.* Page 3 of 10

compared to the existing condition.[153,154] Project-specific sewage infrastructure would consist of four-inch sewer laterals from the proposed buildings to the existing 10-inch sewer line in Oaks Avenue pursuant to Goal PFS-9 Policy P2. Compared to the existing condition and based on wastewater flow rates, the increase in wastewater generation (174 gpd or 0.12 gpm) is a miniscule increase, and the existing sewer infrastructure has sufficient capacity to serve the proposed project.[155] Therefore, the project would not require or result in the construction of new wastewater facilities or expansion of existing facilities which would result in a significant environmental effect. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

d. Would the project have insufficient wastewater treatment capacity available to service the project's projected demand in addition to existing demand?

Discussion of Effects: Sewage treatment is provided by the Inland Empire Utilities Agency (IEUA). The IEUA (Agency) is a regional wastewater treatment agency and wholesale distributor of imported water and recycled water. IEUA is responsible for serving approximately 830,000 people over 242 square miles in western San Bernardino County. The IEUA focuses on providing three key services: (1) treating wastewater, developing recycled water, local water resources, and conservation programs to reduce the region's dependence on imported water supplies and drought-proof the service area; (2) converting biosolids and waste products into high-quality compost made from recycled materials; and (3) generating electrical energy from renewable sources to offset energy demand by IEUA facilities. There are three regional, IUEA-owned and operated sewer treatment plants in the City: Regional Water Recycling Plant No. 2 (RP-2), Regional Water Recycling Plant No. 5 (RP-5) and the Carbon Canyon Water Recycling Facility (CCWRF). RP-2 has been in operation since 1960, providing capacity for both liquids and solids treatment sections, until 2002, when RP-5 was constructed to handle the liquids treatment section portion of RP-2. RP-5 has a designed treatment capacity of 6.3 million gallons per day, which includes 1.3 million gallons per day of solids processing returned from RP-2.[156] Solids are removed from Carbon Canyon Water Recycling Facility and RP-5 and treated at RP-2.[157] The CCWRF has been in operation since 1992. The design hydraulic domestic sewage (wastewater) treatment capacity is 11.4 million gallons per day. The plant treats the liquid portion of an average influent wastewater flow of approximately 7 million gallons per day.[158] Objectives PFS-9.2 and PFS-3, require the City to coordinate land use planning and the adequate provision of wastewater collection, conveyance, and treatment capacity and to coordinate with the IEUA to ensure wastewater treatment and disposal operations are compatible with the environment.

Based on the decreased wastewater flows from the proposed project, and the current treatment capacity at IEUA facilities, sufficient surplus capacity exists to accommodate wastewater flows from the proposed uses, which represent an increase of 174 gpd (0.12 gpm) compared to the existing condition.[159] No construction of new or upgrade/expansion of existing wastewater treatment facilities is required; therefore, no significant impact would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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153 *Ibid*. Table 2.

154 Dudek. 2022. *Sewer Master Plan Update Summary Report*. Website: https://www.cityofchino.org/DocumentCenter/View/3364/Sewer-Master-Plan-2022_for-public (accessed December 10, 2024).

155 Pacific Consulting, Inc. 2025b. *Sewer Capacity Analysis for Gateway Terminal Chino 5885 Schaefer Avenue Chino, California 91710*. Page 6 of 10. March.

156 Inland Empire Utilities Agency. 2024 *Regional Water Recycling Plant No. 5.* https://www.ieua.org/regional-water-recycling-plant-no-5/ (accessed December 10, 2024).

157 Inland Empire Utilities Agency. 2024 *Regional Water Recycling Plant No. 2.* https://www.ieua.org/regional-water-recycling-plant-no-2/ (accessed December 10, 2024).

158 Inland Empire Utilities Agency. 2024. *Carbon Canyon Water Recycling Facility.* https://www.ieua.org/carbon-canyon-water-recycling-facility/ (accessed December 10, 2024.)

159 Pacific Consulting, Inc. 2025b. *Sewer Capacity Analysis for Gateway Terminal Chino 5885 Schaefer Avenue Chino, California 91710*. Table 2. March.

e. Would the project violate wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Discussion of Effects: Pursuant to Objective PFS-9.2 Policies P1 and P3, compliance with the NPDES permit, the City Wastewater Ordinance, and Waste Discharge Requirements outlined by the RWQCB will ensure wastewater discharges from the project site to be treated by the wastewater treatment facility system will not exceed applicable RWQCB wastewater treatment requirements. A less than significant impact associated with this issue would occur. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

f. Would the project require or result in the construction of new or expansion of existing stormwater facilities, the construction of which could cause significant environmental effects?

Discussion of Effects: Pursuant to Objective PFS-11.1 Policies P1, P2, and P3, the proposed project is required to meet or exceed pre-project conditions for stormwater discharge and would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-development conditions via hydromodification BMPs. Runoff from the project site will drain into three underground infiltration systems with features to pre-treat potential pollutants of concern. Once the proposed DCV for each feature is met, flows are conveyed through cub outlets to adjacent streets, then through existing curb/gutter to the City's existing off-site storm drain system.

The existing storm drainage network is composed of street gutter facilities, inlets and pipeline network of storm drain lines which convey runoff to various smaller creeks located throughout the city leading to other small creeks such as the San Antonio Channel, Cypress Channel, and Chino Creek, which generally direct storm water runoff to the El Prado Control Basin. Pursuant to Goal PFS-9 Policy P1, Objective PFS-7.4 Policies P1 and P4, Objective PFS-9.3 Action A1, and the Water System Master Plan, the City will continue to upgrade select water facilities to maintain system reliability during future conditions, and project-specific facility upgrades would be addressed on a case-by-case basis.[160]

Approvals of drainage features/improvements are made through the City's plan check process. As part of this process, all project-related drainage features would be required to meet the City's Public Works Division standards. The proposed on-site storm drain system would be designed, installed, and maintained per Public Works Division standards. Because the project would be required to design and install drainage systems according to standards and provisions set forth by the City, impacts related to this issue will be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

g. Would the project not be served by a landfill with sufficient permitted capacity to accommodate the buildout of the project's solid waste disposal needs?

Discussion of Effects: Solid waste collection is a "demand-responsive" service, and current service levels can be expanded and funded through user fees. Pursuant to Objective PFS-12.1, the City contracts solid waste collection, transfer, and disposal, as well as recycling services with Waste Management, Inc. (WM), a private company. Chino's solid waste is sent to the West Valley Materials Recovery Facility and Transfer Station (West Valley MRF), located in Fontana. From there, the waste is transported to the El Sobrante Landfill, located in Riverside County.[161]

Based on a solid waste generation factor of 13.82 pounds per employee per day for warehouse uses and 17 pounds per employee per day for restaurant uses the proposed warehouse uses would generate 746.28 pounds of solid waste per day, and the proposed restaurant uses would generate 306 pounds

[160] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.14-4 and 4.14-17. May.

[161] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Page 4.14-35. May.

of solid waste per day. The total solid waste generation by the project would equal 1,052.28 pounds (0.526 ton) of waste per day.[162] The permitted throughput of the El Sobrante Landfill is 16,054 tons per day, with an estimated closure date of January 2051.[163] At full buildout, the City of Chino General Plan expects the El Sobrante Landfill to accommodate all of the City's waste disposal needs. Development of the proposed uses is consistent with the General Plan land designation of the site. Solid waste from the proposed uses represents a fraction (0.003 percent) of the permitted capacity of the landfill; therefore, the project would not significantly affect current operations or the expected lifetime of the El Sobrante Landfill. On-site uses would be required to comply with the City and State waste reduction and recycling standards. Adherence to existing local, state, and federal solid waste requirements, potential impacts associated with landfill capacity would be reduced to a less than significant level. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

h. Would the project not comply with federal, State, and local statutes and regulations related to solid waste.

Discussion of Effects: The Integrated Waste Management Act (AB 939) mandates that communities reduce their solid waste. AB 939 required local jurisdictions to divert 25 percent of their solid waste by 1995 and 50 percent by 2000, compared to a baseline of 1990. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. All development within the City, including the proposed project, is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other local, State, and federal solid waste disposal standards. The City's target solid waste disposal rate is 9.4 pounds/day per capita. The City most recent (2023) per capita disposal rate of 6.8 pounds/day, which met the established disposal rate target. The City's employee-based disposal target is 17.4 pounds/day per employee.[164] The proposed uses are consistent with the existing general plan land uses and would generate an average of 14.6 pounds of solid waste per employee per day,[165] which is less than the City's employee-based disposal target; therefore, the project would not be inconsistent or non-compliant with applicable solid waste regulations, and impacts would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

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[162] CalRecycle. n.d.-a. *Estimated Solid Waste Generation Rates.* https://www2.calrecycle.ca.gov/wastecharacterization/general/rates. (accessed January 21, 2025).

[163] CalRecycle. n.d.-b. *Solid Waste Information System, El Sobrante Landfill (33-AA-0217)*. https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2402. (accessed December 30, 2024).

[164] CalRecycle. n.d.-c. *Disposal Rate Calculator (Chino, 2023).* https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator (accessed October December 30. 2024).

[165] 1,052.28 pounds of solid waste per day average ÷ 72 employees = 14.6 pounds of solid waste per employee per day.

SECTION VI—CEQA RESOURCE TOPICS NOT ANALYZED IN THE GPEIR

The GPEIR was certified prior to the 2019 CEQA Statute and Guidelines update that occurred in December 2018, which includes the current Appendix G of the CEQA Guidelines. However, CEQA Guidelines Section 15064.3(c) states "[t]he provisions of [Section 15064.3] shall apply prospectively as described in [CEQA Guidelines] Section 15007." CEQA Guidelines Section 15007(c) specifically states: "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Furthermore, implementation of the proposed project would not trigger any of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration. Accordingly, this Addendum includes analysis of select resource topics, including energy, vehicle miles traveled, tribal cultural resources, and wildfire, that were not previously included in the GPEIR for disclosure purposes.

	Substantial Change in Project Requiring Major EIR Revisions	***Substantial Change in Circumstance Requiring Major EIR Revisions***	***Information Showing Greater Significant Effects than Previous EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR***	***Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR***	***No Impact***
15. ENERGY. Would the project:						
a. Result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☐	☒	☐
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐	☒	☐
16. VEHICLE MILES TRAVELED. Would the project:						
a. Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☐	☒	☐
17. TRIBAL CULTURAL RESOURCES. Would the project:						
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a						

	Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
California Native American tribe, and that is:						
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☐	☒	☐
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☐	☒	☐
18. WILDFIRE. If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:						
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒	☐
b. Due to slope and/or prevailing winds, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire	☐	☐	☐	☐	☒	☐

		Substantial Change in Project Requiring Major EIR Revisions	*Substantial Change in Circumstance Requiring Major EIR Revisions*	*Information Showing Greater Significant Effects than Previous EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Previous EIR*	*Less Than Significant Impact/No Changes or New Information Requiring Preparation of an EIR*	*No Impact*
	risk or that may result in temporary or ongoing impacts to the environment?						
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐	☒	☐

15. Energy

Subsection 4.3 (Air Quality and Greenhouse Gases) of the GPEIR disclosed the amount of electricity and natural gas demand that would result from buildout of the General Plan, but it did not evaluate impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources. According to the GPEIR, buildout of the General Plan would consume 1,906,113,607 kWh (approximately 1,906,114 MWh) of electricity per year. This would result in 1,163,910 MT CO_2e per year. Buildout of the General Plan would consume 8,696,393,006 cubic feet of natural gas per year. This would result in 476,235 MT CO_2e per year.

Implementation of the following Goals, Objectives, Policies, and/or Actions outlined in the City's General Plan reduces demand for energy and therefore reduces emissions of criteria pollutants and GHG emissions and would be applicable to the proposed project.[166]

- Goal OSC-4 in the Open Space and Conservation Element would require that the City minimize the consumption of energy and non-renewable resources and promote environmental sustainability.

- Objective OSC-4.1 would require green building practices throughout the City.

    - Policy P1 says that new nonresidential development shall also meet the State standards for energy efficiency (Title 24).

    - Policy P3 would encourage solar oriented design, green roofs, and passive solar heating and cooling in all new residential, commercial and civic development.

    - Policy P4 stipulates that trees should be planted on the south- and west-facing sides of new buildings to reduce energy usage.

    - Policy P6 would require that all new public buildings constructed by the City adhere to green building standards and meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certifications for green buildings, or an equivalent standard.

[166] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.3-32 to 4.3-47 and 4.3-69 to 4.3-78. May. Website: https://www.cityofchino.org/211/General (accessed June 18, 2024).

- Objective OSC-4.2 would promote the conservation and efficient use of energy resources throughout the City.
    - Policy P1 under this Objective requires that all new vehicles purchased and operated by the City of Chino be alternatively-fueled or hybrid vehicles.
    - Policy P2 says that the City shall collaborate with local energy suppliers and distributors to establish energy conservation programs, Energy Star® appliance change-out programs, rebates, vouchers, and other incentives to install energy-efficient technology and products.
- Objective PFS-7.1, Policy P2 of the Public Facilities and Services Element requires the City to establish water demand reduction standards for new development.
- Objective PFS-7.1, Policy P3 requires the City to review proposed irrigation systems to ensure efficiency.
- Objective PFS-7.1, Policy P4 requires the City to review proposed development for implementation of feasible water conservation measures.

The GPEIR included an energy analysis in Chapter 6 (CEQA Required Assessment Conclusions) with regard to commitment of resources. Although that analysis concluded that General Plan buildout would commit the City to demand for nonrenewable resources that future generations would be unable to reverse, the GPEIR did not include a significance finding with respect to that determination.

a. Would the project result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and

b. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Discussion of Effects: This section discusses energy use resulting from implementation of the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency.

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built in approximately 14 months. Construction-specific phases were assessed for their energy consumption under each construction sub-phase: demolition, grading, site preparation, building construction, paving, and architectural coating activities.

Construction would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from nonrenewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be relatively small in comparison to the State's available energy sources.

Operational Energy Use. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project. Energy consumption was estimated for the proposed project using default energy intensities by land use type in CalEEMod. In addition, consistent with the project design plans, this analysis incorporates selections to reflect project design

features such as solar equipment that would generate 80 percent of the project's power needs, energy efficient appliances, and low water fixtures.

The proposed project would also result in energy consumption associated with gasoline and diesel fuel consumed by project-related vehicle and truck trips. Fuel use associated with vehicle and truck trips generated by the proposed project was calculated based on the project's Traffic Impact Analysis (Appendix J), which identifies that the proposed warehouse building would generate 187 passenger car trips, 18 two-axle truck trips, 15 three-axle truck trips, and 51 four-axle truck trips and the multi-tenant restaurant use would generate 195 trips.[167] Fuel consumption was estimated using CARB's EMFAC2021 model, which provided projections for typical daily fuel consumption in San Bernardino County. Gasoline and diesel rates are based on the traffic analysis in conjunction with USDOT fuel efficiency data and using the EPA's fuel economy estimates for 2020 and the California diesel fuel economy estimates for 2021. Energy and fuel consumption estimates associated with the proposed project are shown below in Table Q.

Table Q: Energy Consumption Estimates during Operation

Energy Type	Annual Energy Consumption
Electricity Consumption (kWh/year)	197,390
Natural Gas (Therms/year)	4,022
Gasoline (gallons/year)	65,482
Diesel Fuel (gallons/year)	144,646

Source: Compiled by LSA using CalEEMod. April 2025. (Appendix A).
kWh = kilowatt-hours

As shown in Table Q, the estimated increase in electricity demand associated with operation of the proposed project would be 197,390 kWh per year. Total electricity consumption in San Bernardino County in 2022 was 16,629,614,195 kWh;[168] therefore, operation of the proposed project would incrementally increase the annual electricity consumption in San Bernardino County by less than 0.0012 percent.

As shown in Table Q, the estimated increase in natural gas demand associated with the operation of the proposed project would be 4,022 therms per year. Total natural gas consumption in San Bernardino County in 2022 was 562,123,065 therms;[169] therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in San Bernardino County by approximately 0.00072 percent.

In addition, the project would result in energy usage associated with motor vehicle gasoline and diesel to fuel project-related trips. As shown above in Table Q, the proposed project would result in the consumption of 65,482 gallons of gasoline and 144,646 gallons of diesel per year. Based on fuel consumption obtained from EMFAC2021, approximately 856 million gallons of gasoline and approximately 328 million gallons of diesel are expected to be consumed from vehicle trips in San Bernardino County in 2026. Therefore, vehicle trips associated with the proposed project would increase the annual fuel use in San Bernardino County by 0.007 percent for gasoline fuel usage and 0.04 percent for diesel fuel usage. The proposed project would result in fuel usage that is a small fraction of current annual fuel use in San Bernardino County, and fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

The project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Furthermore, the proposed project would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20,

[167] LSA. 2025d. *Traffic Impact Analysis for the Chino Gateway Terminal Project PL24-98*. Table 5.A. May.
[168] California Energy Commission. n.d. *Electricity Consumption by County*. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx. 2022. (accessed June 2024).
[169] *Ibid*.

California Code of Regulations Sections 1601 through 1608). As such, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

As indicated above, energy consumption during project construction and operation would be relatively small in comparison to the County's available energy sources. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impacts to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the California Energy Commission's 2023 Integrated Energy Policy Report.[170] In addition, the proposed project would comply with Title 24 and CALGreen standards. As required by the GPEIR, all development projects within the City, including the proposed project, would be required to implement all applicable policies under Objectives OSC 4.1 and OSC 4.2 to further reduce energy consumption. Finally, as detailed in Section V(3), Air Quality and Greenhouse Gas Emissions, the proposed project would be conditioned to include project design features identified in the CAP Update screening tables (refer to Appendix C) to further reduce the consumption of energy. Therefore, the project would not result in wasteful, inefficient, or unnecessary energy consumption, nor would it conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant. There is no new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR. Mitigation is not required.

16. Vehicle Miles Traveled

The GPEIR was certified in 2010. The GPEIR included an analysis of the impacts associated with General Plan buildout based on level of service (LOS) conditions, concluding that implementation of the goals, objectives, policies, and/or actions outlined in the City's General Plan would reduce transportation/traffic impacts to a less-than-significant level. On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS as the sole basis of determining CEQA impacts. With the updated *CEQA Guidelines*, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The GPEIR did not make a VMT-specific impact finding since thresholds of significance pursuant to CEQA Guidelines Section 15064.3, subdivision (b) had not been established at the time the GPEIR was certified. However, the GPEIR did conclude that the anticipated increases in VMT from General Plan buildout would contribute to significant and unavoidable impacts to air quality and greenhouse gas emissions. Therefore, the GPEIR contained sufficient information about projected total VMT associated with buildout of the General Plan that information about the potential effect of General Plan buildout due to VMT was publicly disclosed. Accordingly, VMT associated with buildout of the General Plan does not comprise "new information" that was not known or could not have been known at the time the GPEIR was certified, as described in CEQA Guidelines Section 15162.

Because VMT impacts were known and disclosed, the adoption of the requirement to analyze VMT therefore does not constitute significant new information requiring preparation of a subsequent or supplemental EIR. Nevertheless, the City has adopted its SB 743 guidelines – "City of Chino Traffic Impact Analysis Guidelines" (TIA guidelines), that include screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Therefore, evaluation of the proposed project's VMT is based on the City's TIA guidelines for disclosure purposes.

a. Would the proposed Project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Discussion of Effects: The TIA Guidelines provide multiple screening criteria for land use projects. As previously indicated, the project is a mixed-use project and includes industrial and retail land use types. Given the project is a mixed-use project, each project component/land use was evaluated separately.

[170] California Energy Commission. 2024. *2023 Integrated Energy Policy Report*. Docket Number: 23-IEPR-01. 2023. February.

Therefore, each of the project components were compared with the screening criteria established the TIA Guidelines to check if any of the project component land uses can be screened out of a VMT analysis. Following is a brief description of the project land uses in relation to the screening criteria:

- **Transit Priority Area (TPA) Screening:** The project is not located within a TPA. Therefore, this screening criteria does not apply to the project.

- **Low VMT areas:** Residential and office projects that are located in a low VMT traffic analysis zones (TAZs) based on VMT screening maps from San Bernardino County Transportation Authority are considered to have a less significant VMT impact. The project is not located in a low VMT TAZ and therefore, this screening criterion is not applicable to the project.

- **Local serving Retail:** Based on the TIA guidelines, local serving retail projects that are less 50,000 square feet in size can be screened out of a detailed VMT analysis. The retail component of the project consists of approximately 3,520 square feet of local-serving fast-food use. The retail (restaurant) component of the project is smaller than 50,000 square feet and therefore, can be screened out of a VMT analysis.

- **Daily Trip Threshold:** The TIA guidelines recommend projects that generate less than 110 daily vehicle trips can be screened out of a VMT analysis. The project consists of 158,548 square feet of warehouse in addition to retail (restaurant) uses mentioned above.

The project's industrial component generates approximately 268 daily vehicle trips and cannot be screened out of VMT analysis.

Based on the City's TIA guidelines, the project VMT analysis address two types of VMT – project generated VMT and a project's effect on VMT. According to the City's TIA guidelines, the project will have a significant VMT impact if:

- the baseline project generated VMT per service population is greater than Citywide average VMT per service population under cumulative conditions, or

- the project's effect on VMT is greater under "with project" condition compared to "without project" condition for the cumulative scenario.

Both project generated VMT and the project's effect on VMT were estimated for both baseline and cumulative scenarios. VMT per service population was estimated using the production-attraction (PA) for both the project VMT and the VMT threshold. Roadway VMT per service population is estimated using volumes on roadway segments within the City. As identified in Table R, the project PA VMT per service population is 40.1 percent and 43.7 percent lower than the VMT threshold established by the City for both baseline and cumulative scenarios, respectively. Therefore, the project does not conflict with and is not inconsistent with the City's established VMT threshold. Project-generated VMT impacts from development and operation of the proposed project would be less than significant.

As detailed in Table S, the citywide roadway VMT per service population under the "with project" condition is not greater than the "without project" condition in either the baseline or cumulative scenarios; therefore, the project's effect on VMT is less than significant.

Table R: Comparison of PA VMT per Service Population – Project and Regional Threshold

PA VMT per service population	Chino Gateway (Proposed Project)	City of Chino General Plan	Difference	Percent Difference

		Buildout (Threshold)*		
2019	23.5	39.3	-15.8	-40.1%
2050	22.1	39.3	-17.1	-43.7%

Source: *Traffic Impact Analysis, Chino Gateway Project, PL24-0098 City of Chino*. Table 13.A. (LSA 2025d).
* estimated using LSA no project model runs

Table S: Roadway VMT per Service Population Within City of Chino – With and Without Project

Roadway VMT per service population (City of Chino)	With Project	Without Project *	Difference	Percent Difference
2019	16.5	16.5	0.0	0.0%
2050	18.7	18.7	0.0	0.0%

Source: *Traffic Impact Analysis, Chino Gateway Project, PL24-0098 City of Chino*. Table 13.B. (LSA 2025d).
* estimated using LSA no project model runs

Project-generated VMT impacts from development and operation of the proposed project would be less than significant, and the project's effect on VMT would less than significant. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur; therefore, mitigation is not required.

17. Tribal Cultural Resources

Assembly Bill 52 (AB 52) was signed into law in 2014 and added thresholds related to Tribal Cultural Resources to Appendix G of the *State CEQA Guidelines*. Thus, at the time the GPEIR was certified in 2010, thresholds related to Tribal Cultural Resources were not established and therefore were not addressed in the GPEIR. Nevertheless, the GPEIR included an analysis of cultural resources, including resources listed or eligible for listing in the California Register of Historical Resources or in any local register of historical resources. Furthermore, the City of Chino followed the procedures under Senate Bill 18, which went into effect January 1, 2005 and set forth requirements for local governments to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. As part of the City's 2010 General Plan Update, the City sent letters to the following Native American tribes: Morongo Band of Mission Indians, Gabrieliño Tongva Nation, Gabrieliño/Tongva San Gabriel Band of Mission Indians, Soboba Band of Mission Indians, Ramona Band of Cahuilla Mission Indians, San Manuel Band of Mission Indians, and Serrano Nation of Indians. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting, or mitigating impacts to, cultural places. The City did not receive any requests for consultation from Native American groups during preparation of the City's 2010 General Plan Update.[171]

Objective OSC-7.1, Policy P3 states that if archaeological resources are discovered during construction, the Planning Division should be notified immediately, and construction should stop until an archaeologist evaluates the discovered resources and recommends appropriate action. Additionally, Policy P4 under the same objective requires the City to consult with the Native American community if Native American artifacts are discovered to ensure the respectful treatment of sacred places. Compliance with these standard City actions would ensure any potential impact to archeological resources remain less than significant through buildout of the General Plan.

[171] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Pages 4.5-4 and 4.5-12. May.

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

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

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Discussion of Effects: The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the Native American Heritage Commission (NAHC)."

Chapter 532, Statutes of 2014 (i.e., Assembly Bill 52), requires Lead Agencies to evaluate a project's potential to affect "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." Assembly Bill (AB) 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC Section 5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5[a]).

"Local register of historical resources" means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.

A resource may be listed as a historical resource in the California Register of Historical Resources if it meets any of the following National Register of Historic Places criteria as defined in PRC Section 5024.1(C):

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to PRC Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The *State CEQA Guidelines* do not preclude identification of historical resources as defined in Public Resources Code Sections 5020.1(j) or 5024.1. Pursuant to State CEQA Guidelines Section 15064.5[c][4], if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study, but they need not be considered further in the CEQA process.[172]

Per AB 52 (specifically California Public Resources Code 21080.3.1), Native American consultation is required upon request by interested California Native American tribes that have previously requested that the City provide them with notice of such projects. Section 11(c) of AB 52 reads, "This act shall apply only to a project that has a notice of preparation or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015."

No prehistoric resources were documented on or within one mile of the project site during the August 2024 cultural resources records search. As no prehistoric resources were documented within one mile, sensitivity for in situ undocumented subsurface resources is low.[173] An archeological field survey of the project site was conducted on July 30, 2024. No cultural material was identified during the field survey.

The GPEIR was certified in 2010; therefore, Native American consultation pursuant to AB 52 is not required as part of this Addendum. However, pursuant to General Plan Objective OSC-7.1, Policy P3 states that if archaeological resources are discovered during construction, the Planning Division should be notified immediately, and construction should stop until an archaeologist evaluates the discovered resources and recommends appropriate action. Additionally, Policy 4 under the same objective requires the City to contact Native American Tribes if artifacts are discovered onsite during a construction project. After the assessment, full- to part-time monitoring during the remainder of the project may be recommended to reduce impacts to any additional cultural resources that may be discovered during ground-disturbing activities. Compliance with these standard City actions would ensure any potential impact to archeological resources remain less than significant. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur; therefore, mitigation is not required.

18. Wildfire

Wildfire is a resource topic that was added to Appendix G of the CEQA Guidelines as part of the 2019 CEQA Statute and Guidelines update that occurred in December 2018. Analysis of environmental impacts from wildland fires was presented in Subsection 4.7 (Hazards and Hazardous Materials) of the GPEIR. Implementation of Goal SAF-3, Policy P1 would require all development in areas of potential wildland fire hazards to include clearance around structures, fire-resistant ground cover, and fire-resistant roofing materials. Additionally, the GPEIR concluded that the City is generally buffered from wildland fires due its flat topography and the limited amount of open space immediately surrounding the City, as well as the separation between the City and the Chino Hills provided by SR-71. Accordingly, the GPEIR concluded that impacts due to wildland fire hazards would be less than significant.

a. If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Discussion of Effects: The City's GPEIR identifies the project site as being located in an area with "little or no threat" from wildfires.[174] Areas surrounding the project site consist of commercial and industrial uses. Because of lack of on-site vegetation and the developed nature of the project vicinity, on-site and adjacent areas have minimal capability to support a wildfire and no impact would occur. According to the California

[172] Pursuant to Section 21082.3(c) of the Public Resources Code, details on the nature, extent, and location of Tribal Cultural Resources identified by Native American tribes shall remain confidential for the purposes of this analysis.
[173] LSA. 2024b. Cultural Resources Assessment Gateway Terminal Project. October.
[174] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Figure 4.7-1.

Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area, nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[175] The nearest areas classified as VHFHSZ are located approximately 6.5 miles southeast and southwest of the project site in the Prado Basin and Chino Hills, respectively. Therefore, no impact related to this issue would occur. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur. Mitigation is not required.

b. If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project, due to slope and/or prevailing winds, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Discussion of Effects: The City's GPEIR identifies the project site as being located in an area with "little or no threat" from wildfires.[176] Areas surrounding the project site consist of commercial and industrial uses. Because of lack of on-site vegetation and the developed nature of the project vicinity, on-site and adjacent areas have minimal capability to support a wildfire and no impact would occur. According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area, nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[177] The nearest areas classified as VHFHSZ are located approximately 6.5 miles southeast and southwest of the project site in the Prado Basin and Chino Hills, respectively. Therefore, no impact related to this issue would occur. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur. Mitigation is not required.

c. If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Discussion of Effects: The City's GPEIR identifies the project site as being located in an area with "little or no threat" from wildfires.[178] Areas surrounding the project site consist of commercial and industrial uses. Because of lack of on-site vegetation and the developed nature of the project vicinity, on-site and adjacent areas have minimal capability to support a wildfire and no impact would occur. According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area, nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[179] The nearest areas classified as VHFHSZ are located approximately 6.5 miles southeast and southwest of the project site in the Prado Basin and Chino Hills, respectively. Therefore, no impact related to this issue would occur. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur. Mitigation is not required.

d. If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?

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175 Cal Fire. 2025. Fire Hazard Severity Zone Viewer. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed April 7, 2025).

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178 Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Figure 4.7-1. May.

179 Cal Fire. 2025. Fire Hazard Severity Zone Viewer. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed April 7, 2025).

Discussion of Effects: The City's GPEIR identifies the project site as being located in an area with "little or no threat" from wildfires.[180] Areas surrounding the project site consist of commercial and industrial uses. Because of lack of on-site vegetation and the developed nature of the project vicinity, on-site and adjacent areas have minimal capability to support a wildfire and no impact would occur. According to the California Department of Forestry and Fire Protection (CALFIRE), the project site is not located within a wildfire State Responsibility Area, nor is the site classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[181] The nearest areas classified as VHFHSZ are located approximately 6.5 miles southeast and southwest of the project site in the Prado Basin and Chino Hills, respectively. Therefore, no impact related to this issue would occur. No new information requiring the preparation of an EIR or new impact beyond that previously identified in the GPEIR would occur. Mitigation is not required.

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[180] Design, Community & Environment. 2010. *City of Chino General Plan Environmental Impact Report*. Figure 4.7-1. May.

[181] Cal Fire. 2025. Fire Hazard Severity Zone Viewer. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones (accessed April 7, 2025).

SECTION VII—DETERMINATION OF APPROPRIATE CEQA DOCMENTATION

This Addendum to the City of Chino General Plan Environmental Impact Report has been prepared in accordance with the provisions of the *State CEQA Guidelines* to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR (pursuant to Section 15162 and 15164 of the *State CEQA Guidelines*) exist in connection with the proposed project. No major revisions would be required to the GPEIR as a result of the proposed Chino Gateway Terminal Project. Additionally, the proposed Chino Gateway Terminal Project would not result in any new significant environmental impacts not previously identified in the GPEIR. Since the certification of the GPEIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible, nor showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the EIR that the City adopted. Therefore, preparation of a subsequent EIR is not required, and the appropriate CEQA document for the proposed project is this Addendum to the GPEIR. No additional environmental analysis or review is required for the proposed Chino Gateway Terminal Project. This document will be maintained in the administrative record files at the City of Chino.

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SECTION VIII—LIST OF PREPARERS

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SECTION IX—LIST OF SOURCES

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APPENDIX A – CALEEMOD OUTPUTS

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