Final
Program Environmental Impact Report for the Chino 2045 General Plan Update
SCH #2024090833

Prepared for
City of Chino
Development Services Department
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RECON Number 10105
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ERRATA

Chino 2045 General Plan Update
Program Environmental Impact Report
SCH #2024090833

This Errata has been prepared for the Final Program Environmental Impact Report (PEIR) to summarize changes since public review of Draft PEIR that began on June 20, 2025, and concluded on August 4, 2025. Changes were made to the Final PEIR both in response to comments received on the Draft PEIR and as minor changes initiated by City of Chino (City) staff to clarify or correct information the Chino 2045 General Plan Update (project). Changes made to the Final PEIR in response to comments received on the Draft PEIR are presented first, followed by a summary of changes to the text of General Plan Update elements initiated by City staff that did not result in changes to the Final PEIR.

Executive Summary

Table S-1, mitigation measure AQ-3, was revised on page S-10 to clarify that building plans would be submitted specifically to the City Development Services Department:

Table S-1
Summary of Environmental Impacts

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.2 Air Quality			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.	**AQ-3: Health Risk Assessment** For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.	

2.0 Environmental Setting

Section 2.1.3 was revised on page 2-3 to clarify that Prado Regional Park is 2,200 acres in size.

4.1 Aesthetics

Section 4.1.1.3 was revised on page 4.1-6 to clarify that Prado Regional Park is 2,200 acres in size.

4.2 Air Quality

Section 4.2.2.4(b) was revised on page 4.2-21 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

Section 4.2.3.1(b) was revised on page 4.2-25 to clarify the following regarding South Coast Air Quality Management District's Final Localized Significance Threshold (LST):

> The LST Methodology includes screening tables that may be used for projects that are five acres or less in size. Project-specific air dispersion modeling may be necessary for projects that are greater than five acres in size, involve a substantial source of emissions, or are located near sensitive receptors.

Section 4.2.6.1(b) was revised on page 4.2-36 to clarify the following regarding construction emissions:

> Additionally, due to CARB's ongoing implementation of off-road emission standards, cleaner construction equipment would be available in the future. Potential amendments to the off-road diesel engine standards include Tier 5 rulemaking which would reduce NO_X and particulate matter emissions beyond the Tier 4 final emission standards. A September 2020 state executive order also requires CARB to develop and proposed a transition to zero

emissions by 2035. Future construction activities would be required to comply with all applicable regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding toxic air emissions during construction:

Further, as discussed in Section 4.2.6.1(a) above, future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding stationary sources of toxic air emissions:

Furthermore, future site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

4.2.7.3 Mitigation

Section 4.2.7.3, mitigation measure AQ-3, was revised on page 4.2-42 to clarify that building plans would be submitted specifically to the City Development Services Department:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.

4.6 Greenhouse Gas Emissions

Section 4.6.2.3(e) was revised on page 4.6-25 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate

the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

4.9 Land Use

Section 4.9.1.1 was revised on page 4.9-2 to clarify that Prado Regional Park is 2,200 acres in size.

4.12 Public Services and Recreation

Section 4.12.1.4 was revised on page 4.12-5 to clarify that Prado Regional Park is 2,200 acres in size.

Section 4.12.2.2(e) was revised on page 4.12-15 to reflect an update to Policy PRC-1.8:

- Policy PRC-1.8: Coordinate local trail planning with regional efforts to ensure connectivity and access to the regional trail system and networks in neighboring communities to support a comprehensive active transportation network.

4.13 Transportation

Figure 4.13-1 has been revised on page 4.13-2 to correctly present roadway classifications on the proposed circulation network. See revised Figure 4.13-1 below.

Figure 4.13-2 has been revised on page 4.13-5 to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue. See revised Figure 4.13-2 below.

Figure 4.13-3 has been revised on page 4.13-7 to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-3 below.

Section 4.13.2.3(d) was revised on page 4.13-16 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

Figure 4.13-4 has been revised on page 4.13-21 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. Figure 4.13-4 has also been revised to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue and to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-4 below.

Table 4.13-1 has been revised on page 4.13-23 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. See revised Figure 4.13-4 below.

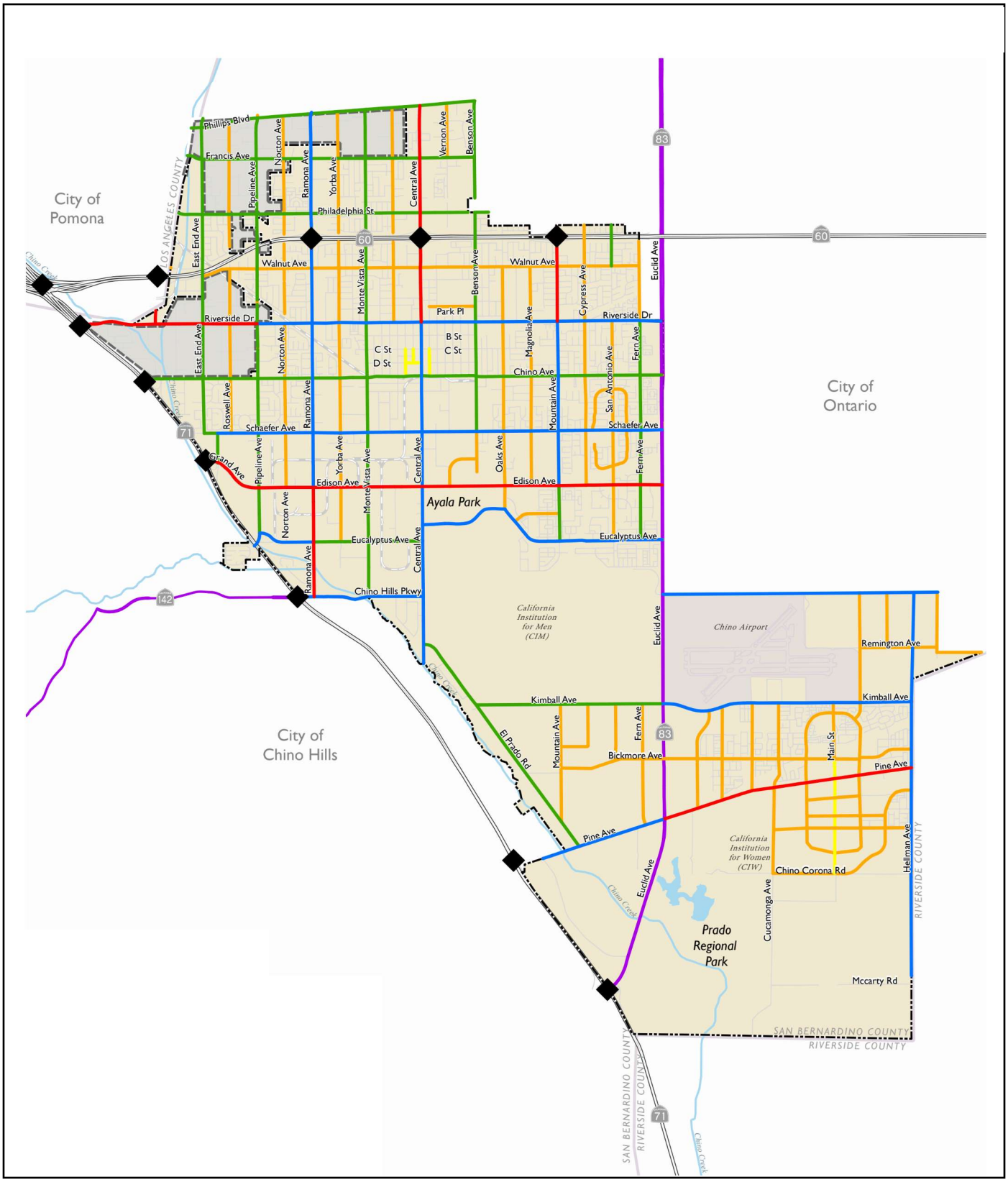

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FIGURE 4.13-1
Proposed Circulation Network

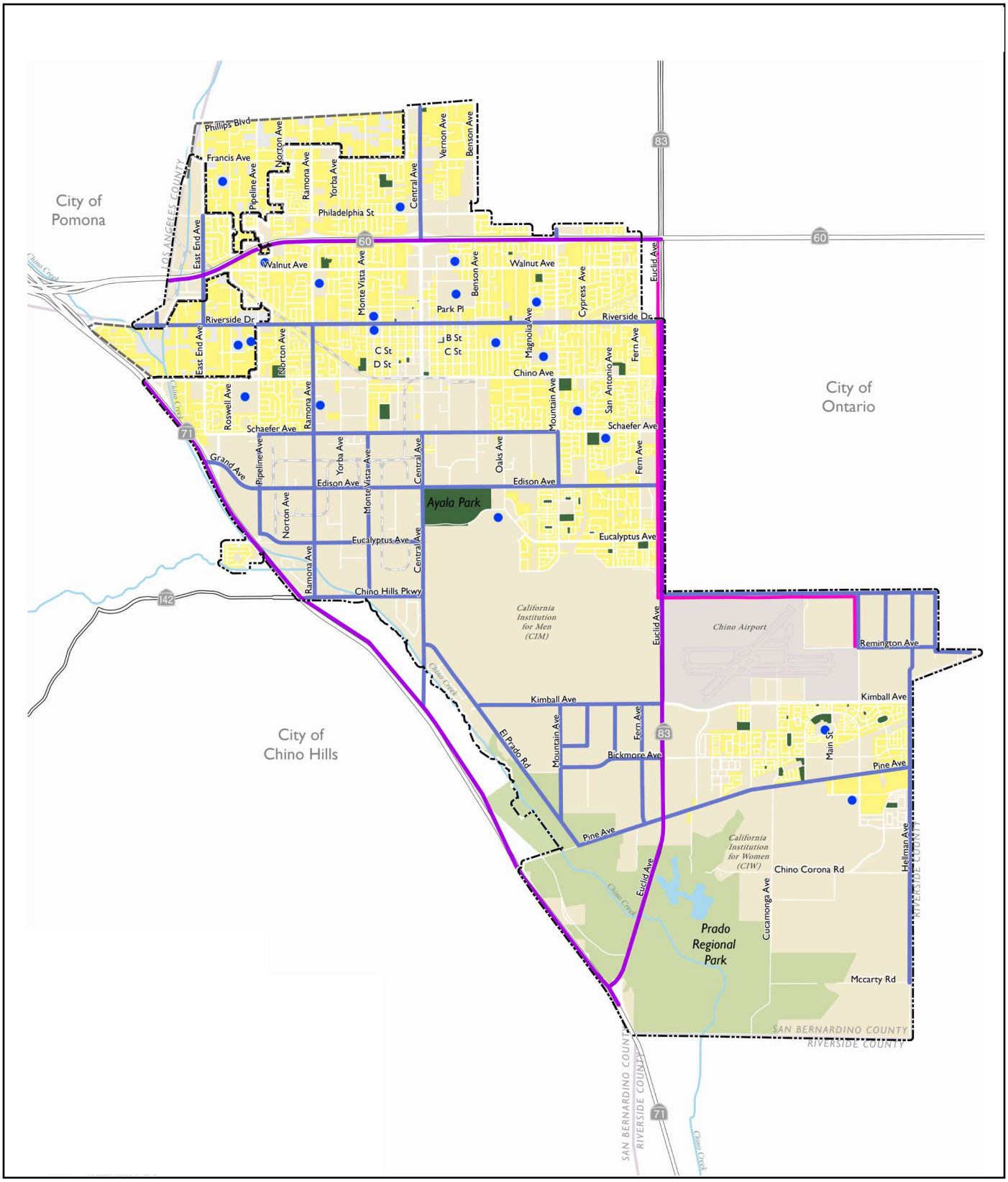

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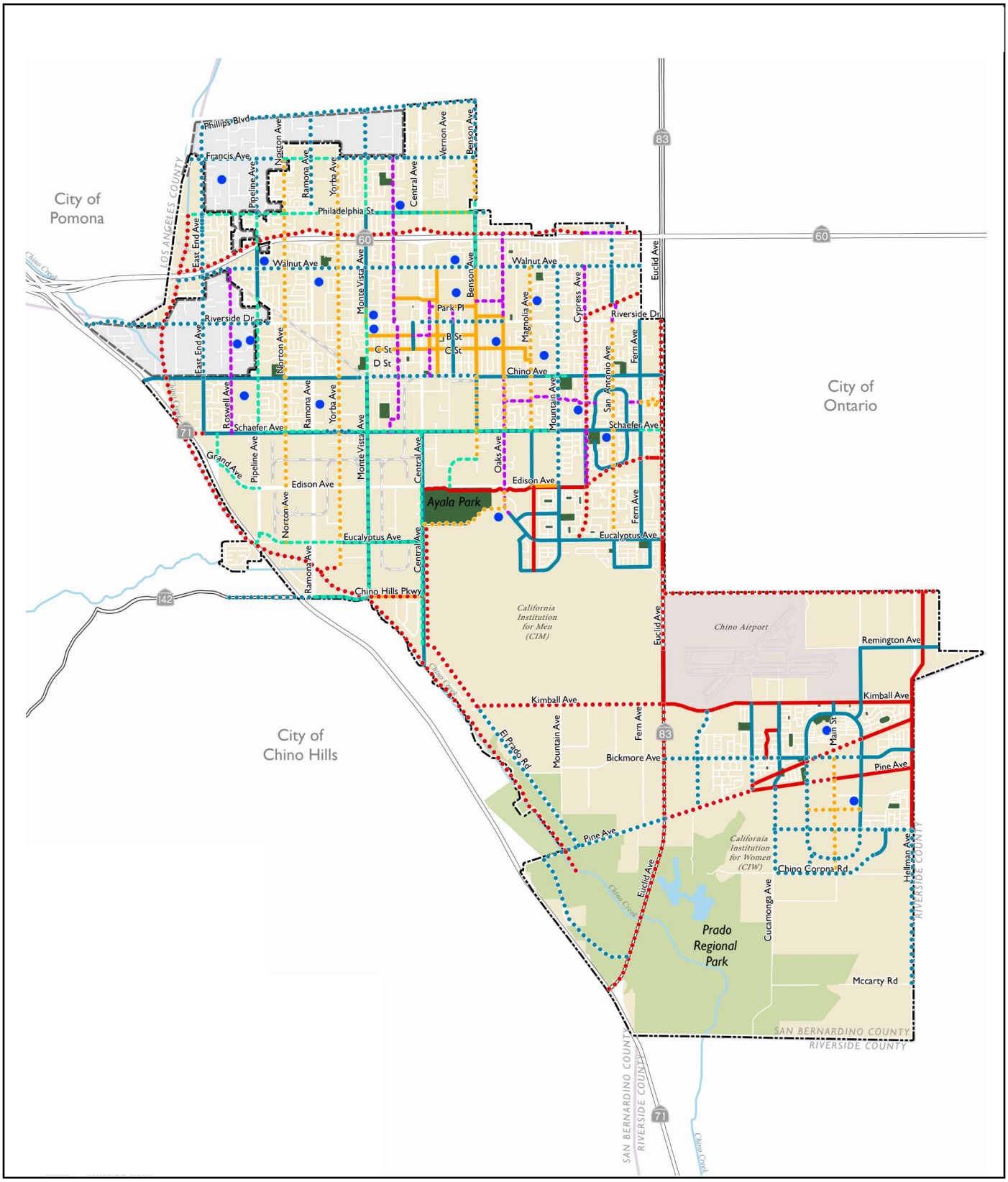
FIGURE 4.13-2
Designated Truck Routes



Existing Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes

Proposed Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IV Protected Bike Lanes/Cycle Tracks
- Bicycle Boulevards

- Schools
- Existing Park
- Regional Park
- City of Chino
- Sphere of Influence

0 Miles 1.5

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FIGURE 4.13-3
Existing and Proposed Bicycle Network

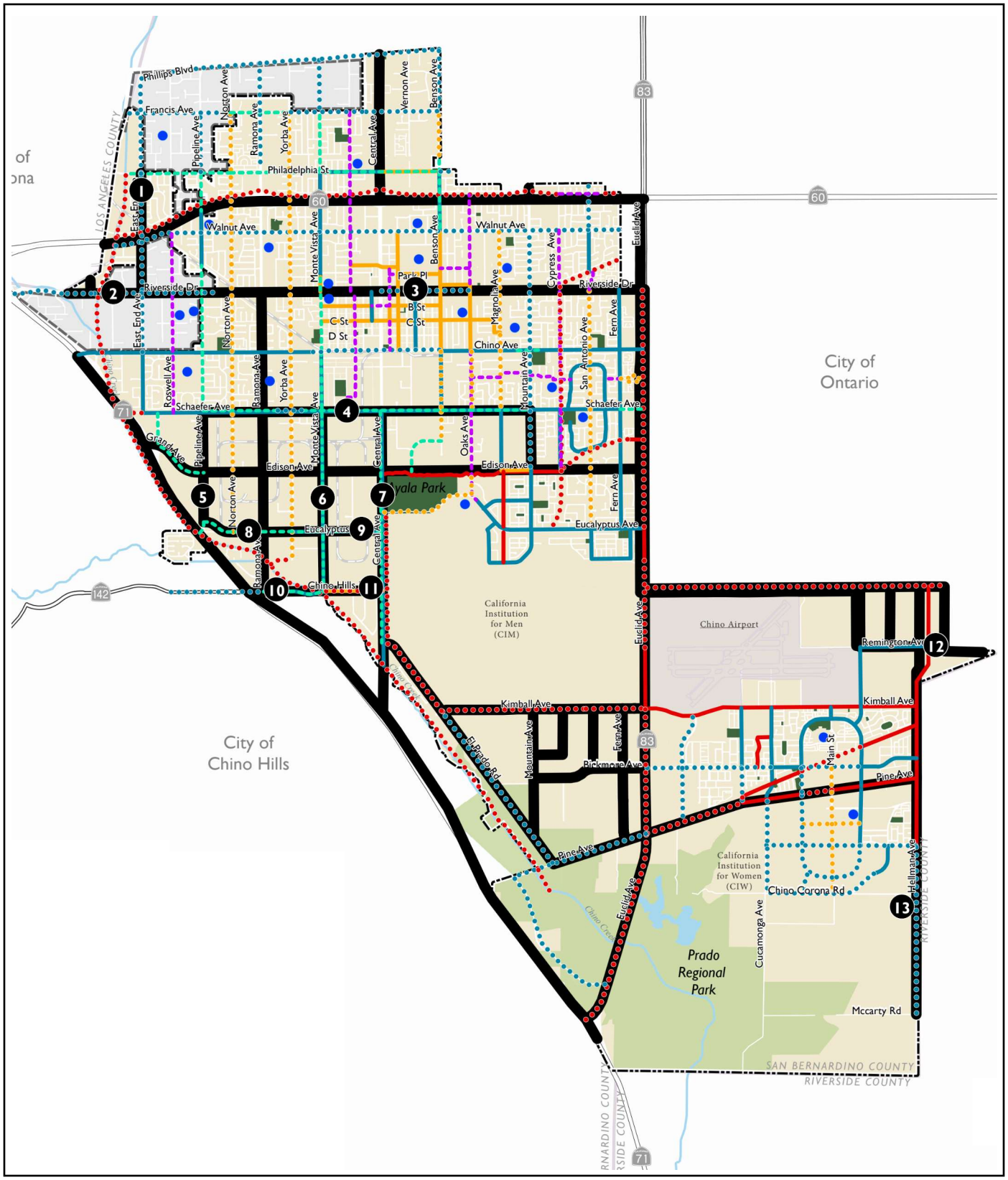

FIGURE 4.13-4
Segments with Overlapping Truck Routes and Bicycle Facilities

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Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
1	East End Avenue between Philadelphia Street and Riverside Drive	The existing variable right-of-way presents a barrier to implementing bicycle facilities without widening the roadway. Reroute cyclists to parallel roadway (i.e., Pipeline Avenue) near-term and long-term invest in the bicycle facilities along East End Avenue and its connection to Philadelphia Street and Riverside Drive.
2	Riverside Drive between Ficus Street and Norton Avenue	Consider expanding the proposed Class II bicycle lane to Central Avenue to support connectivity with the Riverside Drive mixed-use boulevard.
3	Riverside Drive between Central Avenue and Oaks Avenue	Continue to invest in bicycle facility improvements, pending feasibility and congruency with the Riverside Drive mixed-use boulevard.
4	Schaefer Avenue between Pipeline Avenue and Mountain Avenue	As proposed by the project (see Figure 4.13-3), enhance existing Class II bicycle lane by adding buffers or converting it to a Class IV cycle track with physical barriers, such as bollards. Continue to improve with additional supportive treatments along the corridor and through intersections.
5	Pipeline Avenue between Schaefer Avenue and Eucalyptus Avenue	The existing constrained right-of-way limits opportunities for Class II bicycle lanes and/or separation. Consider rerouting cyclists onto parallel roadway (i.e., Norton Avenue), and invest further into upgrading that roadway to be a lower speed bike boulevard.
6	Monte Vista Avenue between Schaefer Avenue and Chino Hills Parkway	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	As proposed by the project (see Figure 4.13-3), convert the existing Class II bicycle buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic.
8	Eucalyptus Avenue between Pipeline Avenue and Yorba Avenue	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	As proposed by the project (see Figure 4.13-3), convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic–where feasible, if not retain Class II bicycle lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bicycle lane (on the south side of the roadway) by adding buffers or convert it to a Class IV cycle track with physical barriers. Install new Class II bicycle lanes, and if feasible, Class IV cycle tracks on the north side of the roadway. In addition, require intersection treatments including green conflict markings across

Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
		driveways and intersections, leading bike intervals, and additional signage and lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing bicycle lanes are present on both sides of the roadway along the existing sidewalk. Consider investing in on-street bicycle facilities, pending a feasibility study of right-of-way. Alternatively, invest in a dedicated bi-directional Class I shared use path on one side of the roadway.
12	Remington Avenue between Flight Avenue and Carpenter Avenue	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic, pending further feasibility. If not feasible, consider the implementation of Class I share use on one side of the roadway.
~~13~~	~~Flight Avenue between Kimball Avenue and Remington Avenue~~	~~The existing variable right-of-way limits the possibility of bike lane separation without widening the roadway. Consider investing in a Class I share use on one side of the roadway or rerouting cyclists to the Class I share use path along Hellman Avenue to the east of Flight Avenue.~~
~~14~~13	Hellman Avenue between River Road and Walters Street	The existing variable and constrained right-of-way limits opportunities for bike lanes and/or separation. Continue to invest in an off-street Class I shared use path on the west side of the roadway, which connects to an existing network of off-street facilities.

Summary of Staff Initiated Changes to the Project

In addition to the changes made to address the comment letters submitted during public review of the Draft PEIR described above, City staff revised the text of the General Plan Update elements as presented in the bullet list below. The changes listed below represent minor edits for clarification purposes and do not trigger any additional revisions to the Final PEIR beyond that presented above.

- Action LCC-3.C was revised to add off-site bicycle and trail facilities as a desired community benefit to be offered in exchange for bonus floor area ratio in the Boulevard Mixed Use and Regional Mixed Use districts.

- Action HEQ-2.C was deleted, which called for the establishment of a Safe Routes To School Advisory Committee and replaced with new Policy HEQ-2.6, recognizing that the standing Traffic Advisory Committee can fulfill the role envisioned for the proposed committee.

- New Action HEQ-4.D was added calling for the City to consider amending the Zoning Code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food.

- Action HSN-1.K was revised to reflect that the Municipal Code already prohibits the use of fireworks in areas of elevated wildfire risk.

- New Action HSN-2.G was added that calls for exploring the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.

- Text in the Parks, Recreation and Community Services Element and in the Health and Environmental Quality Element was revised to clarify the acreage of the Prado Regional Park and that the park is overseen by the San Bernardino County Regional Parks Department, who lease the land from the U.S. Army Corps of Engineers and further sublease portions of that land to partner recreational organizations and businesses.

- Policies INF-4.11, HEQ-8.15, and PRC-1.8 were revised to add text clarifying that local multi-use trail planning should be coordinated with regional trail planning initiatives to support a comprehensive active transportation network.

- Map INF-1 of the Infrastructure Element was revised to correctly present roadway classifications on the proposed circulation network.

- Maps INF-2 and INF-3 of the Infrastructure Element were revised to correctly represent planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan.

- Various photographs were replaced and various typographical errors and omissions were corrected in elements of the project.

Finding Related to Recirculation

The minor changes to the Final PEIR presented above do not constitute a new significant environmental impact or a substantial increase in the severity of an environmental impact which would trigger the requirement to recirculate the PEIR pursuant to Section 15088.5 of the California Environmental Quality Act Guidelines. All changes listed above were made to clarify or to provide minor corrections to the project.

Chino 2045 General Plan Update
Program Environmental Impact Report
SCH #2024090833

Letters of Comment and Responses

The following letters of comment were received from state and local agencies during the public review period of the Draft Program Environmental Impact Report (PEIR) beginning on June 20, 2025, and ending on August 4, 2025. A copy of each comment letter along with corresponding staff responses is included here. Some of the comments did not address the adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to the commenter. Some of the comments received resulted in changes to the Draft PEIR text. These text changes are indicated by strikeout (deleted) and underline (inserted) markings in the Final PEIR text. Revisions to the Draft PEIR are intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the document.

Letter	Author	Page Number
A	South Coast Air Quality Management District	RTC-2
B	City of Ontario	RTC-11
C	City of Chino Hills	RTC-12
D	City of Pomona	RTC-13
E	California Department of Transportation	RTC-17
F	Riverside County Airport Land Use Commission	RTC-23

Letter A

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
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Revised, July 31, 2025

Draft Program Environmental Impact Report (Draft PEIR) for the 2045 Chino General Plan Update (Proposed Project) (SCH No: 2024090833)

A-1 South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The City of Chino is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

Summary of Proposed Project Information in the Draft PEIR

Based on the Draft PEIR, the 2045 Chino General Plan Update (Proposed Project) represents a comprehensive, citywide update to the City of Chino's Adopted General Plan. The updated plan extends the City's planning and policy framework through the year 2045 and is intended to serve as a long-range, programmatic guide for land use, housing, transportation, infrastructure, open space, and environmental quality.[1] The Proposed Project is a policy document which serves the following purposes:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide the use of City resources and funds in a fiscally sustainable manner;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- Plan in a manner that addresses future land needs and economic opportunities, based on the projected population, housing, and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the unique character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the zoning ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.[2]

As a programmatic environmental document, the Draft PEIR evaluates the environmental impacts of the General Plan Update as a whole, recognizing that future development projects will require

[1] Draft PEIR, p. 3-1.
[2] Draft PEIR, p. 3-6.

A-1 Introductory comment. See responses to specific comments below.

tiered, project-level CEQA review.[3] The Project also anticipates addition of industrial and logistics-related development through 2045.[4]

A-2 **South Coast AQMD Comments**

CARB and South Coast AQMD's Guidance Documents

The Lead Agency is recommended to follow CARB and South Coast AQMD land-use guidance to ensure that sensitive receptors are not heavily affected by the warehouse truck activities and freeway emissions. This guidance includes:

1) The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[5] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.[6]

2) The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[7] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

By adhering to these guidance documents and implementing proactive Mitigation Measures (MMs), the lead agency can avoid, eliminate or reduce the adverse impacts of warehouse and truck activities on public health, ensuring that vulnerable communities are adequately protected from disproportionate exposure to air pollution.

A-3 *Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program*

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of NOx and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by

[3] Draft PEIR, p. 3-31.
[4] Draft PEIR, p. 3-1.
[5] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf.
[6] CARB's Technical Advisory can be found at: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways | California Air Resources Board.
[7] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.

A-2 Section 4.2.2.2(b) and Section 4.2.7.1(b) of the Final Program Environmental Impact Report (PEIR) reference the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*. This includes a discussion of (non-mandatory) measures that could be incorporated into future development. It also discusses minimum efficiency reporting value 13 filters that would be required per the California Green Building Standards Code. The Final PEIR determined that impacts would remain significant and unavoidable at this program level of review because the scale and extent of exposure of future development and redevelopment under the Chino 2045 General Plan Update (project) to mobile sources of toxic air contaminants (TACs) cannot be known at this time.

While the PEIR does not specifically reference the South Coast Air Quality Management District's (SCAQMD) *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, the project includes numerous polices that would reduce harmful air quality emissions consistent with the goals of this document. Section 4.2.2.4(b) provides a list of the project's policies and actions that would reduce harmful air quality emissions.

A-3 The project includes policies addressing emissions generated by warehouses. Consistent with Land Use and Community Character Element Policy LCC-6.2, the City will support the continued operation and expansion of industrial, manufacturing, and distribution activities within established employment districts, subject to performance standards for new development and operation that minimize noise, odor, or other harmful emissions beyond the boundaries of the site to the extent practicable. Similarly, consistent with Land Use and Community Character Element Action LCC-6.A, the City will identify and offer incentives for new industrial, manufacturing, and distribution to adopt green building practices and technologies that exceed Title 24 California Green Building Code requirements. Additionally, Section 4.2.7.1(b) of the Final PEIR has been revised to state that site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project will result in an increase in the development of light industrial warehouses, South Coast AQMD recommends the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators.[8] In addition, South Coast AQMD recommends that Rule 2305 compliance be integrated into the 2045 Chino General Plan Update as a programmatic policy requirement and as part of mitigation commitments in the Final PEIR. This could include adopting policies or implementation programs requiring new warehouse development to demonstrate how they will support tenant WAIRE compliance, such as installing infrastructure for electric vehicle charging, rooftop solar, or zero-emission equipment. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[9]

A-4

Localized Significance Thresholds Analysis

To ensure accurate evaluation of localized air quality impacts in future development projects, it is recommended that the Lead Agency clarify that the Localized Significance Threshold (LST) screening tables are not applicable for projects larger than five acres, consistent with Table 3-2 of the South Coast AQMD LST methodology in the Final PEIR for 2045 Chino General Plan Update.[10] Relying on these screening tables for projects exceeding five acres in size, involving substantial combustion sources, or located near sensitive receptors, may result in underestimation of localized air quality impacts. Therefore, South Coast AQMD staff recommends that the Lead Agency include a clarification that project-specific air dispersion modeling for projects larger than five acres, consistent with Table 3-2 of the South Coast AQMD LST methodology, during both construction and operational phases is required, to ensure accurate assessment of air quality impacts and protection of nearby sensitive populations.

A-5

Air Quality Mitigation Measures for NOx and PM Emissions from Construction

Given the long-range plan of the 20-year or longer construction period for the Proposed Project,[11] it is important that the Draft PEIR be updated to reflect the availability of future cleaner construction technologies. According to the CARB Strategies for Reducing Emissions from Off-Road Construction Equipment, the implementation of off-road Tier 5 starting in 2027 or 2028 and the Governor's Executive Order in September 2020 requires CARB to develop and propose a full transition to Zero Emissions (ZE) by 2035.[12] Considering the scope of the project, it is crucial to ensure that the levels of construction emissions, specifically NOx and PM_{10}, remain below

[8] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.
[9] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.
[10] Draft PEIR. p. 4.3-36.
[11] Draft PEIR, p. 4.2-38
[12] Presentation can be found at: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmp-presentations-01-27-21.pdf

A-4 Localized Significance Thresholds are discussed in Section 4.2.3.1(b) of the Final PEIR. Because this is a plan-level analysis, the screening tables are not specifically addressed. However, future site-specific projects would be required to prepare an air quality analysis consistent with SCAQMD requirements per Mitigation Measures AQ-1 and AQ-2. An additional discussion of the screening tables and requirements necessary for projects greater than five acres has been added to Section 4.2.3.1(b) of the Final PEIR.

A-5 Additional information about potential CARB Tier 5 and zero emission standards and their applicability to future construction has been added to Sections 4.2.6.1(a) and 4.2.7.1(b) of the Final PEIR. Future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed.

significant thresholds during the construction period for each proposed individual project. Moving towards achieving this goal, where feasible, involves opting for electric emission-free engines instead of diesel-fueled engines for the construction equipment. This proactive choice not only aligns with environmental concerns but also demonstrates a commitment to minimizing the project's environmental footprints. The abatement of NOx can also be pursued by enforcing greener constructions, such as, limiting the usage of older engines in favor of adopting the latest available technologies, or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook[13] for both operational and construction emissions.

A-6

Recommended Air Quality and Greenhouse Gas Mitigation Measures and Project Design Features for Consideration

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final PEIR.

A-7

Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require or incentivize the use of zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), where feasible.

   Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

2. Adopt a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

   Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final PEIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

4. Require electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

[13] South Coast AQMD's CEQA Air Quality Handbook, Available at: https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

A-6 Introductory comment regarding mitigation. See responses to specific comments below.

A-7 As a programmatic document, the PEIR identified a mitigation framework adaptable to future projects. Mitigation measure AQ-2 outlines potential reduction measures to be implemented by future projects for the reduction of operational mobile source emissions. The measure specifically states, "Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to…" The listed reduction measures set out in mitigation measure AQ-2 are not intended to be all-inclusive, rather they provide a framework for the development of reduction measures as applicable to future projects. Pursuant to mitigation measure AQ-2, future site-specific projects would be required to assess project level air quality impacts, including an evaluation of potential impacts associated with operational mobile sources. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. These measures would be developed on a case-by-case basis consistent with the requirements of CARB and state law. Therefore, the PEIR provides an adequate mitigation framework for a programmatic evaluation, and no revisions have been made per this comment.

A-8 Mitigation Measures to Reduce Operational Air Quality Impacts from Other Area Sources

1. Incorporate solar-ready or solar-mandated provisions for new commercial, industrial, and civic buildings.
2. Promote the use of high-albedo (light-colored) roofing and paving to reduce the urban heat island effect and decrease indirect energy consumption.
3. Require Energy Star-rated appliances and HVAC systems in all new development, particularly multifamily housing and public facilities.

A-9 Design Considerations for Reducing Air Quality and Health Risk Impacts

1. Establish General Plan policies that require buffer zones or site design strategies to separate heavy truck routes from sensitive receptors (e.g., schools, daycares, housing
2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
3. Require on-site truck queuing and check-in areas to prevent queuing on public streets or near homes.
4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

A-10 Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporating additional mitigation measures as applicable to the Proposed Project in the Final PEIR:

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[14]
2. South Coast AQMD 2022 Air Quality Management Plan,[15] specifically:
   a) Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures
   b) Appendix IV-B – CARB's Strategy for South Coast

[14] State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[15] South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan

A-8 See response to comment A-7. Future site-specific projects would include an evaluation of potential impacts associated with operational area sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law. Furthermore, future site-specific development would be required to demonstrate consistency with the City's Climate Action Plan by implementing one or a combination of the following three options:

1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or
2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11, in effect at the time of development application submittal for discretionary review; or
3. Provide other equivalent greenhouse gas (GHG) reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, zero emission vehicle infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 metric tons of carbon dioxide equivalent per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Compliance with the City's Climate Action Plan would reduce operational emission generated by area sources. Finally, consistent with Land Use and Community Character Element Action LCC-6.A, the City will identify and offer incentives for new industrial, manufacturing, and distribution to adopt green building practices and technologies that exceed Title 24 California Green Building Code requirements. Therefore, the PEIR provides adequate mitigation for a programmatic evaluation, and no revisions have been made per this comment.

A-9 Section 4.2.7.1(b) of the Final PEIR evaluated impacts associated with truck traffic. As noted in this section, the project includes the following policies that would serve to reduce health risks associated with air quality emissions:

1. Policy HEQ-5.3: Require new development that would locate sensitive uses adjacent to sources of TACs to be designed to minimize any potential health risks, consistent with state law.
2. Policy HEQ-5.5: Consistent with AB 98 regulations, regulate new light industrial and warehouse uses in proximity to housing and other sensitive uses and require such projects to route trucks and minimize idling in order to reduce diesel particulate emissions.
3. Policy HEQ-5.6: Work with existing industrial and transportation-related business in Chino to improve outdoor air quality through improved operations and practices, such as planning for zero emissions trucks and vans.
4. Policy LCC-1.5: Locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.
5. Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.
6. Action INF-5.b: Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic. Support and plan for electrification and autonomy of the truck fleet.

Furthermore, mitigation measure AQ-3 would require projects siting new sensitive land uses within 500 feet of State Route 71 or State Route 60 to prepare a health risk assessment evaluating the potential for sensitive receptors to be exposed to toxic air contaminants. Therefore, the PEIR provides adequate mitigation, consistent with the commenter's suggestions, for a programmatic evaluation, and no revisions have been made per this comment.

	A-10 Mitigation measures AQ-1 and AQ-2 identifies a framework for use by future site-specific projects for the reduction of construction emissions, and for the reduction of operational emissions. As required by the mitigation measures, future site-specific projects would include an evaluation of potential impacts associated with construction and operational sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law.

c) Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure

3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.[16]

A-11

South Coast AQMD Air Permits and Role as a Responsible Agency

The Final PEIR should clearly identify South Coast AQMD as a Responsible Agency pursuant to CEQA Guidelines Section 15096 if discretionary air permits are required for stationary sources, including generators, boilers, or other equipment. Additionally, South Coast AQMD recommends that the Final PEIR include a discussion of anticipated permit-triggering equipment types by land use or development type (e.g., fire stations, hospitals, industrial facilities).

Hence, if development of a Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document, should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to Construct,[17] Rule 203 – Permit to Operate,[18] Rule 401 – Visible Emissions,[19] Rule 402 – Nuisance,[20] Rule 403 – Fugitive Dust,[21] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[22] Rule 1113 – Architectural Coating,[23] Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil,[24] Rule 1179 – Publicly Owned Treatment Works Operations,[25] Regulation XIII – New Source Review,[26] Rule 1401 – New Source Review of Toxic Air Contaminants,[27] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[28] Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[29] etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further

[16] United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: https://www.epa.gov/mobile-source-pollution
[17] South Coast AQMD. Rule 201 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[18] South Coast AQMD. Rule 203 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[19] South Coast AQMD. Rule 401 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[20] South Coast AQMD. Rule 402 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[21] South Coast AQMD. Rule 403 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[22] South Coast AQMD. Rule 1110.2 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[23] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[24] South Coast AQMD. Rule 1166 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[25] South Coast AQMD. Rule 1179 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[26] South Coast AQMD. Regulation XIII available at: https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[27] South Coast AQMD. Rule 1401 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[28] South Coast AQMD. Rule 1466 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[29] South Coast AQMD. Rule 1470 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

A-11 Section 4.2.7.1(b) of the Final PEIR documents SCAQMD's role in issuing permits for future sources of toxic air contaminants by stating the following:

> Various uses, such as dry cleaners and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SCAQMD. Although future development and redevelopment under the project could be located near existing types of facilities, emissions of TACs are regulated by SCAQMD through permitting and monitoring requirements. The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk.

As described in Section 3.5 of the Final PEIR, the PEIR examines the potential environmental impacts of implementing the project and identifies mitigation measures required to address significant impacts, as necessary. This evaluation is programmatic and does not evaluate the potential project-specific environmental impacts of individual development proposals that may be allowed subsequent to project adoption. Consequently, site-specific development plans that may include stationary sources requiring discretionary air permits are not available for evaluation at this time.

Subsequent projects would be reviewed by the City for consistency with the project and the PEIR, and adequate project-level environmental review would be conducted as required under the California Environmental Quality Act. During this process, future site-specific projects requiring discretionary air permits would coordinate with SCAQMD as a Responsible Agency, as necessary, and would be required to comply with all SCAQMD rules and regulations and permitting requirements.

actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

A-12 Conclusion

As set forth in Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final PEIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final PEIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

A-13 Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Jivar Afshar, Air Quality Specialist, at jafshar@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:JA

SBC250617-08
Control Number

A-12 The City will provide written responses ten days prior to certification of the Final PEIR.

A-13 Conclusory remarks.

Letter B

CITY OF ONTARIO
MEMORANDUM

Development Plan Review
Engineering Department:
Transportation Section

Project: City of Chino 2045 General Plan Update Date: July 29, 2025

Location: City of Chino By: Nathan Kuan

The Transportation Division recommends the following to be incorporated into the Project's Conditions-of-Approval:

B-1 Conditions:

1. Existing and Proposed Bicycle Network – Figure 4.13-3
   - Please note that the east side of Benson Avenue between Francis Street and Philadelphia Avenue is shown with a Class II Bike Lane per The Ontario Plan. The Chino 2045 General Plan Update shows the west side of Benson Avenue between Francis Street and Philadelphia Avenue with a Class III Bike Lane.
   - Please note that the north side of Merrill Avenue between Euclid Avenue and Hellman Avenue is shown with a Class II Bike Lane per The Ontario Plan. The Chino 2045 General Plan Update shows the south side of Merrill Avenue between Euclid Avenue and Hellman Avenue with a Class I Bike Lane.

nk;

B-1 Consistent with Infrastructure Element Action INF-2.E, the City of Chino (City) will review bike lane classifications with neighboring jurisdictions and seek agreement on actions needing coordination. Similarly, consistent with Infrastructure Element Action INF-4.D, the City will periodically update the Bicycle and Pedestrian Master Plan as necessary. Any changes, if necessary, would be made consistent with the dimensions documented in the City's Standard Drawings.

Letter C

City of Chino Hills

14000 City Center Drive
Chino Hills, CA 91709
(909) 364-2600
www.chinohills.org

August 4, 2025

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

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

Dear Mr. Hitz,

C-1 Thank you for the opportunity to comment on the above-mentioned Draft PEIR. The City of Chino Hills (City) values the collaboration that we have with the City of Chino on issues that impact both communities. We appreciate that the Draft PEIR addresses the issues that were raised in our comment letter for the Notice of Preparation (NOP).

C-2 The City notes that under the traffic analysis, Chino acknowledges that the current roadway for Chino Hills Parkway between Monte Vista Avenue and our shared boundary may not be sufficient to accommodate traffic from anticipated growth unless the roadway is widened on the north side, where adjacent land within the City of Chino is currently undeveloped. The City requests future coordination with Chino on public improvements for the widening of this segment of roadway.

C-3 Concerning the components of the plan that address the Pine Avenue Connector, the City appreciates that a separate environmental analysis is required and is currently underway. We would like to reiterate that a portion of the proposed roadway alignment is within the City of Chino Hills boundaries, and that extensive coordination with the City will be required, in addition to Caltrans, Department of Fish and Wildlife, and the United States Army Corps of Engineers. The future environmental review will need to assess the impacts of traffic resulting from the connector project on roadways and intersections in Chino Hills.

C-4 Thank you again for the opportunity to comment on the Draft PEIR. If you have additional questions, please contact me at nliguori@chinohills.org or (909) 364-2740.

Sincerely,

Nicholas Liguori, AICP
Community Development Director

City Council: Art Bennett ▪ Brian Johsz ▪ Ray Marquez ▪ Cynthia Moran ▪ Peter J. Rogers

C-1 Introductory comment. See the responses to specific comments below.

C-2 The City of Chino (City) will coordinate with the City of Chino Hills regarding the segment of Chino Hills Parkway between Monte Vista Avenue and shared City boundary. Consistent with Infrastructure Element Policy INF-3.4, the City will investigate ways to improve roadway operations on Chino Hills Parkway, including widening, if feasible.

C-3 Comment noted. The City will coordinate with the City of Chino Hills regarding the ongoing environmental analysis for the Pine Avenue Connector Project.

C-4 Conclusory remarks.

Letter D

THE CITY OF
POMONA

BETTY DONAVANIK
Development Services Director

August 4, 2025

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

Sent via e-mail to mhitz@cityofchino.org

Re: Chino 2045 General Plan Update – City of Pomona Comment Letter

Dear Michael Hitz:

D-1 The City of Pomona ("Pomona") appreciates the opportunity to comment on the Chino 2045 General Plan Update ("General Plan Update"). Pomona has reviewed the documents and is submitting this formal public comment letter on the proposed General Plan Update.

As we have stated in prior communication to other agencies, the City of Chino ("Chino") should be applauded for voluntarily partnering with Pomona and raising potential concerns that Pomona may have regarding industrial operations that are along the western Chino border. In fact, it should be noted that the East End Annexation Project was brought to the City of Pomona's attention specifically because Chino's staff proactively reached out.

We would like to publicly note that the General Plan Update advances several key land use, mobility, and environmental justice policies that Pomona wholeheartedly supports. This includes focusing on employment-based, mixed-use districts, complete streets and layered multi-modal approaches, and limiting the negative impact of heavy industrial on sensitive uses.

In addition, Pomona seeks to raise three points formally through the public comment process:

D-2 1. Chino should consider changing the "Heavy Industrial" land use designation on the western border of the City between Walnut and Philadelphia to "Business Park" or "Light Industrial," so as to further limit the possibility of heavy, trucks-based logistics and industrial facilities on our shared border.

D-3 2. Chino should consider the following definitions that were adopted in Pomona's most recent citywide zoning code update, as they provide a more nuanced and targeted set of tools to better regulate different industrial uses. While these would require a zoning code update,

D-1 Introductory comment. See the responses to specific comments below.

D-2 Comment noted. This comment does not address the adequacy of the environmental document. The Heavy Industrial designation of land along the western City of Chino (City) border between Walnut Street and Philadelphia Street predates the Chino 2045 General Plan Update (project). The Heavy Industrial Designation in this location is part of the exiting condition, and the project is not making changes to this area. Furthermore, the majority of land within this area is already built out. No changes have been made per this comment.

D-3 Comment noted. This comment does not address the adequacy of the environmental document. Please be advised that in the coming months, the City will be amending the Zoning Code to incorporate performance standards related to warehousing and logistics uses consistent with California General Plan Law (Assembly Bill 98). No changes have been made per this comment.

they can still be acknowledged formally in the General Plan Update as part of the Land Use Chapter.

Production Fulfillment
Any use that is primarily storage and direct distribution of products to end users within the supply chain ("business to business" or "business to consumer"), sorted, picked, and/or packed either manually or with automation, in either a traditional or a high-cube format. Includes receiving and processing of bulk goods and individual order processing. Excludes Retail and Large Format Retail. Includes e-commerce, third party logistics, on-demand transportation, and freight forwarding.

Production Transportation
Any facility that is involved in product fulfillment or product distribution of bulk goods primarily through the use of truck trailers and truck tractors for truckload services within the supply chain ("business to business" or "business to consumer"). Includes full truckload, less than truckload, trans-loading, consolidations, de-consolidations, cross-dock, and other on-demand transportation services.

Outdoor Storage
a. Workplace *The primary open outdoor storage of non-hazardous equipment and machinery for use in the production of goods or for the construction of development projects. Includes infrastructure related storage, contractor's storage, machinery rental, lumber storage. Excludes pallet yards.*

b. Container *The primary open outdoor storage of containers that are either empty or contain goods or materials. This includes standardized shipping containers, including twenty-foot equivalent units (TEUs).*

c. Vehicle *The primary open outdoor storage of passenger vehicles, commercial sized vehicles, heavy duty trucks, boats, recreation vehicles, chassis, trailers, and other oversized vehicles. Includes draying and freight.*

D-4 3. Chino should remove official truck routes along east west corridors that cross into Pomona where Pomona does not also have such official truck routes. Specifically, Map INF-3 Segments with Overlapping Truck Routes and Bicycle Facilities Page 4-32. Remove the truck route along Philadelphia Street west of East End Avenue. Philadelphia Street is not a truck route on the City of Pomona's truck route map. Please see marked-up map (Attachment No. 1).

There are **four reasons** for Pomona's request:

1. Pomona's General Plan designates the parcels adjacent to the proposed annexation as "Workplace District," which, among other provisions, calls for the phase out of nuisance and polluting land uses.

D-4 Comment noted. This comment does not address the adequacy of the environmental document. However, the City has elected to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue, which is reflected in the revised Figure 4.13-2 and Figure 4.13-4 of the Final PEIR.

2. Pomona recently approved a new Pomona Zoning Ordinance which implements this Workplace District by permanently prohibiting the establishment of new Fulfillment-Oriented uses in the City, including Production Transportation and Production Fulfillment.

3. The most likely freeway on and off ramp that East End parcels would rely upon for industrial operations is Reservoir Street, which is within the City of Pomona jurisdiction. It is unlikely that East End parcels would travel east to rely upon Ramona Avenue for 60 freeway access. This can potentially increase the total number of heavy-duty truck trips on Pomona's streets, which impacts the maintenance of these roads, without mitigation. Furthermore, the Reservoir on/off ramp has not been evaluated for sufficient capacity to handle such trips.

4. The entirety of Pomona census tracts bordering the proposed project, as well as all of the census tracts located within the East End Annexation Project are identified as a disadvantaged community as defined by the CalEPA and SB 535. This means that these areas are already among the most environmentally burdened in the State, with cumulative air, noise, toxic substances, water quality, and other impacts.

D-5 The City of Pomona appreciates Chino as a good neighbor and engaging us in this process. We encourage you to continue collaborating with Pomona on pursuing meaningful industrial land use and mobility policies in the General Plan Update that reduce the cumulative environmental burden of our shared boundaries to benefit all of the residents in the region.

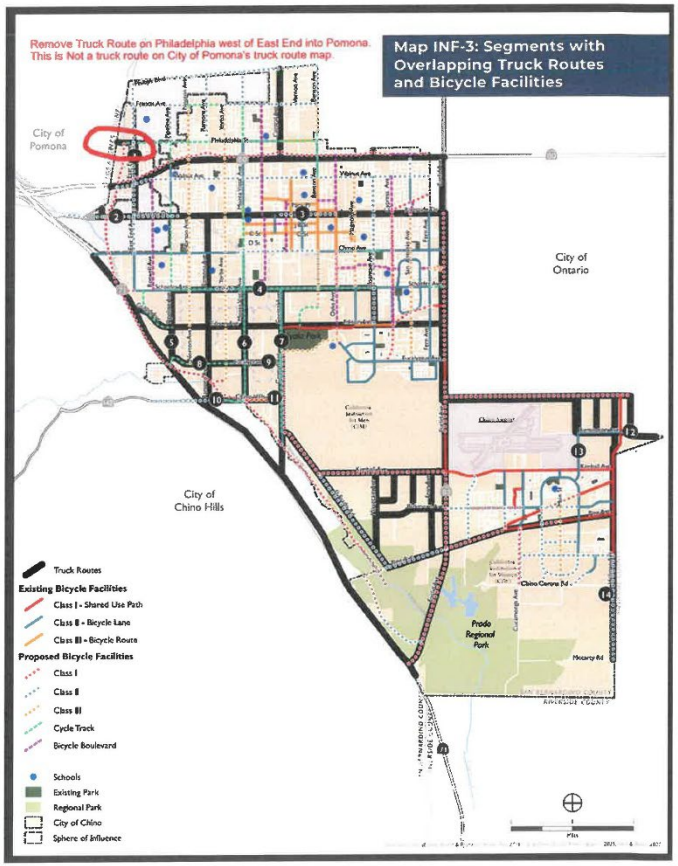
Sincerely,

Betty Donavanik
Development Services Director

CC: Warren Morelion, Development Services Director, City of Chino
Anita D. Scott, City Manager, City of Pomona
Sonia Carvalho, City Attorney, City of Pomona
Meg McWade, Public Works Director, City of Pomona
Ata Khan, Deputy Director, Office of Economic & Business Affairs
Geoffrey Starns, Planning Manager, City of Pomona
Vinny Tam, Supervising Planner, City of Pomona

D-5 Conclusory remarks.

ATTACHMENT NO. 1



Letter E

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 8
464 WEST 4TH STREET
SAN BERNARDINO CA, 92401
(909) 925-7520
www.dot.ca.gov

August 7, 2025

Route & Postmile #: N/A - Citywide
Cross Street: N/A
GTS ID: 36800
SCH #: 2024090833

City of Chino
Director of Development Services
Attn: Warren Morelion
13220 Central Avenue
Chino, CA 91710

Subject: City of Chino General Plan Update 2045

E-1 The California Department of Transportation (Caltrans) Local Development Review (LDR) Branch has completed its evaluation of the Program Environmental Impact Report (PEIR) for the City of Chino General Plan and Zoning Map/Code Update.

Caltrans is committed to supporting a multimodal transportation system that serves local development projects. Planning for facilities that accommodate pedestrians, cyclists, transit riders, and car/vanpool users encourages more multimodal travel. This, in turn, helps reduce traffic congestion, vehicle miles traveled (VMT), greenhouse gas emissions, and the State's contribution to climate change.

The city is encouraged to implement active transportation strategies as part of the projects to reduce automobile dependency and promote sustainable mobility options.

The project proposes an update to the General Plan and provide direction for the repeal of three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the zoning and general plan updates, Furthermore, the project includes four new land use designations designed to promote a mix of uses in key opportunity areas including a Regional Mixed Use (RMU) designation, a Boulevard Mixed Use (BMU) designation, a new Downtown (DT) land use designation, and a new Employment Mixed Use (EMU) designation.

This project proposes the Preserve Specific Plan and the 2021-2029 Housing Element. The identified sites are as follows:

E-1 Introductory comment. See the responses to specific comments below.

The Preserve Specific Plan
Housing Element and Mixed Use/Affordable Housing Overlays
Pine Avenue Connector
Euclid Avenue Relinquishment

Based on the information provided in the PEIR and its associated documents, we are submitting the following comments and recommendations for your consideration:

Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Reduction

E-2 1. Project proponents are encouraged to coordinate with nearby planned bike networks to contribute to a larger active transportation network. The City shall consider establishing a VMT Mitigation Impact Fee program to help mitigate potential impacts on the State Highway System.

E-3 2. Future developments must also consider the traffic safety impacts on the State Highway System resulting from new pedestrian and bicyclist needs, particularly where new origins or destinations intersect a State Route. Additionally, the analysis should address multimodal conflict points and changes in traffic composition, such as an increase in bicyclists or pedestrians, especially in areas where features like shoulders or sidewalks may not exist or are inconsistent with the facility's design.

E-4 3. The City must establish policies for the installation of Level 2 Electric Vehicle (EV) charging stations for both single- and multi-family residential units.

E-5 4. Caltrans recommends that the project implement multimodal strategies, such as those derived from Transit-Oriented Development (TOD), to further reduce the traffic-related impacts of future projects.

5. Active Transportation Plans and Smart Growth initiatives play a key role in supporting the state's 2050 Climate goals. Caltrans supports efforts to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by promoting strategies that encourage greater use of, and benefits from, a multimodal transportation network.

E-6 6. Early engagement with Caltrans is strongly recommended for future projects that may impact state right-of-way. Additionally, before initiating the traffic study, please ensure that Caltrans is included in the scoping process.

E-7 **Traffic Operations**

1. Please provide the completed Traffic Analysis Report for any of the proposed project sites separately. Each Traffic Report should include findings and recommendations for opening year and horizon year if applicable.
2. Each individual Traffic Report should also include Traffic Safety Evaluation at each proposed project sites and provide potential safety counter measures if appliable.
3. Provide the cumulative Traffic Report, which combines all the proposed project sites. The report should reflect the entire roadway network improvements and involve implementations of Pedestrian facility, Bicycle facility, Sidewalk, and Crosswalk if necessary, and please update the General Plan accordingly.
4. Once plans for each project site are available, please provide appropriate mitigation measures for each site to reduce VMT impacts.
5. For locations with significant VMT impact, we recommend changes in the proposed project or mitigation which would reduce VMT impact to less than significant.

E-2 The City of Chino (City) has a Bicycle and Pedestrian Master Plan with numerous bicycle facilities, including some that connect with bicycle lanes in neighboring jurisdictions. Consistent with Infrastructure Element Action INF-4.D, the City will periodically update the Bicycle and Pedestrian Master Plan as necessary. Consistent with Infrastructure Element Policy INF-3.6, the City will support regional efforts for the development of a Vehicle Miles Traveled (VMT) Mitigation Bank in coordination with the San Bernardino County Transportation Authority.

E-3 As described in Section 4.13.7.1 of the Final Program Environmental Impact Report (PEIR), the Infrastructure Element includes the following policies related to safety:

- Policy INF-2.10: Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and traffic signal coordination.
- Policy INF-4.3: Adopt a "vision zero" approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Additionally, Table 4.13-1 identifies potential bicycle and truck conflicts and outlines potential strategies the City has developed that are documented in the Infrastructure Element that would serve to reduce these conflicts. Furthermore, any future site-specific projects that would impact the State Highway System would require an evaluation of traffic safety related to pedestrian and bicycle needs, including multimodal conflict points and changes in traffic composition, as appropriate.

E-4 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Consistent with Infrastructure Element Policy INF-3.22, the City will continue to incentivize the use of electric and hybrid vehicles by expanding the availability of electric vehicle charging infrastructure in City parking lots and structures and/or by providing priority parking locations for electric and hybrid vehicles.

E-5 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. The Infrastructure Element includes the policies listed below that would support development of multimodal transportation within the Planning Area. Implementation of these policies would also help to reduce VMT and greenhouse gas emissions within the Planning Area.

- Policy INF-2.10: Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and traffic signal coordination.
- Policy INF-2.11: As part of street redesigns, plan for the needs of different modes–such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, bicycle facilities, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.
- Policy INF-2.12: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.
- Policy INF-4.2: As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a half-mile walk of mixed-use areas.

E-5 (cont.)

- Policy INF-4.4: Design streets to promote walking by including design elements such as the following:
    - Grid networks that provide high levels of connectivity;
    - Closely spaced intersections;
    - Frequent and low-stress crossings;
    - Wide, unobstructed walkable sidewalks;
    - Street trees that provide shading; and
    - Minimize curb cuts to only required access areas.
- Policy INF-4.5: Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.
- Policy INF-4.9: Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:
    - provision of curb ramps, crosswalks, and overpasses;
    - relocation of infrastructure or street furniture that impedes travel pathways;
    - reducing or consolidating driveways and curb cuts; and
    - creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- Policy INF-4.10: When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.
- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.

E-5 (cont.)

- Policy INF-4.12: Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.
- Policy INF-4.13: When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
- Policy INF-4.14: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

E-6 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Following City procedure, future site-specific projects that may impact state right-of-way would initiate early engagement with Caltrans, including California Department of Transportation (Caltrans) participation in the scoping process, as appropriate.

E-7 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis, which would include the components suggested in this comment, as appropriate.

E-8 **Traffic Forecasting**
1. Provide recommended mitigation measures for the proposed sites.
2. Provide VMT Screening models for the cumulative VMT impact.
3. Recommendation to use the project level analysis. Please provide the rationale for the overriding consideration, if any.

E-9 **Equitable Access**
If any Caltrans facilities are impacted by the project, they must comply with American Disabilities Act (ADA) Standards upon project completion. Additionally, the project must ensure the maintenance of bicycle and pedestrian access throughout the construction phase. These access considerations align with Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

E-10 **Caltrans Encroachment Permit**
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (ROW) requires a requires a Caltrans-issued encroachment permit.

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
D8.E-permits@dot.ca.gov
https://dot.ca.gov/programs/traffic-operations/ep

E-11 Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D8@dot.ca.gov or call 909-925-7520.

Sincerely,

Janki Patel

Janki Patel
Branch Chief - Local Development Review
Division of Transportation Planning
Caltrans District 8

"Improving lives and communities through transportation"

3

E-8 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis that includes an evaluation of impacts related to VMT, consistent with the City's guidelines and screening criteria. Future site-specific transportation analyses would also propose mitigation and discuss overriding considerations, as appropriate.

E-9 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. If any future site-specific projects would impact a Caltrans facility, they would be required to comply with the Americans with Disabilities Act, as required by Caltrans. Future site-specific projects would also maintain bicycle and pedestrian access through the construction process, as appropriate.

E-10 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. If any future site-specific projects would encroach into Caltrans' right-of-way, the project applicant would be required to obtain a Caltrans-issued encroachment permit.

E-11 Conclusory remarks.

Letter F

Subject: Chino 2045 General Plan Update Project

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Friday, June 20, 2025 12:33 PM
To: Hitz, Michael <MHitz@cityofchino.org>
Subject: Chino 2045 General Plan Update Project

Hello,

F-1 Thank you for transmitting the above referenced project to ALUC for review. Please note that the proposed project is located outside of County boundary and therefore, review by the ALUC is not required.

However, Please double check neighboring airports compatibility plans and safety regarding development around airports.

Should you have any questions, please contact me.

Jackie Vega
Associate Planner

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

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County of Riverside California

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

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F-1 Comment noted.

Mitigation Monitoring and Reporting Program

Section 21081.6 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation measures that have been identified to address potential impacts that would result from adoption of the City of Chino (City) 2045 General Plan Update (project) and future site-specific development. The MMRP additionally identifies the entity responsible for implementing and/or monitoring the mitigation; and when in the process it should be accomplished.

The Program EIR (PEIR) prepared for the project focuses on issues determined to be potentially significant by the City. The issues addressed in the PEIR include aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts were identified for air quality, biological resources, cultural and tribal cultural resources, geology and soils, GHG emissions, noise, and transportation.

Implementation of the mitigation measures identified in this PEIR would reduce potentially significant impacts, but not to below a level of significance for all the environmental issue areas. Mitigation measures have been identified for significant impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), biological resources (special status species, sensitive riparian habitats, jurisdictional wetlands and waters), cultural and tribal cultural resources (historic resources; archaeological resources; tribal cultural resources), geology and soils (paleontological resources), GHG emissions (GHG emissions; policy consistency), and noise (ambient noise [traffic noise/land use compatibility/stationary noise/construction noise]; groundborne noise and vibration). No feasible mitigation was identified for impacts to transportation (circulation system: roadway system vehicle miles traveled). Impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), cultural and tribal resources (historic resources), greenhouse gas (emissions; policy consistency), noise (ambient noise: traffic noise/land use compatibility; groundborne noise and vibration: construction), and transportation (circulation system: roadway system; vehicle miles traveled) would remain significant and unavoidable at the program level.

The MMRP for the project is under the jurisdiction of the City. As specified in Table 1, the MMRP summarizes the potentially significant impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented.

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Air Quality			
Issue 1: Conflict with Air Quality Plan: Construction Emissions	**AQ-1: Construction Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to: • During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions. • During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions. • During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust. • During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403. • During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	• During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust. • During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned. • During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer. • During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads. • During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. • During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of		

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.		
Issue 1: Conflict with Air Quality Plan: Operational Emissions	**AQ-2: Operational Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure. • Implementation of transportation demand management measures. • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update. • Expand and facilitate completion of planned networks of active transportation infrastructure. • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards. • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Cumulative Net Increases in Criteria Pollutants: Construction Emissions	See mitigation measure AQ-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 2: Cumulative Net Increases in Criteria Pollutants: Operational Emissions	See mitigation measure AQ-2 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 3: Expose Sensitive Receptors to Substantial Pollutant Concentrations	AQ-3: Health Risk Assessment For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Biological Resources			
Issue 1: Special Status Species	**BIO-1: Biological Assessment and Mitigation** Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 1: Special Status Species	**BIO-2: Nesting Birds** Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests. If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Sensitive Vegetation Communities	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 3: Wetlands	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Cultural Resources			
Issue 1: Historic Resources	**CUL-1: Historic Evaluation** Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Architectural Historian, Applicant
Issue 2: Archaeological Resources	**CUL-2: Cultural Resources Assessment** Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals: 1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations 2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material, 3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and 4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.		
Issue 4: Tribal Cultural Resources	See mitigation measure CUL-2 above.	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant
Geology and Soils			
Issue 6: Paleontological Resources and Unique Geology	**GEO-1: Paleontological Resources Evaluation** Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Paleontologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Greenhouses Gas Emissions			
Issue 1: GHG Emissions	**GHG-1: Greenhouse Gas** All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions. Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options: 1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or 2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or 3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year. Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions	Refer to mitigation measure GHG-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Noise			
Issue 1: Increase in Ambient Noise: Traffic Noise	**NOI-1: Exterior Noise Analysis** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Increase in Ambient Noise: Land Use Compatibility	**NOI-2: Interior Noise Analysis** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Noise Standards: Increase in Ambient Noise: Stationary Noise	**NOI-3: Stationary Noise** Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.		
Issue 1: Noise Standards: Increase in Ambient Noise: Construction Noise	**NOI-4: Construction Noise** Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City: • The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses. • Stockpiling shall be located as far as feasible from nearby noise sensitive land uses. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the	Prior to project approvals, at least 10 days prior to the start of construction activities, during construction	Director of the Development Services Department or their designee, Construction Contractors, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.		
Issue 2: Groundborne Noise and Vibration: Construction	NOI-5: Construction Vibration Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	Prior to project approvals and prior to issuance of a building permit	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

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List of Abbreviations/Acronyms

°C	degrees Celsius
°F	degrees Fahrenheit
2017 Scoping Plan	2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target
2022 Scoping Plan	2022 Scoping Plan Update for Achieving Carbon Neutrality
2025 General Plan	City of Chino 2025 General Plan
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACLUP	Airport Compatibility Land Use Plan
ACM	asbestos-containing material
ADT	average daily traffic
ADU	accessory dwelling unit
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AQMP	air quality management plan
AV	assessed value
BAAQMD	Bay Area Air Quality Management District
Basin	South Coast Air Basin
BERD	Built Environment Resources Directory
BMP	best management practice
BMR	Below Market Rate
BPMP	Bicycle and Pedestrian Master Plan
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCIP	Chino Creek Integrated Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission

CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGB	Chino Groundwater Basin
CH_4	methane
CIM	California Institution For Men
CIP	Capital Improvement Program
City	City of Chino
CMP	Congestion Management Plan
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
County	County of San Bernardino
Countywide Plan	San Bernardino County Countywide Plan
CPD	Chino Police Department
CRHR	California Register of Historic Resources
CVFD	Chino Valley Fire District
CVUSD	Chino Valley Unified School District
CWA	Clean Water Act
dB	decibel
dB(A)	A-weighted decibel
DPM	diesel particulate matter
Draft 2025 LHMP	Draft 2025 City of Chino All-Hazard Mitigation Plan
DTSC	California Department of Toxic Substances Control
Edgewater EIR	Edgewater Communities Specific Plan Environmental Impact Report
EIR	environmental impact report
Energy Code	California Energy Efficiency Standards for Residential and Nonresidential Buildings
EO	Executive Order
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EV	electric vehicle
FAA	Federal Aviation Administration
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
Fire Code	2022 California Fire Code
FMMP	Farmland Mapping and Monitoring Program

FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Authority
Geotracker	State Water Resources Control Board Geotracker Database
GHG	greenhouse gas
Guidance	California Attorney General Wildfire Guidance
GWP	Global Warming Potential
HCD	California Department of Housing and Community Development
HMBEP	Hazardous Materials Business Emergency Plan
HOA	homeowner's association
HWCL	Hazardous Waste Control Law
Hz	hertz
IEUA	Inland Empire Utilities Agency
in/sec	inch per second
IRP	Integrated Resource Planning
ITS	Incidental Take Statement
LCI	Governor's Office of Land Use and Climate Innovation
L_{DN}	day-night average noise level
LED	light-emitting diode
L_{eq}	hourly equivalent sound level
LID	Low Impact Development
LOS	Level of Service
L_{PW}	sound power
LRFMP	Long Range Facilities Master Plan
LST	Localized Significance Threshold
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MERV	minimum efficiency reporting value
MLD	Most Likely Descendent
MMT CO_2E	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MT CO_2E	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OBMP	Optimum Basin Management Program
OCFCD	Orange County Flood Control District
OCWD	Orange County Water District
OD	Origin/Destination

Pb	lead
PBF	physical and biological features
PEIR	Program Environmental Impact Report
PFMP	Parks and Facilities Master Plan
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
project	Chino 2045 General Plan Update
RCRA	Resource Conservation and Recovery Act
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Allocation
RMP	Resource Management Plan
ROG	reactive organic gases
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SBTAM+	San Bernardino Traffic Analysis Model
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
Screening Tables	City of Chino Greenhouse Gas Screening Tables Implementing Performance Standards
SCS	Sustainable Communities Strategy
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazard Mapping Act
SIP	State Implementation Plan
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SP	service population
SR	State Route
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TDM	Transportation Demand Management
TMDL	total maximum daily load

U.S. DOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VdB	vibration decibels
VMT	vehicle miles traveled
VOC	volatile organic compounds
WUI	Wildland-Urban Interface
ZEV	zero emission vehicle
$\mu g/m^3$	microgram per cubic meter

Executive Summary

S.1 Introduction

This Program Environmental Impact Report (PEIR; State Clearinghouse House [SCH] No. 2024090833) has been prepared consistent with Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, to address potential environmental effects associated with implementation of the City of Chino (City) 2045 General Plan Update (project).

As described in Section 15168 of the CEQA Guidelines, program-level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The project that is the subject of this PEIR consists of a comprehensive update to the City's Adopted General Plan that would consist of a long-term plan that would be implemented as a policy document guiding future development activities and City action. The project also includes several targeted zoning map amendments to better align zoning with as built uses and market potential for the respective sites. The purpose of this PEIR is intended to inform decision-makers and the public of the potential significant environmental impacts of the project. This PEIR also considers the availability of mitigation measures as required by Section 15100 of the CEQA Guidelines to minimize the project's significant impacts and evaluates reasonable alternatives to the project that may reduce or avoid one or more significant environmental effects.

A brief overview of each PEIR chapter is provided below:

Executive Summary: Summarizes the PEIR by providing an overview of the project; an analysis of the potentially significant environmental impacts that could result from the project; a list of mitigation measures identified to reduce or avoid such impacts; and a review of the alternatives to the project, including the identification of an environmentally superior alternative to the project.

1.0 Introduction: Provides an overview of the applicable legal authority, introduces the purpose for the PEIR, and explains the PEIR process and the intended uses of the PEIR.

2.0 Environmental Setting: Provides a description of the project's regional context, location and existing physical characteristics and land use within the City. More detailed descriptions of the environmental context pertaining to specific environmental topics are provided in each section of Chapter 4.0, Environmental Analysis.

3.0 Project Description: Provides a detailed description of the project, including the purpose and objectives of the project and descriptions of each component of the project.

4.0 Environmental Analysis: Analyzes the environmental impacts of the project. Impacts are organized by the following topic areas:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources

4.4 Cultural and Tribal Cultural Resources
4.5 Geology/Soils
4.6 Greenhouse Gas Emissions
4.7 Hazards and Hazardous Materials
4.8 Hydrology/Water Quality
4.9 Land Use/Planning
4.10 Noise
4.11 Population and Housing
4.12 Public Services and Recreation
4.13 Transportation
4.14 Utilities/Service Systems
4.15 Wildfire

Each topic area respectively provides a contextual description of the project's environmental setting, significance criteria, methodology, and potential impacts (project-level and cumulative).

5.0 CEQA Mandated Analysis: Summarizes the project's significant and unavoidable environmental impacts, significant irreversible environmental changes, and growth-inducing impacts per State CEQA Guidelines Section 15065, Mandatory Findings of Significance.

6.0 Effects Found Not to be Significant: Identifies all the issues determined in the scoping and preliminary environmental review process to be not significant based on CEQA criteria and briefly summarizes the basis for these determinations. These topics include Agricultural and Forestry Resources, Energy, and Mineral Resources.

7.0 Project Alternatives: Presents a reasonable range of alternatives to the project and includes the following:

- A discussion of the environmental impacts associated with each alternative,
- A comparison of the relative impacts of each alternative to those of the project,
- A discussion of the relationship of each alternative to the project's objectives, and
- Identification of the environmentally superior alternative.

8.0 References: Lists documents and other information sources relied upon in the preparation of the PEIR and identifies the persons and organizations that contributed to the preparation of the PEIR.

9.0 List of Preparers: Lists persons involved in the preparation of the PEIR.

Technical appendices, used as a basis for portions of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as attachments to the PEIR.

S.2 Project Overview

The City is located within the within the fast-growing Inland Empire region of California, approximately 36 miles east of Los Angeles, 30 miles west of San Bernardino, 25 miles northeast of Anaheim, and 50 miles northeast of Long Beach. The northern portion of the City is bisected by State Route (SR) 60, a major east-west freeway that connects the Los Angeles metropolitan area with the Inland Empire.

SR-71 generally forms the City's western boundary, providing connections to Pomona to the north and Orange County to the south via SR-91. SR-83, known locally as Euclid Avenue, generally forms the eastern boundary of the northern part of the City, providing connections to the City of Ontario to the north. The City is located about 6.5 miles from Ontario International Airport.

California state law requires each city and county to adopt a general plan for its physical development. A general plan is a key tool that addresses a variety of subject areas and expresses the community's development goals related to future land uses in the jurisdiction. The City began as an agricultural community and grew with the construction of freeways and airports in the area connecting the community to the region and the nation. The City adopted its first General Plan in 1969, focusing on the transition from an agricultural community to a suburban community. In 1981, a General Plan Update called for more industrial and commercial development to diversify the City's economy. The last General Plan Update that occurred in 2010, which was the first comprehensive update in 30 years and serves as the current General Plan for the City.

The project would replace the Adopted General Plan in all elements and establish a planning and policy framework that extends to a horizon year of 2045. First and foremost, the project responds to community aspirations expressed throughout the process of updating the General Plan. Secondly, the project responds to new legal requirements that have come into force since the General Plan was last comprehensively updated. Each element incorporates relevant topics, which are related to goals related to the physical development of the community. In addition, a series of new state laws have been enacted since adoption of the existing General Plan in 2010. Therefore, the project incorporates strategies to address issues including multi-modal mobility, environmental justice, climate vulnerability, and emergency evacuation, among other topics.

S.3 PEIR Process

The Notice of Preparation was circulated on September 23, 2024, and a scoping meeting was held on October 17, 2024, at the City Hall Chambers, located at 13220 Central Avenue, Chino, California. The Notice of Preparation circulated for analysis of the project, related letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR. The Draft PEIR was circulated for public review for a period beginning on June 20, 2025, and ending on August 4, 2025 (Public Review Period). The Draft PEIR and all related appendices have been made available for public review and inspection during the Public Review Period at City Hall, located on 13220 Central Avenue, Chino, California, and on the Community Development Department's website: https://www.cityofchino.org/591/Environmental-Documents.

Copies of the Notice of Availability of the Draft PEIR have also been made available at the Chino Branch Library, located at 13180 Chino Avenue.

S.4 Issues to be Resolved by the Decision-Making Body

Issues to be resolved by the decision-making body include how to reduce programmatic significant, unavoidable adverse environmental impacts associated with the project to the maximum extent

feasible while achieving project objectives, through adoption of mitigation measures and/or alternatives to the project identified in this PEIR.

S.5 Project Alternatives

CEQA Guidelines Section 15126.6 requires that the EIR compare the effects of a "reasonable range of alternatives" to the effects of the project. The CEQA Guidelines further specify that the project alternatives selected should attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those project alternatives necessary to permit an informed and reasoned choice by the City, as the Lead Agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

Project alternatives are evaluated in Chapter 7.0 of this PEIR. The evaluations analyze the ability of each project alternative to further reduce or avoid the significant environmental effects of the project. Each major environmental topic that was determined to have significant impacts has been given consideration in the alternatives analysis. This PEIR evaluates three project alternatives: the No Project Alternative (continuation of the existing General Plan), the Redistributed Housing Alternative, and the Increased Downtown Development Alternative.

S.5.1 No Project Alternative

The No Project Alternative involves the continuation of existing land uses permitted under the City's Adopted General Plan. Under the No Project Alternative, the comprehensive update to the General Plan to address new state law and emerging issues and establish a planning and policy framework that extends to a horizon year of 2045 would not occur. Growth in the and development within the City and its Sphere of Influence, collectively known as the Planning Area, would continue to be guided by the existing land use and zoning established in the Adopted General Plan. Under the No Project Alternative, future planning initiatives would continue to occur through site-specific rezoning and General Plan amendment actions, rather than through a comprehensively planned approach. The planned densities needed to accommodate the region's housing and provide the required levels of affordability would not occur. Planning for transportation infrastructure would continue as established in the Adopted General Plan without a comprehensive strategy intended to reduce reliance on vehicular travel and promote other forms of mobility. This alternative would not satisfy the project objectives because it would not focus future population, housing and employment growth into key opportunity areas while preserving and enhancing the community's distinctive small-town feel, would not revitalize older shopping centers and commercial corridors, and would not satisfy applicable legislative mandates associated with the general plans, nor any of the project objectives.

S.5.2 Redistributed Housing Alternative

The Redistributed Housing Alternative would transfer planned housing from interior locations within the Planning Area to the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan located closer to SR-60 and SR-71. Both of these locations possess underutilized regional shopping centers that could be converted to new uses. Nearly 90 percent of employed City residents commute to jobs in other communities each day. These commute trips are predominantly made by single occupant vehicles, starting on local roadways in the City, and then continue onto SR-60 and SR-71 to employment centers in Los Angeles and Orange Counties. In the post-COVID 19 pandemic context with decreasing demand for suburban office space and an increase in remote work, projected demand for office space is limited within the City. Therefore, in order to reduce VMT per capita and address the significant impacts related to air quality, greenhouse gas emissions, noise, and transportation under the project, this alternative would increase the capacity for housing within the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan, located immediately adjacent to SR-60 and SR-71. To achieve this goal, The Redistributed Housing Alternative would remove the existing Mixed Use and Affordable Housing Overlay from sites located along Riverside Drive, Ramona Avenue, and Schaefer Avenue within interior segments of the Planning Area and increase the housing capacity within the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan by a commensurate amount.

Under the project, both the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan were assigned the Regional Mixed Use land use designation, which permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and City residents, together with multi-family housing, where permitted under zoning. Under the Redistributed Housing Alternative, the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan would retain the future Regional Mixed Use land use designation and would see an increase in the allowance for residential development.

Overall, build-out of this alternative through 2045 would result in the same number of new housing units and jobs as under the project. Changes compared to the project would be limited to an increase of 1,055 more housing units within the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan that would be assigned the Mixed Use and Affordable Housing Overlay designation. Approximately 67 percent of these housing units would be transferred to the Philadelphia-Central Key Opportunity Area and the remaining 33 percent would be transferred to the Majestic Spectrum Specific Plan. The intent is to foster denser mixed-use nodes near the freeways in order to reduce commute trip length and promote active transportation for daily needs and recreation, while also supporting the vitality of existing retail in the regional centers consistent with the project objectives. It should be noted that both of these locations were identified as suitable for receiving additional housing through development of the City's 2021-2029 Housing Element. Subject to a successful Measure M vote, this alternative would seek to increase the number of units on, and adjacent, to sites that have already received the Mixed Use or Affordable Housing Overlay. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

S.5.3 Environmentally Superior Alternative

The Increased Downtown Development Alternative would focus more development in the centrally located Downtown Key Opportunity Area in order to promote a more compact development pattern that could reduce the need for vehicular travel. To accomplish this goal, the City would adopt a new Downtown Mixed Use zoning district in the Downtown Key Opportunity Area, creating capacity for 1,250 new housing units and 60,000 square feet of commercial development beyond the project, potentially including retail, restaurant, office, and entertainment uses. This alternative would go beyond the project by permitting additional residential and non-residential development capacity with a view to creating a vibrant downtown in the center of the Planning Area, consistent with project objectives. Policies in the Land Use and Community Character Element intended to preserve and protect historic buildings and structures and foster a heritage theme in new development would still apply under this alternative. Overall, this alternative would result in approximately 40,445 homes and 63,775 jobs in the Planning Area by 2045. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

S.5.4 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. The project itself may not be identified as the environmentally superior alternative.

The Redistributed Housing Alternative is the environmentally superior alternative because it would result in the greatest reduction in environmental impacts. The Redistributed Housing Alternative would incrementally reduce significant impacts associated with air quality, greenhouse gas, noise, and transportation compared to the project. However, none of the potentially significant impacts of the project would be completely avoided. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Majestic Spectrum Specific Plan. Therefore, impacts related to all other environmental categories would remain the same as under the project. Furthermore, the Redistributed Housing Alternative would meet all the project's objectives.

S.6 Summary Table

Table S-1 summarizes the results of the environmental analysis including the potentially significant environmental impacts of the project and proposed mitigation measures to reduce or avoid these impacts. Impacts and mitigation measures are organized by issue in Chapter 4.0, Environmental Analysis.

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.1 Aesthetics			
Would the project have a substantial adverse effect on a scenic vista?	Future development facilitated by the project would primarily occur in the Key Opportunity Areas that do not afford expansive views of scenic vistas. Under the project, growth would be concentrated within the Downtown, the Riverside-Central, the Philadelphia-Central, and the Euclide-Bickmore Key Opportunity Areas. Outside of these areas, the project would maintain the existing urban form and enhance the character of the City's established neighborhoods. Additionally, adherence to General Plan policies and implementation of action items would ensure that the project would not affect existing scenic views. Therefore, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?	There are no state-designated or eligible scenic highways within the Planning Area. As such, the project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	As a primarily urbanized area, the latter threshold would be applied to the project. Buildout of the project would occur in areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multifamily housing. Future site-specific projects would be required to comply with the City standards outlined in the Municipal Code, Zoning Ordinance, land use plans, and proposed General Plan policies focused on regulating building design and aesthetics. As such, future development under the project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	All future site-specific projects would be required to comply with state and local standards aimed at minimizing light and glare. Therefore, future development under the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.2 Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	The California Clean Air Act requires air basins that are designated nonattainment of state Ambient Air Quality Standards (AAQS) for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The South Coast Air Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards. Buildout of the project would result in an increase in development and an associated increase in some criteria pollutant emissions when compared to the existing condition and buildout of the City's Adopted General Plan. Similarly, buildout of the project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the Air Quality Management Plan (AQMP). Therefore, buildout of the project would exceed the assumptions used to develop the AQMP, which would be considered a significant impact.	**AQ-1: Construction Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to: • During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions. • During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions. • During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		• During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403. • During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets. • During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust. • During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned. • During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer. • During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads. • During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. • During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website. **AQ-2: Operational Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project,	

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure. • Implementation of transportation demand management measures. • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update. • Expand and facilitate completion of planned networks of active transportation infrastructure. • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards. • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standards?	<u>Construction</u> While individual site-specific projects may not exceed the South Coast Air Quality Management District (SCAQMD) regional significance thresholds, the scale and extent of construction activities associated with buildout of the project may result in some instances where future development or redevelopment would exceed the relevant SCAQMD thresholds. This would be in despite adherence to SCAQMD rules and regulations, California Code of Regulations idling restrictions, and the grading, erosion, and dust control measures specified in Municipal Code Section 19.09.030. The scale and extent of construction activities associated with buildout of the project could exceed the relevant SCAQMD thresholds for some future site-specific development or redevelopment projects. Construction impacts would be potentially significant. <u>Operation</u> Project buildout would result in changes in pollutant levels and a slight VMT reduction due to the redistribution of uses, though increased commercial and industrial development might raise certain emissions. While future site-specific projects will undergo CEQA review and be guided by updated General Plan policies promoting efficient land use, multimodal transportation, and reduced pollution, full buildout could still result in emissions that exceed SCAQMD thresholds in some cases.	<u>Construction</u> See mitigation measure AQ-1 above. <u>Operation</u> See mitigation measure AQ-2 above.	Construction: Significant and unavoidable. Operation: Significant and Unavoidable
Would the project expose sensitive receptors to substantial pollutant concentrations?	Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.	**AQ-3: Health Risk Assessment** For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.	
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	The project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. Most of these land uses are generally not a source of objectionable odors. The common odor-generating land use types listed above are typically associated with industrial land uses. The project would not increase the amount of heavy industrial land uses but would increase the amount of light industrial uses, which would largely be located near the existing industrial centers. Through implementation of the General Plan's Health and Environmental Quality Element Policy HEQ-5.10, the Municipal Code, and enforcement of SCAQMD Rule 402, project operation would not result in odors affecting a substantial number of people.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.3 Biological Resources			
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 CDFW or USFWS?	Buildout of the project would have the potential to directly and/or indirectly impact candidate, sensitive, or special status species. The Health and Environmental Quality Element includes policies that would seek to avoid impacts on sensitive species and critical habitats. Nonetheless, since the biological resource mapping contained in this document is based on secondary source information rather than site-specific field surveys, potential impacts would need to be refined for individual projects. At a program level of analysis, it cannot be known with certainty that impacts to sensitive species could be fully avoided, which would be considered a potentially significant impact.	**BIO-1: Biological Assessment and Mitigation** Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance. **BIO-2: Nesting Birds** Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests. If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
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 CDFW or USFWS?	The majority of the land within the Key Opportunity Areas consists of urban/developed land. Similarly, development within the Key Opportunity Areas would have a maximum impact on natural vegetation limited to approximately 20.5 acres of agricultural land. However, future development may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive natural communities and riparian habitat. At a program level of analysis, it cannot be known with certainty that impacts to riparian and sensitive habitats could be fully avoided, which would be considered a potentially significant impact.	See mitigation measure BIO-1.	Less than Significant
Would the project have a have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Jurisdictional wetlands and waters have been identified within the Planning Area. The project has been designed to minimize impacts to jurisdictional wetlands and waters by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, development within the Key Opportunity Areas would have a maximum impact on wetlands limited to approximately 3.6 acres Similarly, development within the Key Opportunity Areas would have a maximum impact on wetlands limited to 2,664.5 linear feet of National Hydrography Dataset streams. At a program level of analysis, it cannot be known with certainty that impacts to jurisdictional wetlands and waters could be fully avoided, which would be considered a potentially significant impact.	See mitigation measure BIO-1.	Less than Significant
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?	Most of the Planning Area consists of urban land surrounded by similarly developed areas, which restricts wildlife movement within the larger area. The project has been designed to minimize impacts to wildlife corridors by primarily focusing future development and redevelopment within the Key Opportunity Areas. In other areas of the Planning Area that contain a predominance of urban/developed land, wildlife species diversity provide habitat for species partially adapted to urban environments. Through implementation of certified mitigation measures with The Preserve and regulatory and policy compliance throughout the Planning Area, the project would not 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, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	Future development must comply with Municipal Code Section 20.19.040, which requires a certified arborist to evaluate any tree over 10 inches in diameter before removal and mandates replacement with approved species. Projects must also follow Health and Environmental Quality Element policies that promote protection of sensitive habitats and species by guiding development away from these areas. Additionally, development within The Preserve must adhere to the RMP, which ensures consistency with the biological mitigation measures outlined in The Preserve Specific Plan EIR. The project would not conflict with local policies and ordinances intended to protect biological resources, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
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?	The project would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan, the San Bernardino County Riparian Plant Conservation Ordinance, nor the Preserve Resources Management Plan; therefore, the project would not conflict with a habitat conservation plan intended to protect biological resources in The Preserve, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.4 Cultural and Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historic-era resource pursuant to CEQA Section 15064.5?	Two key opportunity areas have historic resources located within their boundaries. The Downtown Key Opportunity Area has four resources (Gray Building, First National Bank, Opera House, and Chino Valley Champion), and the Euclid/Bickmore Key Opportunity Area includes a property that was once part of the San Bernardino County Dairy Preserve. Analysis of impacts from future development on the built environment would be required at the project level. Although there are no site-specific plans that would affect an identified historic resource, future developments, both within the key opportunity areas and outside of those areas, under the project would have the potential to impact known historic or potentially historic resources, including unrecorded historical resources that have not been evaluated or may become eligible for listing in the future. Furthermore, development within vacant lands may result in indirect impacts to the visual and setting integrity to significant historic resources. At a program level of analysis, it cannot be known with certainty that impacts to historic resources could be fully avoided, which would be considered a potentially significant impact.	**CUL-1: Historic Evaluation** Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.	Significant and unavoidable
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	The South Central Coastal Information Center records search identified 45 archaeological resources within the Planning Area. Future development would primarily be in urbanized areas and previous agricultural areas that have been disturbed and are therefore unlikely to possess native soil with intact buried archaeological resources. None of the key opportunity areas possess known archaeological resources. Nonetheless, future development and redevelopment within the Planning Area would have the potential to impact unrecorded archaeological resources that have not been evaluated or may become eligible for listing in the future. Therefore, implementation of future projects could result in ground-disturbing activities within vacant land that could unearth unknown buried archaeological resources. At a program level of analysis, it cannot be known with certainty that impacts to archaeological resources could be fully avoided, which would be considered a potentially significant impact.	**CUL-2: Cultural Resources Assessment** Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals: (1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations (2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material, 3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and 4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.	Less than Significant
Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	There are no known burial sites or cemeteries within the key opportunity areas or any other locations within the Planning Area. However, future development associated with the project could disturb native soils and, therefore, could have the potential to encounter human remains. At a program level of analysis, it cannot be known with certainty that impacts to human remains could be fully avoided, which would be considered a potentially significant impact. However, Compliance with California Health and Safety Health and Safety Code Section 7050.5 and Public Safety Code Section 5097.98 would ensure that inadvertent discovery of human remains would be handled properly. Adherence to these laws would ensure that impacts related to human remains, including those interred outside of dedicated cemeteries, would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project cause a substantial adverse change in the significance of a tribal cultural	While much of the key opportunity areas are urbanized or are former agricultural areas that have previously been disturbed, there is a potential for encountering buried resources associated within	Implementation of the regulations described above and mitigation measure CUL-2 would reduce impacts on tribal cultural resources to a less than significant level.	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
resource, defined in PRC Section 21074 as either a site, features, 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 CRHR, or in a local register 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 PRC Section 5024.1?	Native American culture. Consistent with the requirements of AB 52, the City sent notification letters to 44 Native America tribes that are traditionally and culturally affiliated with the geographic scope of the Planning Area on June 22, 2022, and again on August 8, 2023. Where required under AB 52, future site-specific development under the project would be subject to further consultation, which may identify unknown tribal cultural resources that have not been formally recorded during the consultation for the project. Nonetheless, grading or excavation within native soils could also expose unknown buried tribal cultural resources and features, including sacred sites. At a program level of analysis, it cannot be known with certainty that impacts to tribal cultural resources could be fully avoided, which would be considered potentially significant.		
4.5 Geology/Soils			
Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: • Rupture of a known earthquake fault, • Strong seismic ground shaking, • Seismic-related ground failure, including liquefaction, • Landslides? or 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?	Although specific design features of future projects are not known at this program level of review, future development would be required to conform with regulatory and policy standards requiring preparation of site-specific soil and geologic reports that provide provisions to reduce the potential impacts associated with seismic hazards. Therefore, the project would not result in any impacts related to seismic hazards (rupture, shaking, liquefaction, and landslides), or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project result in substantial soil erosion or the loss of topsoil?	Future site-specific projects would be required to comply with existing City regulations, Standard Conditions of Approval, applicable General Plan goals, policies, and actions focused on the minimization of soil erosion. Compliance would ensure that future development facilitated by the project would not result in any impacts related to substantial soil erosion or the loss of topsoil, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Future site-specific projects would be required to comply with existing City regulations, applicable Standard Conditions of Approval, and General Plan goals, policies, and actions focused on the minimizations of hazards related to expansive soils. Compliance would ensure that the project would not result in any impacts related to expansive soils, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	All future development would be served by wastewater utility providers. Therefore, the impacts related to the use of septic tanks or alternative wastewater disposal systems would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	High sensitivity areas for paleontological resources are located primarily in the southern portion of the Planning Area. The project has been designed to minimize impacts on paleontological resources by focusing future development and redevelopment within the Key Opportunity Areas. However, development throughout the Planning Area has the potential to disturb native soils where undiscovered paleontological resources reside. At a program level of analysis, it cannot be known	**GEO-1: Paleontological Resources Evaluation** Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	with certainty that impacts to paleontological resources could be fully avoided, which would be considered a potentially significant impact.	provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.	
4.6 Greenhouse Gas Emissions			
Would the project result in GHG emissions that may have a significant impact on the environment?	Although project implementation would support the City's Climate Action Plan's (CAP's) goals to reduce GHG emissions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Future site-specific projects would be required to demonstrate consistency with the CAP. Despite adherence to the goals, policies, and actions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Thus, impacts would be considered significant and would require mitigation.	**GHG-1: Greenhouse Gas** All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions. Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options: 1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or 2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or 3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year. Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF 1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.	Significant and unavoidable
Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?	The project would be consistent with the California Air Resource Board's 2008 Scoping Plan and the Sustainable Communities Strategy contained in Connect SoCal. The project would be consistent with applicable Connect SoCal strategies due to the City's focus on adding housing within Key Opportunity Area that are proximate to transit, and support a balanced mix of housing, employment, educational, civic, entertainment, and recreational uses in the City to support a complete community. Although the General Plan policy framework includes various objectives and implementation measures that would support GHG emission reductions, the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP. The project would therefore conflict with the	See mitigation measure GHG-1 above.	Significant and unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	implementation of the CAP and does not ensure statewide emission goals can be achieved by 2045. Impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs would be considered significant.		
4.7 Hazards and Hazardous Materials			
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? or 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? or 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?	The project would not propose development of any uses that would generate or store substantial amounts of acutely hazardous materials. Future site-specific projects would comply with applicable regulatory requirements regarding hazardous materials, as well as applicable goals, polices, and actions of the Hazards, Safety, and Noise Element. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, 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, or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
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, create a significant hazard to the public or the environment?	Future site-specific projects would comply with applicable regulatory requirements regarding contaminated sites, as well as applicable goals, polices, and actions of the Hazards, Safety, and Noise Element. Therefore, the project would not create a significant hazard to the public or the environment, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project be 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, result in a safety hazard or excessive noise for people residing or working in the project area?	Properties located west of the Amazon Fulfillment Center and north of Kimball Avenue that would be located within Runway Safety Zone II would be developed with warehouses and similar industrial uses in the future. As shown in Table 4.7-2 above, Manufacturing and Warehouse/ Distribution is listed as a normally acceptable use within Runway Safety Zone II. Implementation of goals, policies, and actions of the Hazards, Safety, and Noise Element would also serve to ensure land use and safety compatibility between future site-specific development and Chino Airport. Prior to completion of the ACLUP update, the City would only permit future site-specific development within the vicinity of Chino Airport if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working within an airport land use plan, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Future development and redevelopment have been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. Compliance with the policies of the updated Hazards, Safety, and Noise Element, as well as review of future site-specific development by CVFD staff would ensure compliance with emergency response and evacuation planning. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Future site-specific development would be designed consistent with applicable policies of the Hazards, Safety, and Noise Element designed to reduce risks associated with wildfires to the maximum extent practicable. Therefore, impacts related to risk of loss, injury, or death involving wildland fires would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.8 Hydrology/Water Quality			
Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Construction activities associated with future development and redevelopment would likely involve grading, paving, utility installation, building construction, and landscaping installation, which could result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other pollutants with the potential to affect water quality. Post-construction activities associated with the operation of future development and redevelopment facilitated by the project may have long-term impacts on stormwater quality, subsequently impacting downstream water quality. For example, future development and redevelopment could create new sources of runoff contamination from changing land uses which could increase impervious surfaces. As a result, development within the key opportunity areas, as well as throughout the Planning Area, may increase post-construction pollutants significantly degrading water quality. Adherence to applicable laws, and proposed policies would prevent the project from violating any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	the Planning Area is located within the CGB, which is one of the largest groundwater basins in southern California. Buildout of the project would result in approximately 39,194 housing units, an increase of 9,779 over the existing conditions. Future development and redevelopment would increase impervious surfaces within the Planning Area, which would reduce the amount of rainwater that would infiltrate the soil and incrementally reduce groundwater recharge rates over time. All future development and redevelopment projects would be required to comply with the City's Municipal Code Section 13.25, requiring the reduction of pollutants in all stormwater discharges. Additionally, proposed General Plan Policy HSN-1.9 requires development and redevelopment projects to employ low-impact development design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development. Adherence to the applicable laws, standards, and requirements listed above would prevent the project from substantially depleting groundwater supplies and interfering substantially with groundwater recharge, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows.	Operation of future development and redevelopment, both within the Key Opportunity Areas and throughout the Planning Area, would have the potential to increase surface runoff and change stream-flow velocities or quantities. Future site-specific projects would be required to prepare a WQMP and identify hydromodification control BMPs to address any hydrologic conditions of concern identified that impact downstream channels and aquatic habitats. Future development and redevelopment could alter drainage patterns by increasing the amount of impervious surfaces (e.g., streets, sidewalks, and parking lots), which have a lower absorption rate for rainfall than that of vacant natural lands. However, future development and redevelopment would be required to comply with the statewide Construction General Permit (SWRCB 2022), which requires preparation and implementation of a stormwater pollution prevention plan (SWPPP). Construction and operation of future site-specific projects would be required to comply with applicable state, regional, and local regulations. Compliance with these regulations would ensure that future site-specific projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. Additionally, implementation of proposed General Plan policies would ensure impacts related to drainage patterns and storm water run-off would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation.	All future site-specific projects would be required to comply with applicable state, regional, and local regulations. Compliance with these regulations, along with proposed General Plan policies would ensure that the project would not result in a flood hazard, tsunami, or seiche zones that would risk release of pollutants due to project inundation, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Future development and redevelopment would be required to comply with the Water Quality Control Plan for the Santa Ana River Basin, which contains the Regional Water Quality Control Board's policies for managing the region's water quality and includes the requirement to complete and submit a SWPPP for construction-related activities. Construction and operation of future site-specific projects would comply with applicable state, regional, and local regulations, which require compliance and implementation of existing water quality control plans and sustainable groundwater management plans. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.9 Land Use and Planning			
Would the project physically divide an established community?	The project would concentrate future development and redevelopment within Key Opportunity Areas, which consist primarily of vacant or underutilized land, and support continued development within the existing Preserve Specific Plan, College Park Specific Plan, and Civic Center Master Plan. Therefore, the project would not physically divide the community, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact?	The project would not conflict with the policies of the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, San Bernardino County Countywide Plan, San Bernardino County Development Code, Chino Airport Comprehensive Land Use Plan, Zoning Ordinance, Existing Planning Initiatives, or the Parks and Facilities Master Plan 2021-2026. Therefore, the project would not cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.10 Noise			
Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	a. Traffic Noise Increase in Ambient Noise The increase in ambient noise levels adjacent to roadway segments presented in Table 4.10-9 above would expose existing noise sensitive land uses to a significant increase in ambient noise levels, and impacts would be significant. Land Use Compatibility Hazards, Safety, and Noise Element policies HSN-1.31, HSN-1.32, and HSN-1.36 would apply the noise compatibility standards to new development and major redevelopment projects, require a noise study and mitigation measures for all site-specific projects that would expose people to noise levels in excess of the compatibility standards, and require developers to reduce noise impacts through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). However, because specific project details are not yet known, impacts associated with land use compatibility conflicts would have the potential to be significant. b. Railroad Noise Due to the anticipated low noise levels generated by railroad traffic and through implementation of applicable Hazards, Safety, and Noise Element policies, impacts associated with railroad noise would be less than significant. c. Stationary Noise Future development and redevelopment would be required to show compliance with the City's Municipal Code. Additionally, compliance with applicable policies in the Hazards, Safety, and Noise	**a. Traffic Noise** ***Increase in Ambient Noise*** Impacts associated with the increase in ambient noise and land use compatibility would be significant without mitigation. For existing noise sensitive land uses, possible noise-reduction measures would include retrofitting older structures with acoustically rated windows and doors featuring higher sound transmission class ratings, which is a measure of exterior noise reduction performance. However, there is no mechanism in place for implementing such a retrofit program. Because the significant noise impacts would be to existing homes and other noise sensitive land uses in an already urbanized area, there is no feasible mitigation. Mitigation for future development and redevelopment under the project is presented below. **NOI-1: Exterior Noise Analysis** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses. **NOI-2: Interior Noise Analysis** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior	**a. Traffic Noise** Significant and unavoidable **b. Railroad Noise** Less than Significant **c. Stationary Noise** Less than significant **d. Construction Noise** Less than significant

Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	Element would reduce impacts associated with stationary sources of noise. However, because specific project details are not yet known, impacts associated with stationary sources of noise would have the potential to be significant. d. Construction Noise The City limits construction activities to 7:00 a.m. and 8:00 p.m., Monday through Saturday, and establishes noise level limits through Section 9.40.060 of the Municipal Code. Additionally, Policy HSN-1.33 requires all construction activities to meet the City Municipal Code standards. However, because specific project details are not yet known and because construction activities could expose noise sensitive land uses to periods of high-level construction noise, construction noise impacts associated with future development and redevelopment under the project would have the potential to be significant.	noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses. *Land Use Compatibility* See mitigation measures NOI-1 and NOI-2 above. **b. Railroad Noise** Impacts would be less than significant. No mitigation is required. **c. Stationary Noise** **NOI-3: Stationary Noise** Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses. **d. Construction Noise** **NOI-4: Construction Noise** Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City: • The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses. • Stockpiling shall be located as far as feasible from nearby noise sensitive land uses.	

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		• Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.	
Would the project generate excessive groundborne vibration or groundborne noise levels?	**a. Construction** Construction details and equipment for future site-specific projects are not known at this programmatic level of analysis. Thus, future development and redevelopment would have the potential to result in significant impacts related to construction vibration. **b. Railroad** Given the limited number of trains and the low speed (10 mph), vibration levels are adjacent to the railroad tracks would be less than significant. **c. Stationary Sources** Vibration impacts associated with stationary sources would be less than significant.	**a. Construction** **NOI-5: Construction Vibration** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded. **b. Railroad** Impacts would be less than significant. No mitigation is required. **c. Stationary Sources** Impacts would be less than significant. No mitigation is required.	**a. Construction** Significant and unavoidable. **b. Railroad** Less than significant. **c. Stationary Sources** Less than significant.
Would the project expose people residing or working in the project area to excessive aircraft noise levels?	Chino Airport is in the southeastern portion of the Planning Area, and Ontario International Airport is a commercial air facility located two miles northeast of the Planning Area. The 65 L_{DN} noise contour does not extend beyond the Chino Airport boundaries. The noise contour does not cover any residential properties. The Ontario International Airport noise contour map does not cover any part of the Planning Area. Noise levels are not anticipated to exceed the compatibility levels of the	Impacts would be less than significant. No mitigation would be required.	Less than significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	ACLUP. Noise levels are not anticipated to exceed the compatibility levels of the ACLUP. Therefore, noise impacts due to aircraft would be less than significant.		
4.11 Population/Housing			
Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	The project would accommodate increases in population based on SCAG's demographic projections, beyond the Adopted General Plan, primarily within developed areas that are already served by infrastructure. Therefore, the project would not induce substantial unplanned population growth in an area, either directly or indirectly, and impacts would be less than significant.	Impacts would be less than significant. No mitigation would be required.	Less than significant
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Buildout of the project would provide housing slightly exceeding 2045 SCAG projections, as well as the state RHNA allocations assigned to the City. Therefore, future development facilitated by the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.	Impacts would be less than significant. No mitigation would be required.	Less than significant
4.12 Public Services and Recreation			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: • Fire Protection; • Police Protection; • Schools; • Parks/Recreational Facilities • Other Public Facilities?	Future site-specific projects would not directly result in sufficient demand to require construction of new public service facilities, since each incremental development would pay its fair share toward anticipated facility needs. Construction of any future public facilities would require separate environmental review and approval. Furthermore, the City would also comply with the applicable policies described above to provide adequate fire, police, school, and other public facilities. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project 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? or Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Development of future site-specific projects would not directly result in sufficient demand to require construction of new park facilities, since each incremental housing development would pay its fair share toward anticipated park needs. Additionally, future site-specific projects would occur incrementally through 2045, based on market conditions and other factors, such that parks are not overburdened at any given time. As such, there would not be a sudden increase in 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. Furthermore, the City would also comply with applicable policies described above to provide adequate park and recreation facilities. Therefore, the project would not 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 and would not have adverse physical effect on the environment caused by expansion or construction of recreational facilities, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.14 Transportation			
Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	**a. Roadway System** The Transportation Analysis completed for the project identified two roadway segments that would operate at unacceptable levels under buildout of the project: • Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) • Pine Avenue from El Prado Road to Euclid Avenue (LOS E) Roadway widening for the segments of Kimball Avenue and Pine Avenue projected to reduce projected unacceptable levels of roadway segment operations may be infeasible due to the adjacent land uses, capital improvement costs, and other modes the street serves (like bicycles and	**a. Roadway System** No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E). **b. Public Transit** Impacts related to public transit would be less than significant. No mitigation is required.	**a. Roadway System** Significant and unavoidable. **b. Public Transit** Less than significant. **c. Bicycle and Pedestrian Facilities** Less than significant.

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
	pedestrians). Therefore, these two roadway segments would operate at unacceptable levels under buildout of the project, which would be considered a significant impact. **b. Public Transit** The Infrastructure Element includes numerous policies that would improve access to public transit within the Planning Area. Therefore, the project would not conflict with a plan, ordinance, or policy related to transit, and impacts would be less than significant. **c. Bicycle and Pedestrian Facilities** The Infrastructure Element includes numerous strategies and policies that would support bicycle and pedestrian and bicycle travel. Therefore, the project would not conflict with a plan, ordinance, or policy pedestrian and bicycle travel, and impacts would be less than significant.	**c. Bicycle and Pedestrian Facilities** Impacts related to bicycle and pedestrian facilities would be less than significant. No mitigation is required.	
Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Buildout of the project would reduce OD VMT/SP compared to buildout of the Adopted General Plan. Furthermore, the Infrastructure Element includes numerous policies that would support reduction in VMT. However, there are some qualitative factors impacting travel behavior that are not completely captured by the VMT model. Uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT within the Planning Area. Furthermore, site -specific development and redevelopment that would occur before complete buildout of the project may generate VMT that would exceed the applicable threshold until the cumulative condition is reached. Therefore, VMT generated under buildout of the project would have the potential to be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) at this program level of review. This would be considered a potentially significant impact.	No feasible mitigation exists to reduce VMT.	Significant and Unavoidable
Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The Infrastructure Element includes numerous policies that would ensure that future development and redevelopment within the Planning Area would not increase transportation related hazards. The project would not substantially increase hazards due to a geometric design feature of incompatible uses, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant.
Would the project result in inadequate emergency access?	The project includes numerous policies that would maintain emergency access. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than significant.
4.14 Utilities and Service Systems			
Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Overall, project related demands for water, wastewater, electric, natural gas, and telecommunications facilities would be within the service capacity for each service provider. Impacts associated with infrastructure improvements would be short-term and cease once installation is complete. Such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Therefore, impacts related to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	The City's 2020 UWMP determined that the City would have adequate water supplies to meet demand through 2045. Pursuant to Section 10632(a) of the California Water Code, the City's Annual Water Supply and Demand Assessment continues to evaluate and meet projected water demands. Additionally, the Infrastructure Element includes policies that ensure the City is able to provide adequate water supplies to the Planning Area, including for future annexations within the SOI that were not anticipated in the City's UWMP. Therefore, sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for wastewater treatment. Furthermore, the Infrastructure Element includes policies related to providing adequate wastewater infrastructure. Therefore, adequate wastewater treatment capacity would exist to serve the project, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? or Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?	Future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for solid waste disposal. Furthermore, future development and redevelopment under the project would be subject to City requirements related to waste management and recycling. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would comply with federal, state, or local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
4.15 Wildfire			
Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Future development and redevelopment have been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. Compliance with the policies of the Hazards, Safety, and Noise Element, as well as review of future site-specific development by CVFD staff would ensure compliance with emergency response and evacuation planning. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Future site-specific development would be designed consistent with applicable policies of the Hazards, Safety, and Noise Element designed to reduce risks associated with wildfires to the maximum extent practicable. Therefore, impacts related to risk of loss, injury or death involving wildland fires would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
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?	The project would result in increased development throughout the Planning Area requiring new connections to existing water, sewer, electricity, and gas infrastructure. Development of the infrastructure components of future site-specific development would be completed consistent with the requirements of the Hazards, Safety, and Noise Element. Additionally, Policy HSN-2.7 would require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout the Planning Area, which would reduce fire risk. Development of the infrastructure components of future site-specific development would be completed consistent with the requirements of the Hazards, Safety, and Noise Element. Therefore, future infrastructure development would not exacerbate fire risk, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant
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?	Risks associated with post-fire slope instability would be low throughout the Planning Area, and adherence to applicable policies in the Hazards, Safety, and Noise Element would improve flood control. Therefore, the project would not 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, and impacts would be less than significant.	Impacts would be less than significant. No mitigation is required.	Less than Significant

Chapter 1.0
Introduction

1.1 Type of EIR

This Program Environmental Impact Report (PEIR; State Clearinghouse House [SCH] No. 2024090833) has been prepared consistent with Section 15168 of the California Environmental Quality Act (CEQA) Guidelines to address potential environmental effects associated with implementation of the City of Chino (City) 2045 General Plan Update (project).

As described in Section 15168 of the CEQA Guidelines, program level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The project that is the subject of this PEIR consists of a comprehensive update to the City's Adopted General Plan, which would consist of a long-term plan that would be implemented as a policy document guiding future development activities and City action. The project also includes several targeted zoning map amendments to better align zoning with as built uses and market potential for the respective sites. The purpose of this PEIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of the project. This PEIR also considers the availability of mitigation measures as required by Section 15126.4 of the State CEQA Guidelines to minimize the project's significant impacts and evaluates reasonable alternatives to the project that may reduce or avoid one or more significant environmental effects as required by Section 15126.6 of the CEQA Guidelines.

1.2 List of Project Approvals

The project would require City Council approval of the General Plan Update proposed under the project, as well as associated zoning map amendments to better align zoning with as built uses and market potential for the respective sites.

1.3 Statement of Legal Authority

The City is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the State CEQA Guidelines. The Lead Agency, as defined by State CEQA Guidelines Section 15367, is the public agency which has the principal responsibility and authority for carrying out or approving a project. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

1.4 Responsible/Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the project. A Trustee Agency

is defined in Section 15386 of the State CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. Implementation of the project would require subsequent actions or consultation from Responsible or Trustee Agencies. A brief description of some of the primary Responsible or Trustee Agencies that may have an interest in the project is provided below.

1.4.1 U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACE) has jurisdiction over development in or affecting the navigable waters of the United States. All permits issued by the USACE are subject to consultation and/or review by the U.S. Fish and Wildlife Service and the U.S. Environmental Protection Agency. Streambeds and drainages occurring in the City may contain wetlands, which may be classified as jurisdictional waters of the United States. No permits from USACE are required at this time; however, development that could occur with implementation of the project may require review and/or USACE permits in the future.

1.4.2 California Department of Transportation

The California Department of Transportation (Caltrans) has authority over the state highway system, including mainline facilities, interchanges, and arterial state routes. Multiple Caltrans facilities are located within or adjacent to the City, including State Route (SR) 60, SR-71, SR-142 (also known as Chino Hills Parkway), and SR-83/Euclid Avenue. No permits from Caltrans are required at this time; however, Caltrans approval would be required for any encroachments or construction of facilities in a Caltrans right-of-way associated with future development within the Planning Area. The City is currently pursuing the relinquishment of SR-83/Euclid Avenue by Caltrans, which is tentatively scheduled to be completed by June of 2026. With relinquishment, the City would assume jurisdiction of SR-83/Euclid Avenue from the SR-71 interchange to Merrill Avenue. From Merrill Avenue to Riverside Drive, the City and the City of Ontario share the jurisdictional boundary of SR-83/Euclid Avenue.

1.4.3 California Department of Fish and Wildlife

An Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alteration Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, is under the authority of the California Department of Fish and Wildlife pursuant to Section 1600 et seq. of the California Fish and Game Code. The purpose of California Fish and Game Code Sections 1600–1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of natural flow of, or substantial change or use of material from the bed, bank, or channel of, any river, stream, or lake. Streambeds and other drainages occurring within the City may contain wetlands. No permits from the California Department of Fish and Wildlife are required at this time; however, future development that could occur with implementation of the project may require review and/or Streambed Alteration Agreements in the future.

1.4.4 California Regional Water Quality Control Board–Santa Ana Region

The California Regional Water Quality Control Board (RWQCB)–Santa Ana Region regulates water quality through the federal Clean Water Act Section 401 certification process and oversees the National Pollutant Discharge Elimination System, to protect water resources and control pollutants in runoff. The RWQCB is responsible for implementing permitting, compliance, and other activities to reduce pollutants in municipal, construction, and industrial storm water runoff. No permits from RWQCB are required at this time; however, future development that could occur with implementation of the project may require review and/or Section 401 certifications.

1.5 PEIR Scope

The scope of analysis for this PEIR was determined by the City as a result of initial project review, consideration of agency and public comments received in response to the Notice of Preparation, which was circulated on September 23, 2024, and a scoping meeting was held on October 17, 2024 at the City Hall Chambers, located at 13220 Central Avenue, Chino, California. The Notice of Preparation circulated for analysis of the project, related letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR.

A brief overview of each PEIR chapter is provided below:

Executive Summary: Summarizes the PEIR by providing an overview of the project; an analysis of the potentially significant environmental impacts that could result from the project; a list of mitigation measures identified to reduce or avoid such impacts; and a review of the alternatives to the project, including the identification of an environmentally superior alternative to the project.

1.0 Introduction: Provides an overview of the applicable legal authority, introduces the purpose for the PEIR, and explains the PEIR process and the intended uses of the PEIR.

2.0 Environmental Setting: Provides a description of the project's regional context, location, and existing physical characteristics and land use within the City and surrounding Sphere of Influence. More detailed descriptions of the environmental context pertaining to specific environmental topics are provided in each section of Chapter 4: Environmental Analysis.

3.0 Project Description: Provides a detailed description of the project, including the purpose and objectives of the project and descriptions of each component of the project.

4.0 Environmental Analysis: Analyzes the environmental impacts of the project. Impacts are organized by the following topic areas:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural and Tribal Cultural Resources

4.5 Geology/Soils
4.6 Greenhouse Gas Emissions
4.7 Hazards and Hazardous Materials
4.8 Hydrology/Water Quality
4.9 Land Use/Planning
4.10 Noise
4.11 Population and Housing
4.12 Public Services and Recreation
4.13 Transportation
4.14 Utilities and Service Systems
4.15 Wildfire

Each topic area respectively provides a contextual description of the project's environmental setting, significance criteria, methodology, and potential impacts (project-level and cumulative).

5.0 CEQA Mandated Analysis: Summarizes the project's significant and unavoidable environmental impacts, significant irreversible environmental changes, and growth-inducing impacts per State CEQA Guidelines Section 15065 Mandatory Findings of Significance.

6.0 Effects Found Not to be Significant: This chapter identifies all the issues determined in the scoping and preliminary environmental review process to be not significant based on CEQA criteria and briefly summarizes the basis for these determinations. These topics include agricultural and forestry resources, energy, and mineral resources.

7.0 Project Alternatives: This chapter presents a reasonable range of alternatives to the project and includes the following:

- A discussion of the environmental impacts associated with each alternative,
- A comparison of the relative impacts of each alternative to those of the project,
- A discussion of the relationship of each alternative to the project's objectives, and
- Identification of the environmentally superior alternative.

8.0 References: Lists documents incorporated by reference, and other information sources (documents and websites) relied upon in the preparation of the PEIR and identifies the persons and organizations that contributed to the preparation of the PEIR.

9.0 List of Preparers: Lists persons involved in the preparation of the PEIR.

Technical appendices, used as a basis for portions of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as attachments to the PEIR.

1.6 PEIR Intended Use and Review Process

1.6.1 PEIR Intended Use

This document is intended to be used by the City, as Lead Agency, in evaluating the project and to ensure compliance with applicable regulations and mitigation framework included in this PEIR. As a PEIR, this document is intended to be used by the City when acting on subsequent applications for consideration of future development within the City.

1.6.2 PEIR Process

The PEIR review and certification process occurs in two basic stages. The first stage is the Draft PEIR, which offers agencies and the public the opportunity to comment on the document. The second stage is the Final PEIR, which provides the basis for approving the project.

1.6.2.1 Draft PEIR

In accordance with Sections 15085 and 15087(a)(1) of the State CEQA Guidelines, upon completion of the Draft PEIR a Notice of Completion is filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR is issued in a newspaper of general circulation in the area.

The Draft PEIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, State CEQA Guidelines).

The Draft Program EIR was circulated for public review for a period beginning on June 20, 2025, and ending on August 4, 2025 (Public Review Period). The Draft PEIR and all related appendices have been made available for public review and inspection during the Public Review Period at City Hall, located on 13220 Central Avenue, Chino, California, and on the Community Development Department's website: https://www.cityofchino.org/591/Environmental-Documents.

Copies of the Notice of Availability of the Draft PEIR have also been made available at the Chino Branch Library, located at 13180 Chino Avenue.

1.6.2.2 Final PEIR

Following public review of the Draft PEIR, the City will provide written responses to comments per State CEQA Guidelines Section 15088 and will consider all comments in making its decision whether to certify the Final PEIR. Responses to the comments received during public review, associated revisions to the Draft PEIR sections, a Mitigation Monitoring and Reporting Program, Findings of Fact, and a Statement of Overriding Considerations (if applicable for any impacts identified in the Draft PEIR as significant and unmitigated), will be prepared and compiled as part of the Final PEIR.

The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 10 days before the City Council makes a recommendation or final determination, in order to provide commenters the opportunity to review the written responses to the PEIR comment letters.

1.6.3 Subsequent Environmental Review

As allowed in State CEQA Guidelines Section 15168, Program EIR, future development proposals will be reviewed in comparison to the findings of the Final PEIR. The PEIR and subsequent project review process, defined in Section 15168 of the State CEQA Guidelines, allows a PEIR to serve as the basis for environmental review of subsequent projects. Sections 15182 and 15183 of the State CEQA Guidelines provide additional review guidance for projects proposed in accordance with an adopted specific plan, or consistent with an adopted community plan, general plan, or zoning.

If any future site-specific projects have potentially significant adverse environmental effects that were not examined in this PEIR, an Initial Study shall be prepared for that project, leading to the preparation of a Mitigated Negative Declaration, Focused EIR, Supplement or Subsequent to this PEIR, or other appropriate environmental documentation. When additional environmental documentation for a new project is necessary, this PEIR may be incorporated by reference to address regional context, secondary effects, cumulative impacts, alternatives, and other factors that apply to the program as a whole.

Chapter 2.0
Environmental Setting

2.1 Planning Context

2.1.1 Project Location

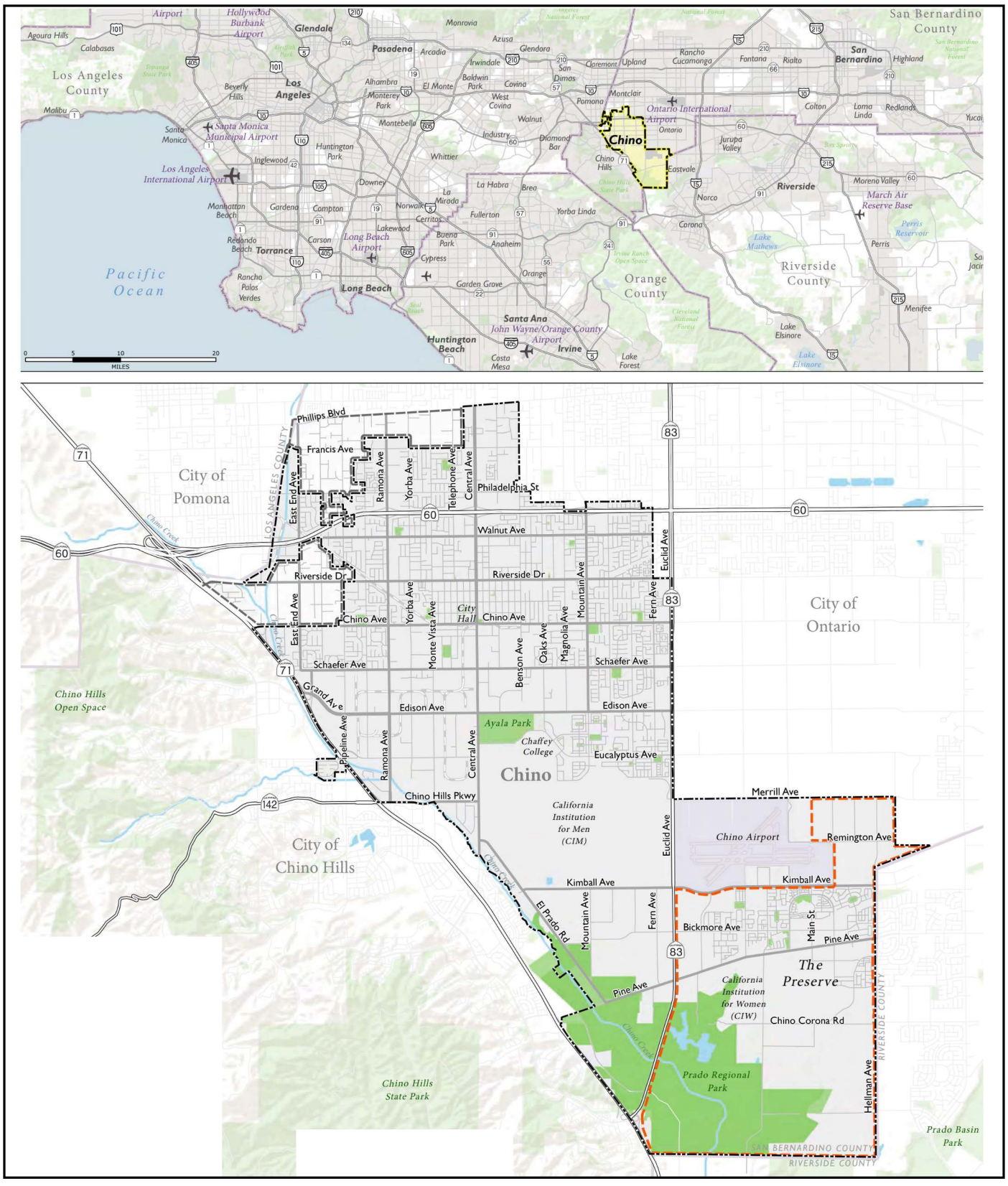
The City of Chino (City) is the eighth largest city in San Bernardino County by population, strategically located within the fast-growing Inland Empire region of California, approximately 36 miles east of Los Angeles, 30 miles west of San Bernardino, 25 miles northeast of Anaheim, and 50 miles northeast of Long Beach. As shown on Figure 2-1, the City is positioned at the convergence of Los Angeles, Riverside, and San Bernardino Counties. It shares borders with the Cities of Pomona (Los Angeles County) to the northwest, Ontario (San Bernardino County) to the northeast, Eastvale (Riverside County) to the south, and Chino Hills (San Bernardino County) to the southwest.

The City enjoys excellent access to the regional transportation network. The northern portion of the City is bisected by State Route (SR) 60, a major east-west freeway and goods movement corridor that connects the Los Angeles metropolitan area with the Inland Empire and points beyond. SR-71 generally forms the City's western boundary, providing connections to Pomona to the north and job centers in Orange County to the south via SR-91. SR-83, known locally as Euclid Avenue, generally forms the eastern boundary of the northern part of the City, providing connections to the City of Ontario to the north. The City is located about 6.5 miles from Ontario International Airport, a commercial airport which serves as a major freight distribution point and currently offers 64 passenger departures and arrivals daily. There are no passenger rail stations in the City, but Omnitrans provides bus service from the Transit Center in Downtown Chino to the Metrolink Station in Montclair, which offers passenger rail connections to points throughout southern California.

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

2.1.2 Planning Area

The Chino 2045 General Plan Update (project) covers the entire City of Chino and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. The boundary of the Planning Area was determined in response to state law requiring each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Proposed Planning Area comprises a total of 20,626 acres (32.23 square miles) of both incorporated and unincorporated land bearing relation to the City's future growth.



City of Chino
Sphere of Influence
County
Parks

0 Miles 1.5

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FIGURE 2-1
Regional Location

The City's existing jurisdictional limits encompass approximately 19,251 acres (30 square miles) of incorporated land, or 93.3 percent of the Planning Area. The SOI is defined as the ultimate physical boundary and service area of the City, and it encompasses both incorporated and San Bernardino County unincorporated territory that is envisioned to be the City's ultimate service area. The San Bernardino County Local Agency Formation Commission has jurisdiction over defining the City's SOI and acts on annexations. Currently, the unincorporated area that is frequently identified as the City's SOI includes a total of 1,375 acres outside of the City limits (2.15 square miles) or 6.7 percent of the total land located in the Planning Area. This area is under the jurisdiction of San Bernardino County until such time it is annexed into the City.

2.1.3 Existing Land Uses

The City is home to approximately 93,114 residents1 and a thriving local economy, anchored by a range of businesses in manufacturing, wholesale trade, logistics and warehousing. Notable landmarks within the City include Chino Airport, the California Institution for Men, the California Institution for Women, Chaffey College Chino Campus, and Prado Regional Park, a ~~2,000~~2,200-acre park containing the Prado Olympic Shooting Park, which was the site of the 1984 Olympic sports shooting events.

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

Figure 2-2 presents the existing land use pattern in the Planning Area. The northern portion of the City is predominantly residential, with commercial uses along key arterial corridors, including Central Avenue, Riverside Drive, and Philadelphia Street. The central portion of the City is made up of commercial, industrial and institutional uses, including the Spectrum Shopping Center, warehouse and distribution facilities, the California Institution for Men, Chaffey College Chino Campus, and Chino Airport. South of Pine Avenue within The Preserve community, existing land use is a combination of open space and agricultural, residential, commercial, and institutional uses, including The Preserve neighborhood, the California Institution for Women, and Prado Regional Park. This area was annexed into the City in 2003, and The Preserve Specific Plan was adopted to guide development and conservation in the eastern part of this area.

1 2023 American Community Survey 1-Year Estimates data is used as a proxy for 2024 population, as this is the most recent census data available at the time of PEIR drafting.

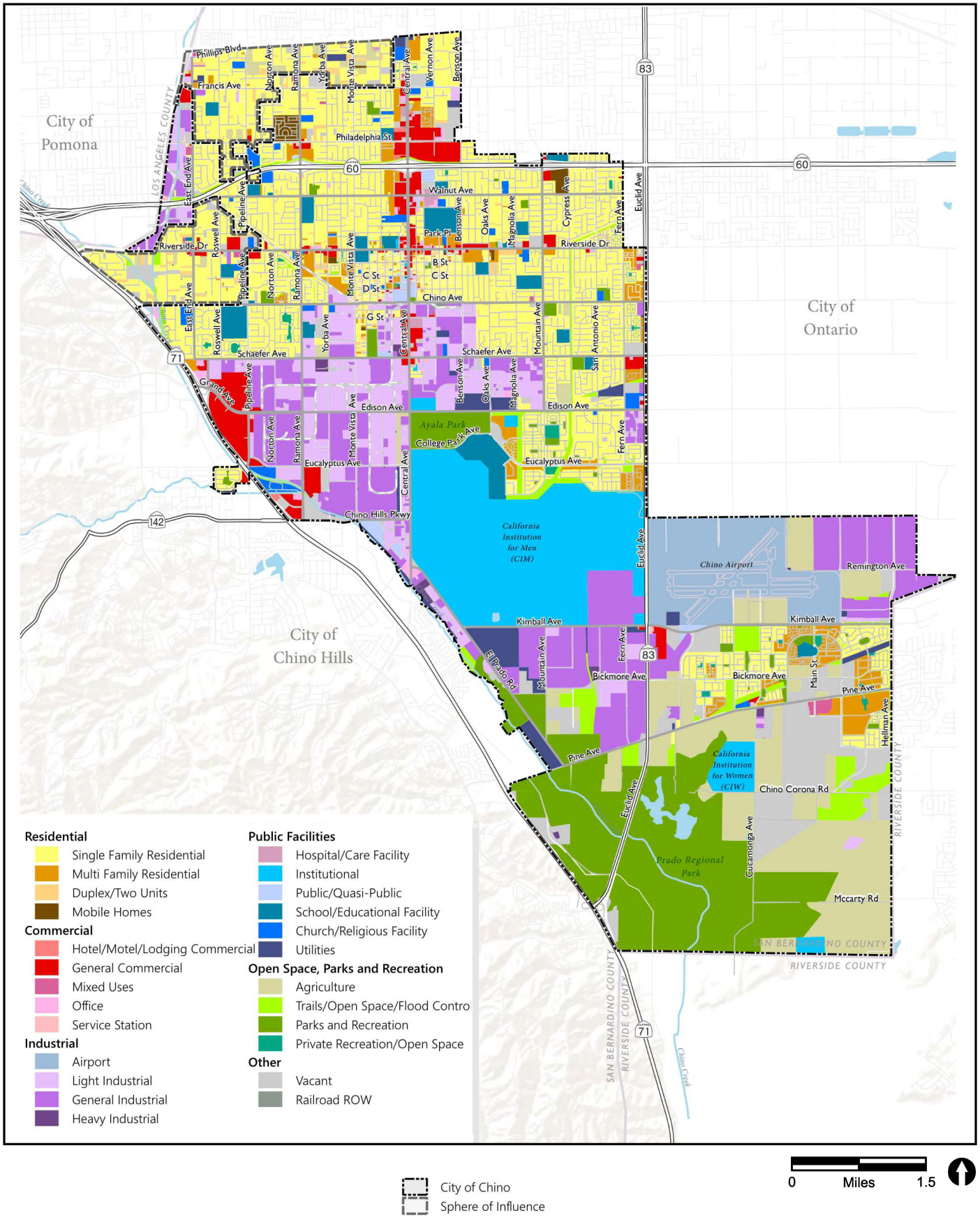

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FIGURE 2-2
Existing Land Use

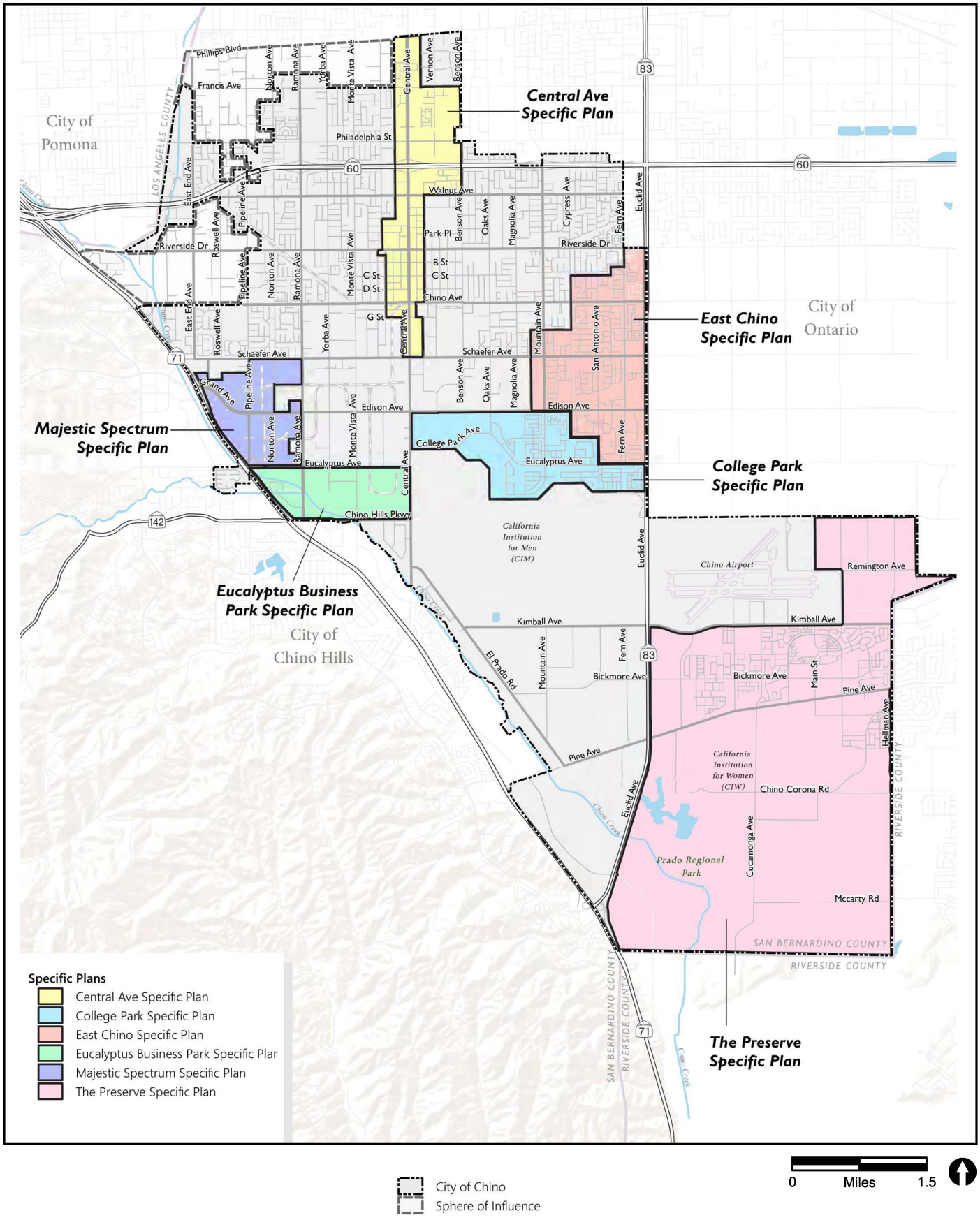

FIGURE 2-3
Specific Plan Areas

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Within the City limit, residential uses account for 20.4 percent of existing land use (3,919 acres). Within the City limit, Industrial land uses account for just over 20 percent of land (3,974.7 acres); Public and Community Facilities land uses occupy approximately 14.1 percent of land (2,713.8 acres); Open Space, Parks and Recreation land uses comprise approximately 23.2 percent of land (4,466.2 acres); Agriculture land accounts for 8.0 percent of land (1,537 acres); and Vacant land accounts for 5.2 percent of the land (1,006.1 acres).

Residential land uses within the Unincorporated County area in the City's SOI comprise 64.3 percent (884.4 acres) of existing land uses. Industrial land uses account for 1.1 percent of land in the SOI (15.7 acres); Open Space, Parks and Recreation land uses comprise 7.8 percent (106.9 acres); Agriculture land accounts for 6.3 percent of land (86 acres); and Vacant land accounts for 5.5 percent of the land (75.9 acres). Table 2-1 presents the existing land use in the Planning Area, including land within the City limit and within the City's SOI.

Table 2-1
Existing Land Uses

Existing Land Use	City of Chino		Sphere of Influence		Total Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Residential	**3,919.0**	**20.4**	**884.4**	**64.3**	**4,803.4**	**23.3**
Single-Family Residential	3,223.5	16.7	800.5	58.2	4,024.1	19.5
Multi-Family Residential	551.1	2.9	13.4	1.0	564.5	2.7
Duplex/Two Units	82.7	0.4	69.1	5.0	151.8	0.7
Mobile Homes	61.7	0.3	1.4	0.1	63.1	0.3
Commercial	**595.2**	**3.1**	**30.1**	**2.2**	**625.3**	**3.0**
General Commercial	478.0	2.5	20.9	1.5	498.9	2.4
Hotel/Motel/Lodging Commercial	7.9	0.0	--	0.0	7.9	0.0
Multiple Uses	31.0	0.2	7.7	0.6	38.7	0.2
Office	61.9	0.3	1.5	0.1	63.4	0.3
Service Station	16.4	0.1	--	0.0	16.4	0.1
Industrial	**3,974.7**	**20.6**	**15.7**	**1.1**	**3,990.4**	**19.3**
Airport	874.7	4.5	--	0.0	8,74.7	4.2
Light Industrial	1,030.5	5.4	6.5	0.5	1,037.0	5.0
General Industrial	2,034.8	10.6	9.2	0.7	2,043.9	9.9
Heavy Industrial	34.7	0.2	--	0.0	34.7	0.2
Public Facilities	**2,713.8**	**14.1**	**47.3**	**3.4**	**2,761.1**	**13.4**
Hospital/Care Facility	18.9	0.1	1.3	0.1	20.1	0.1
Institutional	1,807.6	9.4	--	0.0	1,807.6	8.8
Public/Quasi-Public	79.3	0.4	--	0.0	79.3	0.4
School/Educational Facility	354.0	1.8	21.3	1.5	375.2	1.8
Church/Religious Facility	158.1	0.8	13.6	1.0	171.7	0.8
Utilities	295.9	1.5	11.2	0.8	307.1	1.5
Open Space, Parks, and Recreation	**4,466.2**	**23.2**	**106.9**	**7.8**	**4,573.1**	**22.2**
Agriculture	1,537.0	8.0	86.0	6.3	1,623.0	7.9
Trails/Open Space/Flood Control	487.4	2.5	20.9	1.5	508.2	2.5
Parks and Recreation	2,391.8	12.4	--	0.0	2,391.8	11.6
Private Recreation/Open Space	50.0	0.3	--	0.0	50.0	0.2

Table 2-1 Existing Land Uses						
	City of Chino		Sphere of Influence		Total Planning Area	
Existing Land Use	Acres	Percent	Acres	Percent	Acres	Percent
Other	**3,581.8**	**18.6**	**290.6**	**21.1**	**3,871.5**	**18.8**
Vacant	1,006.1	5.2	75.9	5.5	1,081.9	5.2
Railroad Right-of-Way	28.7	0.1	--	0.0	28.7	0.1
Transportation, Easements, Etc.	2,547.0	13.2	214.8	15.6	2,760.9	13.4
Grand Total	**19,250.7**	**100.0**	**1,375.0**	**100.0**	**20,624.9**	**100.0**

2.1.4 Specific Plans

Between 1982 and 2004, the City adopted a series of six specific plans to guide development of key areas of the City as shown on Figure 2-3. Of these, the most recent are The Preserve and College Park Specific Plans, adopted in the early 2000s to plan for the development of land that was to be annexed into the City. The other four specific plans—Central Avenue, East Chino, Majestic Spectrum, and Eucalyptus Business Park Specific Plans—were all adopted between 1982 and 1992. As of 2025, these older specific plans have been almost completely built out and the original vision has largely been achieved.

2.1.5 Ongoing Planning Initiatives

Implementation of two major planning initiatives in the City are ongoing: The Preserve Specific Plan and the 2021-2029 Housing Element. Each initiative is summarized below, and land uses associated with them are shown in Figure 2-4. The project supports continued implementation of these initiatives.

2.1.5.1 The Preserve Specific Plan

Adopted in 2003, The Preserve Specific Plan was developed to facilitate the orderly transition of dairy lands within the Chino Valley Dairy Preserve in an unincorporated area of the San Bernardino County to a sustainable land use pattern and mixed-use planned development. The Preserve planning area consists of 5,435 acres located immediately south and east of Chino Airport, as shown on Figure 2-4. The current development program calls for up to 11,725 dwelling units on 1,236 acres; 626 acres of business uses (Community Core, Light Industrial, Airport Related, Regional Commercial, Neighborhood Commercial); 586 acres of Public Facilities and Rights-of-Ways; and approximately 2,987 acres in Open Space (Recreation, Agricultural and Natural Open Space). Proposed development is concentrated in the northern portion of The Preserve, above the Prado Basin high water inundation line (elevation 566 feet), which is a significant development constraint on the Planning Area. Lands generally south of the 566-foot elevation are planned for low intensity uses, such as Recreation, Agriculture and Natural Open Space. As of 2025, The Preserve is approximately 60 percent built out, with significant capacity remaining in the development program.

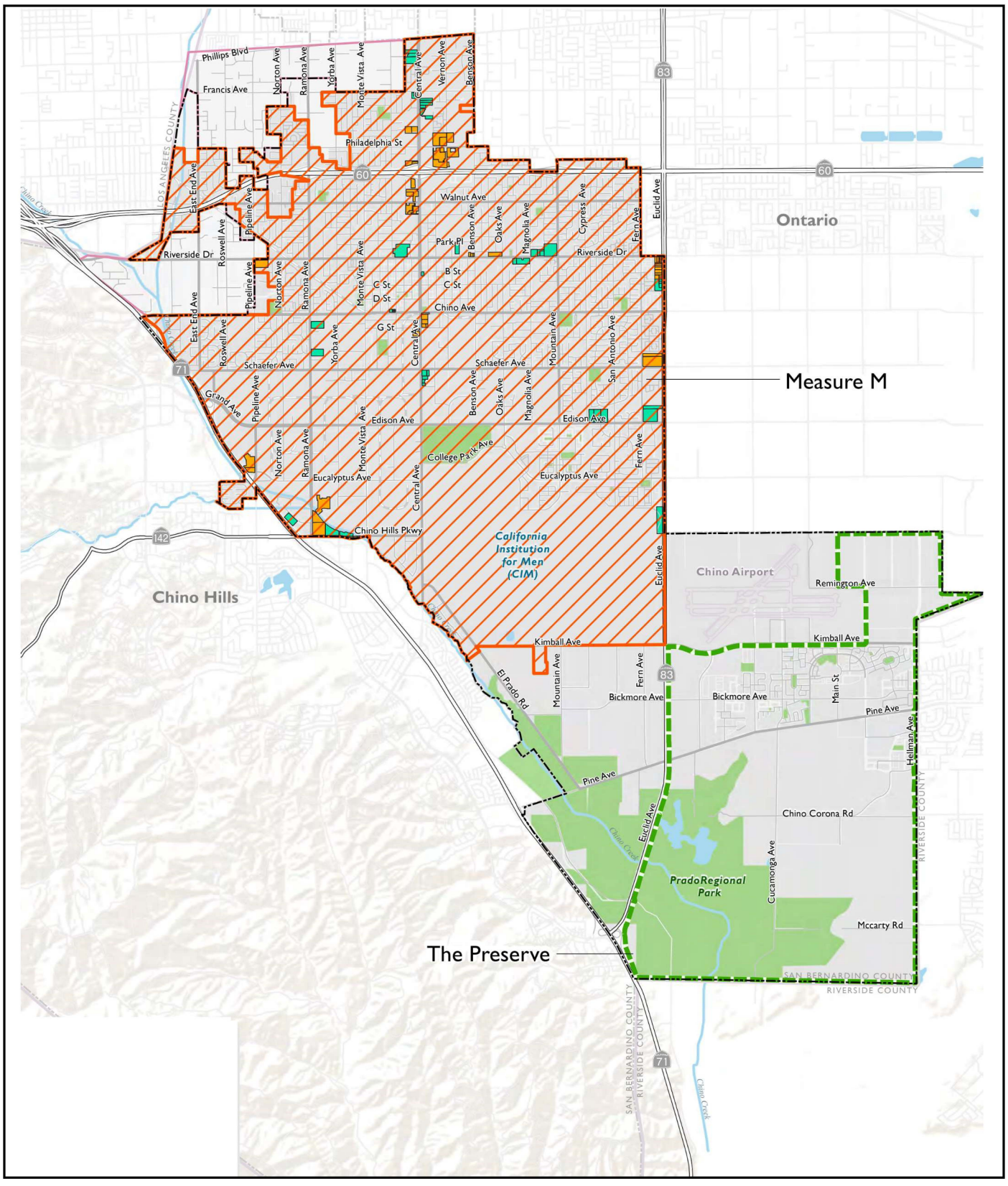

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FIGURE 2-4
Priority Planning Initiatives

2.1.5.2 Housing Element and Mixed Use/Affordable Housing Overlays

In 1988, the City adopted Measure M, a voter approved residential growth control measure as an amendment to the current General Plan at that time. The measure applies to territory within the City's geographical boundaries at the time of adoption, and it prohibits the City Council from increasing residential density or rezoning non-residential land for residential uses without a vote of the people. Through the years, there have been 15 ballot measures that proposed land use changes to permit residential land use in new areas or to increase residential density. Most recently, Measure Y, approved by City voters in 2022, permits the use of a "two overlay" strategy to meet its state-mandated Regional Housing Needs Allocation (RHNA) to implement the 2021-2029 Housing Element to comply with state law. Measure Y was put forward as a way to satisfy Measure M's voter approval requirement, it did not affect or change the provisions of Measure M.

The adopted Housing Element for the 2021-2029 planning period outlines strategies to meet the community's housing needs across all economic segments. The City's assessed share of the regional housing need for the planning period, known as the RHNA, is 6,978 new housing units, including 3,397 units affordable to low and very low-income households. To address these targets, the Housing Element employs a "two overlay" zoning strategy which maintains existing base zoning while adding overlays that allow property owners the option to develop housing, thereby increasing flexibility in meeting housing needs. The Affordable Housing Overlay and the Mixed-Use Overlay apply to sites shown on Figure 2-4. The majority of these sites currently have non-residential zoning and, as such, the approval of City voters was required to allow residential development on them, consistent with Measure M, the City's residential growth control measure. Accordingly, Measure Y (Ordinance No. 2022--001), as detailed above, was put on the ballot and approved by City voters in 2022, permitting the City to redesignate specified sites to allow for residential uses, affordable housing, and mixed uses to meet its RHNA obligations. Adopted in April 2023 and amended in December 2024, the overlays permit residential development up to 30 dwelling units per acre on the identified housing sites. As detailed in the City's 2021-2029 Housing Element, the net capacity of these overlays is 4,780 new very low- and low-income housing units, 1,401 more than required to meet the projected needs of low and very low-income households during the planning period. The City's 2021-2029 Housing Element was certified in December 2024.

2.1.5.3 Pine Avenue Connector

The Pine Avenue Connector Project would extend Pine Avenue from SR-71 eastward to El Prado Road as an urban four-lane arterial and widen Pine Avenue to a four-lane arterial from El Prado Road to Euclid Avenue (SR-83) within the City and Chino Hills. Planned for many years, the Pine Avenue Connector Project is included in the Southern California Association of Governments 2020 Regional Transportation Plan/Sustainable Communities Strategy approved project list of Federal Transportation Improvement Program and would be undertaken in coordination with the California Department of Transportation (Caltrans). Separate environmental review pursuant to CEQA would be conducted for the Pine Avenue Connector Project. The proposed work will encroach upon wetlands and a floodplain. The Pine Avenue Connector Project is being evaluated to determine if there are any practical alternatives to avoid this encroachment, or if not, to ensure that all practical measures are taken to minimize harm to the wetlands and floodplain. The proposed work would have an effect on historic properties eligible for the National Register of Historic Places. Caltrans has

evaluated whether adequate mitigation measures can be incorporated into the plans of the Pine Avenue Connector Project.

2.1.5.4 Euclid Avenue Relinquishment

By legislative enactment with Assembly Bill 250, which passed on October 8, 2023, the California Legislative authorized Caltrans and the City to pursue the relinquishment of SR-83/Euclid Avenue in accordance with existing applicable law and procedures. SR-83/Euclid Avenue is identified as a State Goods Movement Route and relinquishment to local control would not adversely affect freight operations since the City has designated SR83/Euclid Avenue as a Truck Route in the General Plan. Relinquishment will bring local General Plan goals and development opportunities into closer alignment with the buildout vision that the City seeks for the community.

The segments of relinquishment along SR-83/Euclid Avenue for the City begin at the SR-71 Interchange to Merril Avenue. From Merrill Avenue to Riverside Drive, the City and Ontario share SR-83/Euclid Avenue as a jurisdictional boundary. The relinquishment process between Caltrans and the City is currently underway and is tentatively scheduled to be completed between March 2026 and June 30, 2026.

After the relinquishment is complete, the City will pursue the Euclid Avenue Bridge Project, located along SR-83/Euclid Avenue between SR-71 and Pine Avenue. This portion of Euclid Avenue is located within the Prado Basin and crosses Chino Creek. The Euclid Avenue Bridge Project is located within the northern portion of the Prado Flood Control Basin in San Bernardino County, entirely below the U.S. Army Corps of Engineers (USACE) designated 566-foot above mean sea level inundation elevation for Prado Dam. All land below this elevation is considered subject to flooding from normal operations of Prado Dam. In addition, the Euclid Avenue Bridge Project overlaps the USACE and Orange County Water District Prado Basin Ecosystem Restoration and Water Conservation integrated Feasibility Report footprint for the Chino Creek Restoration activities and overlaps with a Congressionally authorized restoration project that includes a native planting area.

The goals of the Euclid Avenue Bridge Project are to create an "all weather" facility that will not be subject to closures during storm events, and thereby improve safety for motorists and pedestrians by reducing the possibility of encountering flood waters, enhance mobility and circulation for the community during the heavy rain events, provide unhindered access for emergency vehicles, alleviate traffic congestion and remove roadway bottlenecks, and provide active transportation facilities for improved cyclist and pedestrian access through this portion of Euclid Avenue. An Environmental Impact Report will be prepared for the Euclid Avenue Bridge Project to inform the City and community of any environmental effects of the project and ways to minimize or avoid potential impacts.

2.2 Existing Physical Site Conditions

2.2.1 Air Quality and Climate Conditions

The City is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District. The 6,745-square-mile South Coast Air Basin encompasses Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and Jacinto mountains to the north and east, respectively, and San Diego County to the south.

The Planning Area, like other inland valley areas in southern California, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. Based on measurements taken at the Chino Airport climate monitoring station, the average annual precipitation is 10 inches, falling primarily from November to April. Annual temperatures in the project area average about 66 degrees Fahrenheit (°F), winter low temperatures average about 42°F, and summer high temperatures average about 93°F (National Oceanic and Atmospheric Administration 2025).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, the air quality near the coast is generally better than air quality at the base of the coastal mountain range. The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada-Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

2.2.2 Biological Resources

Most of the Planning Area consists of urban land. Natural vegetation is primarily located in the southern portion of the Planning Area, especially along the downstream portions of Chino Creek within and in the vicinity of Prado Regional Park, as well as along Cucamonga Creek and Mill Creek at the far southeastern edge of the City.

2.2.3 Cultural and Tribal Cultural Resources

The current City boundary includes the traditional territory of the Gabrieleno, also called Tongva. See Section 4.4 for a full discussion of cultural history. The largest concentration of historic resources is located in the central portion of the City.

2.2.4 Geology and Soils

The Planning Area lies within the geologically active southern California region, which is subject to earthquakes of varying magnitudes. The area around the City is considered seismically active due to its approximate location to known earthquake faults. There is one active fault within the Planning Area- the Chino-Central Avenue Fault. This fault is a sub-surface fault that is not expected to rupture

and therefore is not mapped according to the Alquist-Priolo Act. The Chino Fault, located outside the Planning Area is considered an Alquist-Priolo Act zone.

In addition to the Central Avenue and Chino faults, the Planning Area is located in proximity to other major regional faults, including the Sierra Madre, San Jacinto, and the San Andreas Faults located approximately 12 miles, 20 miles and 43 miles from the Planning Area, respectively. Any moderate activity along these faults could result in ground shaking within the Planning Area.

2.2.5 Hydraulic Conditions

The Planning Area is located within the approximately 2,840-square-mile Santa Ana River Watershed, which drains to the Santa Ana River and associated streams that span 700 miles. Specifically, the Planning Area is located within the approximately 488-square-mile Middle Santa Ana River Watershed, which is located primarily in the southwest corner of San Bernardino County and extends slightly into the northwest corner of Riverside County and a small portion of Los Angeles County (Pomona/Claremont).

The southern portion of the City south of Pine Avenue is located within the 100-year floodplain, as defined by the Federal Emergency Management Agency. Additionally, some of the areas of the City are located within the Federal Emergency Management Agency 500-year floodplain. Development in the older, northern portion of the City is generally outside the 100-year or 500-year floodplains. The southern portions of the City, including recently developed portions of the Preserve Specific Plan Area and other areas where new development is planned, are within the 100-year floodplain are largely located within public lands as part of the Prado flood control basin within the Prado Regional Park.

The Prado Dam was completed in 1941 as the principal regulating structure on the Santa Ana River, designed to provide flood control for portions of Orange, Riverside, and San Bernardino Counties. The dam, which is owned and operated by the USACE, is located approximately 2.3 miles south of the City. A portion of the City is located within the USACE Prado Flood Control Basin associated with the Prado Dam. Specifically, the USACE owns 9,100 acres, the primary purpose of which is flood risk management, followed by authorization for recreation and water conservation. The City's location upstream of the Prado Dam, creates a flood risk when the water levels rise to the top of the dam.

Chapter 3.0
Project Description

Consistent with Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, this Program Environmental Impact Report (PEIR) provides a programmatic analysis of the potential environmental impacts associated with implementation of the goals, policies, actions, and projected buildout of the Chino 2045 General Plan Update (project), which involves a comprehensive update to the General Plan to address new state law and emerging issues. As described in Section 15168 of the CEQA Guidelines, program-level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The project, which is the subject of this PEIR, consists of a long-term plan that would be implemented as a policy document guiding future development activities and City of Chino (City) action.

California Government Code Section 65300 et seq. mandates that all counties and incorporated cities prepare a general plan that establishes policies and standards for future development and resource protection. State law encourages cities to keep general plans current through regular updates. The project includes an update to the Adopted General Plan and would guide future land use decisions, providing a long-term vision for the City, and through its policies and implementing actions, would indicate how that vision may be achieved over the life of the document. It would be the primary policy document guiding growth and development within the City and its Sphere of Influence (SOI), collectively known as the Planning Area, through the planning horizon year of 2045. Together with the Zoning Ordinance and related sections of the Municipal Code, the project would serve as the basis for planning-related decisions made by City staff, the Planning Commission, and the City Council.

3.1 Project Background and History

California state law requires each city and county to adopt a general plan for its physical development. A general plan is a key tool that addresses a variety of subject areas and expresses the community's development goals related to future land uses in the jurisdiction.

The City began as an agricultural community and grew with the construction of freeways and airports in the area connecting the community to the region and the nation. The City adopted its first General Plan in 1969, focusing on the transition from an agricultural community to a suburban community. In 1981, a General Plan Update called for more industrial and commercial development to diversify the City's economy. The last General Plan Update that occurred in 2010, which was the first comprehensive update in 30 years and serves as the current General Plan for the City.

The City's Adopted General Plan establishes goals, objectives, policies, and actions to guide development through 2025. It includes 12 chapters (or elements) that correspond to the seven topics required by California state law in force at the time it was prepared, as well as optional elements

covering topics of importance to the community: Community Character, Economic Development, Air Quality, and Healthy City.

The project would replace the Adopted General Plan in all elements and establish a planning and policy framework that extends to a horizon year of 2045. Each element incorporates relevant topics, which are related to goals related to the physical development of the community. In addition, a series of new state laws have been enacted since adoption of the existing General Plan in 2010. Therefore, the project incorporates strategies to address issues including multi-modal mobility, environmental justice, climate vulnerability, and emergency evacuation, among other topics.

3.1.1 General Plan Update Process

Initiated in the fall of 2022, the process to update the General Plan involved four main phases:

- Phase 1 focused on identifying issues and opportunities to address while updating the General Plan, which culminated in Guiding Principles that describe the City's shared values and the community's vision for the future.

- Phase 2 explored different options for achieving the vision described by the Guiding Principles. Several different alternatives for land use and circulation were evaluated and a preferred land use plan and key strategies to guide the update of the General Plan were identified, based on extensive community engagement.

- Phase 3 involved the creation of a draft update of the General Plan based on the approved vision, land use plan, and key strategies from prior phases and completion of environmental review.

- Phase 4 involves public review of the draft documents and formal hearings before the Planning Commission and City Council prior to adoption of the project.

Community engagement was integral to the development of the project, and over 2,350 Chino residents weighed in on their priorities and preferences for the future. Early phase outreach included stakeholder interviews, "pop-up" outreach at events around town, and a communitywide online survey, leading to the creation of a set of Guiding Principles that describe the kind of community City residents and businesses would like to see in 2045. Then between May 2023 and June of 2024, more than 1,300 City residents weighed in on potential land use, transportation, and design concepts for key areas. The concepts respond to market opportunities and represent strategies for helping to achieve the shared vision for the future described in the Guiding Principles. Outreach activities included two open house meetings attended by more than 250 community members, presentations to various groups and organizations, a statistical survey of a representative sample of City voters, and a communitywide online survey that garnered 619 responses. Additionally, a General Plan Advisory Committee was formed to represent residents, businesses, and other community stakeholders in the development of the General Plan, providing a forum to ensure that a range of voices and interests were heard and considered in the process. The General Plan Advisory Committee met nine times to review and advise on the content of the project.

Based on community feedback, a preferred land use plan and a set of key strategies for land use, transportation, and community character were prepared to present the preferred ideas and concepts that have emerged from the process to City decision-makers. On July 30, 2024, the City Council and Planning Commission reviewed the preferred land use plan and key strategies and directed staff to use it to guide preparation of the Public Review Draft of the project.

3.1.2 Guiding Principles

The Guiding Principles describe a shared image for the future of the City through the year 2045. Between October 2022 and February 2023, over 1,400 City residents provided input that has shaped these Guiding Principles. They represent an important first step for long-range planning, setting the tone for the update of the General Plan by identifying key themes and community priorities. Each guiding principle is described below.

3.1.2.1 Guiding Principle: People

- **Small Town Feel.** The City's unique sense of place comes from its friendly, welcoming people. It is a family-friendly community where generations grow up and grow old together.

- **High Quality Community Services.** The City takes pride in its excellent community services. Police personnel, firefighters, and first responders work hand-in-hand with residents to keep the community safe, and residents of all ages and abilities enjoy a range of programs and services that enrich their quality of life.

- **Strong Cultural Bonds.** The City celebrates its culture and heritage with festivals, street fairs, performances, and community events that build hometown pride and bring people together throughout the year.

- **Active, Engaged Population.** City residents, businesses, community groups, and congregations participate in actively shaping plans and policies for the community's future.

- **Open Government.** Collaborative, customer service-oriented government and clean communication builds strong community relations and encourages positive dialogue.

3.1.2.2 Guiding Principle: Places

- **Balanced Community.** The City is a vibrant community with a range of housing, employment, entertainment, recreation, and sports opportunities for people of all ages, incomes, and backgrounds. It has a clear development pattern defined by lively activity centers, dynamic employment districts, and safe, livable neighborhoods.

- **Memorable City.** The City is known in the region as a safe, livable City and a destination for culture, festivals, and sporting events.

- **Vibrant Downtown.** Downtown is a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

- **Revitalized Commercial Centers.** Featuring a range of new uses that serve community needs, the City's reimagined shopping centers are vital activity hubs and social gathering places that contribute to local character and quality of life.

- **Attractive Corridors and Gateways.** The City's commercial corridors feature well-designed buildings and streetscapes that provide walkable sidewalks, bicycle lanes, street trees, and landscaping. Inviting gateways into the City build a distinctive sense of place and enhance local pride.

- **Green and Scenic City.** From its network of City-operated parks to the Prado Regional Park, City residents enjoy easy access to a range of recreational green spaces in and around the City, framed by the scenic backdrop of the San Gabriel Mountains.

3.1.2.3 Guiding Principle: Patterns

- **Healthy City.** The City promotes active, healthy lifestyles for residents of all ages and abilities with a multi-pronged approach that focuses on nutrition, active living, physical and mental well-being, environmental health, and smart growth practices.

- **Connected City.** A network of safe streets and multi-use trails links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of the City together.

- **Strategic Infrastructure Investments.** The City makes strategic investments in infrastructure and technology to support residential and employment growth that benefits the whole community.

- **Regional Links.** The City's well-maintained roads and thriving general aviation airport provide convenient connections to the regional transportation network.

- **Economic Engines.** The City prioritizes business attraction and retention to foster a strong, stable, and diverse range of businesses in the community, building on local strengths and assets while welcoming innovation and promoting entrepreneurship.

- **Successful Local Businesses.** The City is home to many thriving local businesses that serve one another and the community.

- **Respect for the Past.** The City values, preserves, and protects its agricultural heritage, its historic buildings, and its ties to the past. The City welcomes a heritage theme in new development, honors its military veterans, and respects all who have served the community.

3.2 Project Objectives

In accordance with CEQA Guidelines Section 15124(b), the following primary objectives support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this report, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The project objectives are as follows:

- Promote a balanced community with a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.
- Focus future population, housing and employment growth into key opportunity areas while preserving and enhancing the community's distinctive small town feel that comes from strong community bonds and a respect for the community's agricultural roots.
- Position Downtown as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.
- Revitalize older shopping centers and commercial corridors so that they feature a range of new uses to serve community needs and act as vital activity hubs and social gathering places that contribute to local character and quality of life.
- Prioritize business attraction and retention to foster a strong, stable economy that welcomes innovation and promoting entrepreneurship.
- Reinforce connections to the regional transportation network.
- Strengthen the network of safe streets and multi-use trails that links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.
- Enhance neighborhood livability by promoting active, healthy lifestyles with indoor and outdoor recreational amenities and by prioritizing clean air, water, fresh food, and community health.
- Protect the community from natural hazards, build resilience to climate change, and promote emergency preparedness.

3.3 Project Description

California Government Code Section 65300 requires each city and county in California to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which…bears relation to its planning." The General Plan can be considered the City's development constitution, containing both a statement of the community's vision of its long-term development as well as the policies to support that vision by guiding the physical growth of the community. The project contains policies to guide decision-making related to land use and community character; economic development; infrastructure; community services, parks, and recreation; hazards, safety,

and noise; and community health and environmental quality. The project is a policy document to be adopted by the City Council that serves the following purposes:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide the use of City resources and funds in a fiscally sustainable manner;
- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;
- Plan in a manner that addresses future land needs and economic opportunities, based on the projected population, housing, and job growth;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the unique character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the zoning ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.

The project would replace the Adopted General Plan in all elements and establish a planning and policy framework that extends to a horizon year of 2045. First and foremost, the project responds to community aspirations expressed throughout the process of updating the General Plan. Secondly, the project responds to new legal requirements that have come into force since the General Plan was last comprehensively updated, including requirements for addressing geologic flooding and wildfire hazards; complete streets and multi-modal connectivity; emergency evacuation; climate vulnerabilities; environmental justice; habitat connectivity; and performance standards for new logistics and warehouse uses.

3.3.1 Plan Organization

The project has modified the organizational structure of the Adopted General Plan. Some chapters were combined and renamed to better reflect community priorities identified through the process and to incorporate new requirements established in state law. The project addresses the state-mandated topics of land use, circulation, conservation, open space, noise, safety, and environmental justice. As described in Chapter 2.0, a comprehensive update to the Housing Element of the General Plan was completed for the 2021-2029 planning period under a separate process and adopted and certified in 2024. The Housing Element is published under a separate cover. Additionally, the project addresses the following optional topics of importance to the community: Economic Development, Community Character, Community Health, and Community Services.

Each element of the project characterizes issues and opportunities and then presents goals, policies, and actions that address them. Within this structure, goals describe general desired results that the community seeks to create through the implementation of the project. The policies and actions

establish the "who," "how," and "when" for carrying out the "what" and "where" of goals. The chapters of the project are summarized as follows:

- Introduction. This chapter outlines the purpose and uses of the General Plan; provides a community profile; recaps the update process; summarizes the Vision and Guiding principles for future development and conservation; and provides an overview of the General Plan's organization, relationship to other plans, and requirements for administration.

- Land Use and Community Character. This element satisfies the statutory requirements for the General Plan land use element and provides a map showing the distribution and location of land uses. It also describes the existing land use pattern, outlines a strategy for growth management and annexations, and includes land use designations with standards for density and intensity. Additionally, this element addresses community character and historic preservation, optional topics that are a clear priority for the community. Policies in this element focus on revitalizing older shopping centers, fostering a vibrant Downtown, supporting thriving neighborhoods, promoting ties to the past, and enhancing sense of place.

- Economic Development. This optional element provides an overview of the population and employment context in the City, and outlines goals and policies to support a strong, stable economy including actions addressing positive City image; business attraction and retention; inclusive economic development; workforce development; and fiscal responsibility.

- Infrastructure. This element addresses transportation and utility infrastructure in the City, together with the efficient use of water and energy. It addresses the statutory requirements for the circulation and conservation elements. It incorporates a circulation diagram that identifies major thoroughfares and transportation routes for vehicles, transit, bicycles, and pedestrians, and it includes policies for "complete streets," roadway safety, and the efficient movement of goods. The element also identifies the location and extent of public utilities, including water, sewer, stormwater, and electricity infrastructure in the City and incorporates policies for energy and water conservation, and reuse and recycling. This element satisfies the statutory requirements for the General Plan circulation element.

- Parks, Recreation and Community Services. This element satisfies legal requirements for addressing the topics of open space for outdoor recreation. It also provides background information, and a policy framework related to police and fire services, schools, community facilities and libraries, and parks and recreation.

- Hazards, Safety, and Noise. This element addresses risks associated with natural and human-made hazards in the City, including flooding, seismic events, dam inundation, wildfires, and noise. It also addresses compounded risk associated with climate change, incorporating strategies to build community resilience. It satisfies the statutory requirements for the General Plan safety and noise elements, including requirements for an assessment of emergency evacuation capacity and climate vulnerability.

- Health and Environmental Quality. This element addresses community health, a long-standing priority in the City, together with requirements for environmental justice, open space, and conservation. It identifies disadvantaged communities in the City and incorporates

policies that address air quality and pollution exposure; physical activity; access to healthcare; healthy food access; and civic engagement and investment prioritization.

- **Implementation.** This chapter describes the process for General Plan implementation, maintenance, and monitoring. It includes a table identifying near-term, mid-term, and long-term actions needed to implement general plan concepts and strategies. For each action, the City departments responsible and the timeframe for implementation are shown. Potential funding sources are also identified.

3.3.2 Key Opportunity Areas

The project focuses on Key Opportunity Areas within the Planning Area where change is foreseeable and incorporates strategies to move a shared community vision for the future of these areas forward. Shown on Figure 3-1, these are generally areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. Outside of these Key Opportunity Areas, the project would maintain the existing urban form and enhance the character and quality of life in the City's established neighborhoods. The project would also support continued implementation of The Preserve Specific Plan and the 2021-2029 Housing Element. Each Key Opportunity Area is further detailed below.

3.3.2.1 Downtown

Downtown is generally bounded by Chino Avenue to the south, Fifth Street to the west, and Ninth Street to the east, extending along Central Avenue north to Riverside Drive. Major existing uses in the area include City Hall, the Senior Center, the Library, the Carolyn Owens Community Center, the Neighborhood Activity Center, the Chino Youth Museum, the Chino Valley Chamber of Commerce, the Chaffey College Chino Building, and the Seventh Street Community Theatre. Along D Street, there is a cluster of historic buildings with locally owned shops and restaurants, while a variety of commercial and office uses line Central Avenue north of D Street. There are some underutilized commercial properties on Central Avenue and one site in the Mixed Use Overlay, where multi-family housing development is permitted. The City is the major landowner in the area, with title to over 26 acres.

In the 1940s, anchored by four movie theaters, Downtown was a destination for entertainment. Looking to the future, through community engagement activities, City residents have expressed strong support for the idea of creating a mixed-use Downtown District in the heart of the City to serve as a focal point for civic, cultural and community life. The project outlines a three-pronged strategy to realize this vision over the long term:

- Partner with a commercial developer to curate a mix of new retail shops and restaurants with a balance of recognizable brands and locally owned businesses;

- Lease some City-owned land for multi-family residential development, which would help build a customer base for businesses and create a revenue stream; and

- Use revenue generated from the land lease to fund a new theatre or auditorium, as well as ongoing events and activities Downtown.

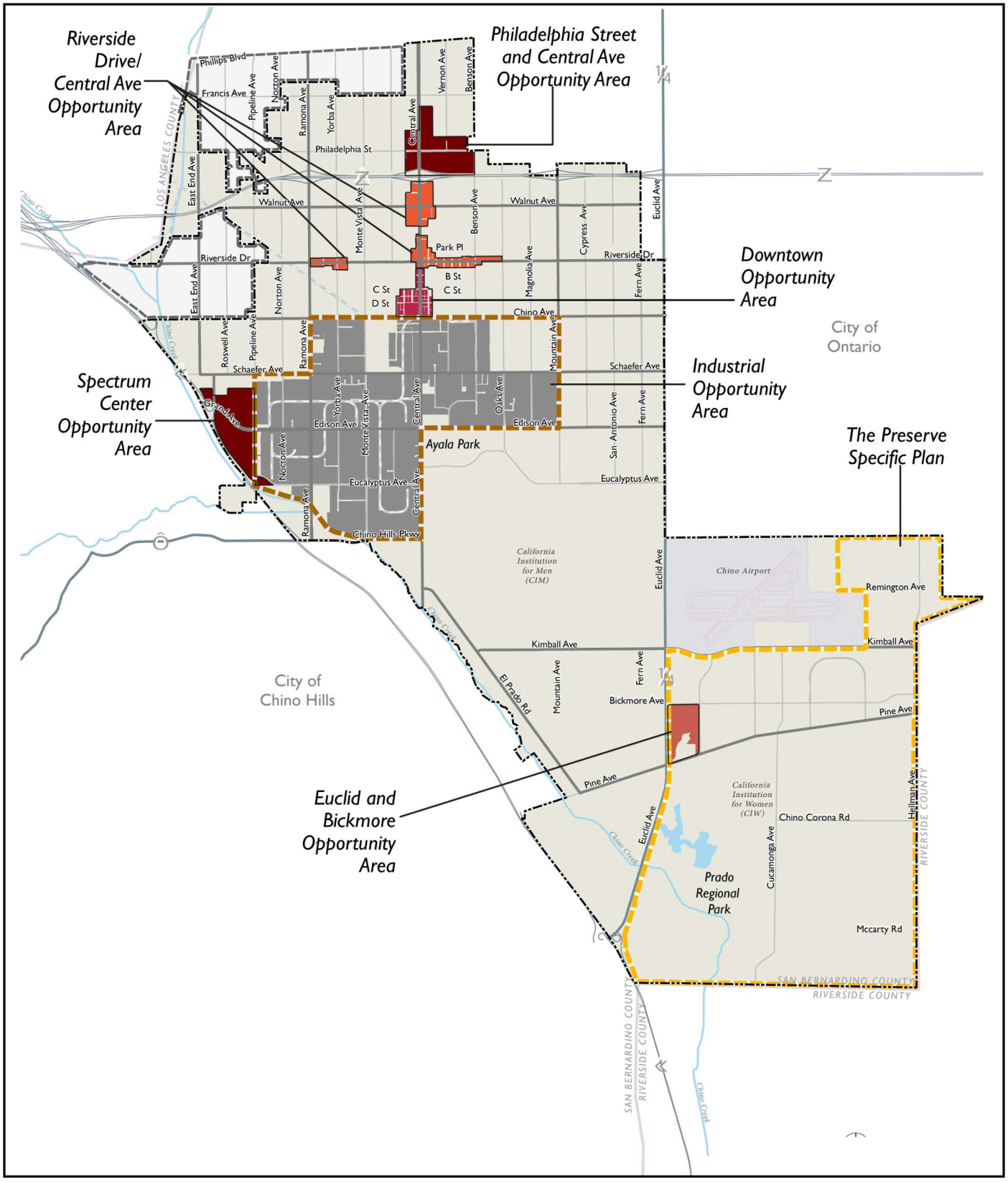

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FIGURE 3-1
Key Opportunity Areas

The strategy builds on the vision of the 2022 Civic Center Master Plan, which envisions the relocation of City facilities within the area, the creation of a large civic lawn with plaza space, new private development in commercial, residential, or mixed-use buildings, and construction of a parking structure.

The introduction of new commercial and residential uses is integral to the viability of the Downtown District concept; however, implementation of the strategy would require a Measure M vote to permit housing on properties Downtown. The project lays out a framework to guide future land use, circulation, and parking Downtown in the event of a successful ballot measure. A new land use designation for the area would signal that Downtown is intended as a unique and distinct district within the City, and that a vibrant mix of business, entertainment, residential, cultural, and civic uses is desired to activate the area throughout the day and into the evening. A mix of uses would be encouraged but not required on individual sites in the area.

Within the Downtown Key Opportunity Area, the highest intensity of development is envisioned along D Street and Seventh Street to create a distinctive, walkable mixed-use core between Sixth and Central, south of C Street. Civic uses would be located within the core and on the east side of Central Avenue. A commercial-mixed-use subdistrict would be established along Central Avenue north of D Street to promote a mix of commercial, office and residential uses in either a horizontal or vertical mixed-use format. Transitioning from the core and commercial-mixed-use subdistrict to the surrounding single-family neighborhoods, a residential medium-high subdistrict would be established, permitting duplexes and town homes with density of up to 20 dwelling units per acre and heights of up to two stories.

The project includes policy that outlines a comprehensive parking management strategy for the Downtown Key Opportunity Area, which would include construction of one or more multi-level parking structures and provision of angled street parking along D Street and Seventh Street in the Downtown core; promoting shared parking that facilitates the complementary uses of the same spaces at different times of day; and implementation of a "park once" strategy that encourages people to park once and walk when visiting Downtown. Bicycle lanes providing connections in and out of Downtown will generally be parallel to major roadways to minimize the potential for vehicle conflicts and crashes. Additionally, the following streetscape improvements are envisioned within the Downtown Key Opportunity Area to help achieve the vision:

- Widen D Street to permit angled parking in proximity to shops and restaurants.
- Extend Seventh Street south to connect with Chino Avenue and provide for angled parking alongside the new segment and allow for street closures for various civic events.
- Construct generous sidewalks along D Street and Seventh Street to allow for outdoor dining and seating.
- Install high visibility crosswalks, special paving treatments at key intersections and traffic calming measures to enhance walkability and pedestrian safety.
- Plant trees on streets and in public spaces to provide shade and enhance the character of the area.

3.3.2.2 Riverside-Central

Riverside Drive and Central Avenue are important corridors that run through the heart of the City and provide access to and from state highways. The Riverside-Central Key Opportunity Area is defined by where these corridors intersect in the center of the City, north of Downtown and south of State Route (SR) 60, encompassing only parcels that border one of these two key streets, generally bounded along Riverside Drive by Ramona Avenue to the west and Oaks Avenue to the east. Currently, the corridors are zoned for commercial uses and feature multiple underutilized mid-sized shopping centers with high vacancy rates that have struggled to attract new tenants in recent years. As part of implementation of the 2021-2029 Housing Element, the City adopted a mixed-use zoning overlay in 2023 that permits housing on some underutilized commercial properties along the corridors.

Community outreach found that City residents place a high priority on revitalizing these corridors by filling vacant retail spaces and attracting new uses, such as new park facilities to serve northern neighborhoods. The project lays out a land use framework for achieving this vision. The creation of a new Boulevard Mixed Use designation reflects community desire for a vibrant mix of commercial-retail and services, a "small town" sense of place, and attractive, human-scaled, mixed-use development that contributes to local character along these corridors. The Boulevard Mixed Use designation would allow a variety of commercial-retail and service uses, including retail, restaurants, personal services, public uses, professional business offices, hotels/motels, and multifamily housing on sites where housing overlays apply. A mix of uses would not be required on every site but would be encouraged within the corridor segments; both vertical and horizontal mixed-use would be allowed. The project would not allow additional residential uses beyond those permitted in the Mixed Use Overlay, without a Measure M vote. The project includes policy that would incentivize the provision of on-site amenities including mini parks and plazas, electric vehicle (EV) fast-charging stations, entertainment programming, and public art.

At present, ownership patterns along the corridors make coordinated redevelopment challenging. The project seeks to address this challenge, support business vitality, and foster a "small town" sense of place along these segments of Riverside Drive and Central Avenue through a careful program of incentives, including the following:

- Creation of a community benefits program that would allow for a transfer of floor area ratio (FAR) program between parcels on the same site or within the Boulevard Mixed Use District. The program would allow one owner to purchase excess FAR from another property and apply it to their property in exchange for provision of additional community benefits on-site. Transfers would be recorded and monitored to ensure the total permitted FAR along the corridor is never exceeded. The maximum FAR on any one site would be limited to 1.25.

- Potential establishment of a Business Improvement District, open to local businesses along the corridors, to help fund installation and maintenance of streetscape improvements, landscaping, plazas, mini parks, banners, flower boxes, public art, events programming, and local business marketing efforts.

Improving roadway safety is another key priority for the Riverside-Central Key Opportunity Area, as intersections along these segments of Riverside Drive and Central Avenue have some of the highest

rates of pedestrian- and bicycle-related collisions in the City. The project proposes doing so through a variety of streetscape enhancements that encourage a lively, comfortable pedestrian environment, while also supporting new connections to the area. The project includes a policy that calls for wider sidewalks, improved landscaping and street trees, buffered bicycle lanes, and exploring opportunities to close off some alleyways and driveways on commercial properties along Riverside Drive to help to reduce pedestrian-involved crashes, while additionally creating opportunities for outdoor dining and pocket parks.

3.3.2.3 Philadelphia-Central

The Philadelphia-Central Key Opportunity Area encompasses several large-format shopping centers clustered around the intersection of Central Avenue and Philadelphia Street in the northern part of the City, extending east to Benson Avenue. The average parcel size in these shopping centers is much larger than in the mid-sized retail centers south of SR-60. Several of these shopping centers have also struggled to attract tenants in recent years and now have higher vacancy rates. The shopping centers with the highest vacancy rates are designated Regional Commercial in the Adopted General Plan, where the permitted range of uses is currently quite limited. The recently adopted housing overlays permit multi-family housing on some properties within this Key Opportunity Area.

Proximate to SR-60 and a short drive from Ontario International Airport, located about 6.5 miles to the northeast, this Key Opportunity Area can serve as a destination for both City residents and out of town visitors. Through outreach, the community has expressed strong support for revitalizing the underutilized regional shopping centers to add new uses, support existing businesses, and position the City as a regional destination for festivals, cultural, and sporting events. To achieve this vision, the project outlines a strategy that involves the following:

- Create a new Regional Mixed Use land use designation that permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and City residents, together with multi-family housing where permitted under zoning.

- Attract a privately run regional sports facility, like an aquatic complex or volleyball center, or hospital or corporate campus to a larger site in the area.

- Leveraging proximity to SR-60 and the potential new sports facility to attract a new hotel to the area, providing lodging for out-of-town teams coming for competitions and travelers arriving/departing from Ontario International Airport.

- Install digital signage visible from the major roadways to advertise events and attract visitors.

Connectivity to and through the area would be enhanced with a new multi-use trail along the flood channel north of SR-60 with connections into the centers. A striped bicycle lane would be provided alongside the utility easement between two shopping centers in the southeast quadrant of this Key Opportunity Area to facilitate access.

3.3.2.4 Euclid-Bickmore

In the southern part of the City, there is a large property bounded by Bickmore Avenue to the North, Mayhew Avenue to the east, Pine Avenue to the south, and Euclid Avenue to the west. This property was envisioned as a regional retail shopping center when The Preserve Specific Plan was adopted in 2003, but the rise of internet shopping has changed market demand, and the property has been vacant for 20 years. In today's market, constructing a new physical retail space faces significant financial feasibility challenges. A large part of the site is also subject to flood control protections. However, demand for light industrial space is strong in the region and projected to remain strong in the coming years, driven largely by growth of the logistics and warehousing sectors. The City's proximity to major population centers in Los Angeles and Orange Counties and the ports would continue to make it an ideal location for light industrial development, which presents an opportunity to leverage market demand to bring retail to the site and make commercial-retail development feasible in this location.

To capitalize on this opportunity, the project articulates a strategy that involves the following:

- Attract commercial and restaurant uses to the northern part of the site and focus them along major street frontages with good visibility and access, locating light industrial and manufacturing uses behind the commercial retail uses at the interior of the site. A new land use designation for the site would require the retail component and permit light industrial development on the site only if the commercial uses are also provided.
- Establish "good neighbor" policies and performance standards consistent with Assembly Bill (AB) 98 that would apply to light industrial uses on the site, governing screening, landscaping, architectural design, noise, air quality, and traffic and access. Development standards would seek to facilitate access to the commercial-retail uses for residents of surrounding properties, such as with safe bicycle and pedestrian routes from adjoining residential development.
- Work with the Orange County Flood Control District and U.S. Army Corps of Engineers to create publicly accessible passive open space on the southern part of the site for the enjoyment of community members. The project includes policy that calls for exploring the potential for an interpretive trail in addition to informal opportunities for hiking, dog walking, and picnicking.

Realization of the vision for the site would be supported by the completion of the Pine Avenue Connector linking SR-71 with Euclid Avenue. This connection will facilitate access to the regional transportation network for light industrial uses, as well as provide easy access to the site's commercial-retail uses for both regional commuters and residents of The Preserve, Eastvale, and the future development at Ontario Ranch, which is projected to add 20,000 new homes.

3.3.3 Proposed Land Use Designations

The project includes a consolidated set of land use designations to guide development in the Planning Area through the year 2045, including four new land use designations intended to focus growth in Key Opportunity Areas and support the shared community vision for the future, and two new overlays.

The adoption of the new land use designations and related implementing zoning would replace the land use and development standards in the Central Avenue, Majestic Spectrum, and Eucalyptus Business Park Specific Plans. The project calls for these specific plans to be repealed once implementing zoning to implement the new designations is in place. Additionally, the adoption of the proposed Employment Mixed Use designation would require an amendment to The Preserve Specific Plan. Figure 3-2 presents the proposed new land use designations and Figure 3-3 presents the land use overlays, which are described below. Other land use designations would be carried forward from the Adopted General Plan to the project with some clarification of uses permitted. The project does not propose any modifications to the College Park or East Chino Specific Plans.

3.3.3.1 Proposed New Designations

Downtown (D) – New Designation

The Downtown (D) designation is intended to foster a distinct district at the heart of Chino to serve as a focal point for civic, cultural, and community life. A vibrant mix of business, entertainment, residential, cultural, and civic uses is desired to activate the area throughout the day and into the evening. A mix of uses is encouraged but not required on individual sites. Specific uses permitted on a site are defined in the Zoning Code. The permitted FAR is from 0.4 to 2.0 for non-residential uses and residential density is permitted at between 20 to 30 dwelling units per acre on certain Downtown sites where such uses are consistent with Measure M. The highest intensity of development should be focused along D Street and Seventh Street to create a distinctive, walkable mixed-use core between Sixth Street and Central Avenue, south of C Street. Where proposed development abuts existing low density residential neighborhoods, the development intensity should be at the lower end of the permitted range. Development in the D designation should help build sense of place and enhance a "small town" character for the area, with an emphasis on human-scaled design and a variety of traditional architectural features (varied rooflines, building materials, colors, and façade articulation) to heighten visual interest.

Regional Mixed Use (RMU) – New Designation

The Regional Mixed Use (RMU) designation provides for a wide range of retail, dining, entertainment, office, lodging, institutional, educational, medical, recreational, and cultural facilities that cater to both visitors and Chino residents, together with multifamily housing where permitted on certain sites as identified in the Zoning Code. The intent is to facilitate the evolution of the City's regional shopping centers, support existing businesses, and position Chino as a regional destination for festivals, cultural, and sporting events. A mix of uses is not required on every site but is desired within the RMU designation. Mixed use may be in either a vertical format (multiple uses in the same building) over multiple stories or horizontal format (multiple single-use buildings on the same parcel or within the same development), whether in single- or multiple story buildings. The permitted development intensity for larger parcels in size ranges from 0.3 to 0.7 FAR, and from 0.3 to 1.0 FAR for smaller parcels. The minimum FAR is allowed by right on all parcels and higher FAR up to the maximum is permitted in exchange for on-site amenities such as outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; and public art.

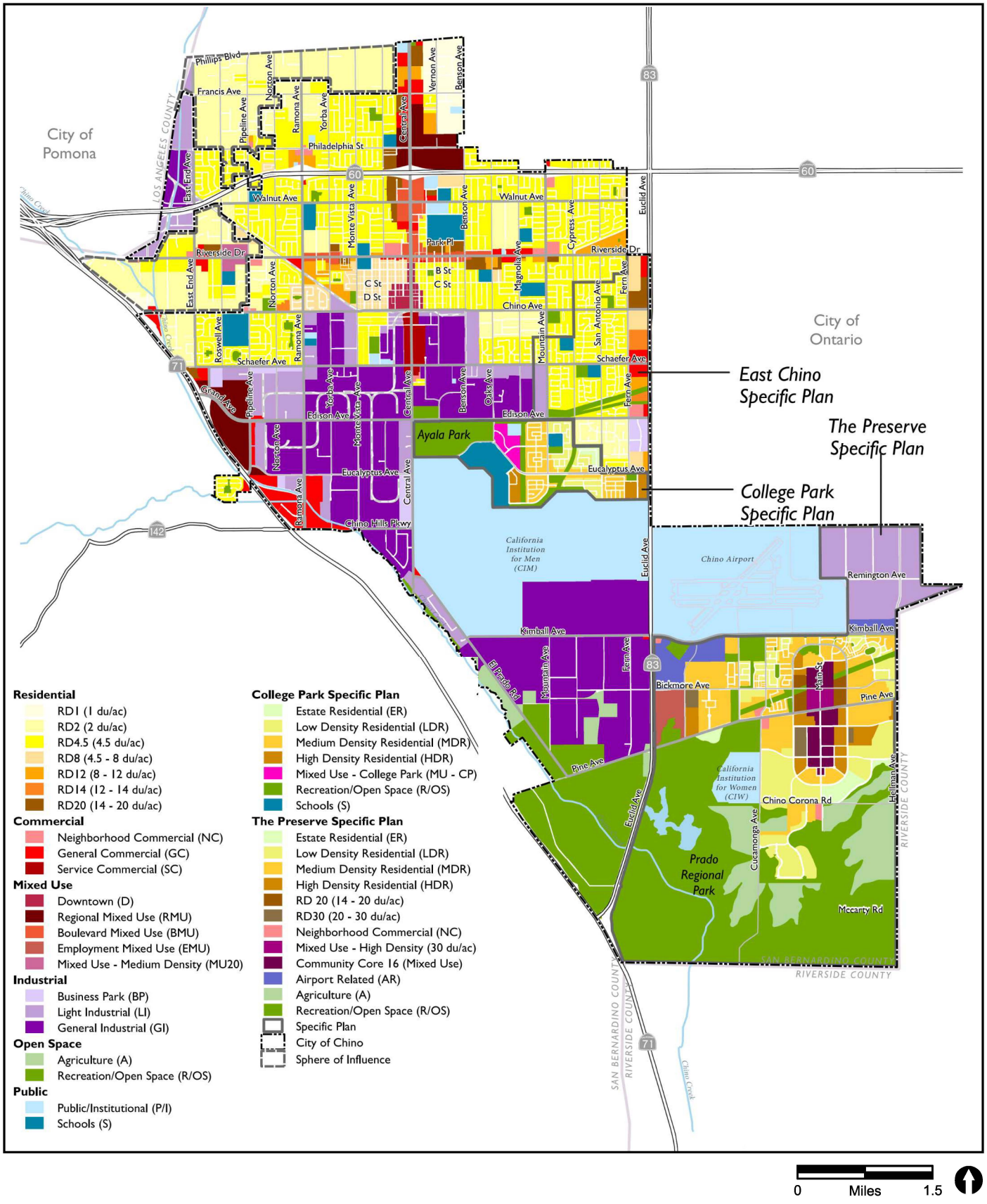

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FIGURE 3-2
Proposed Land Use

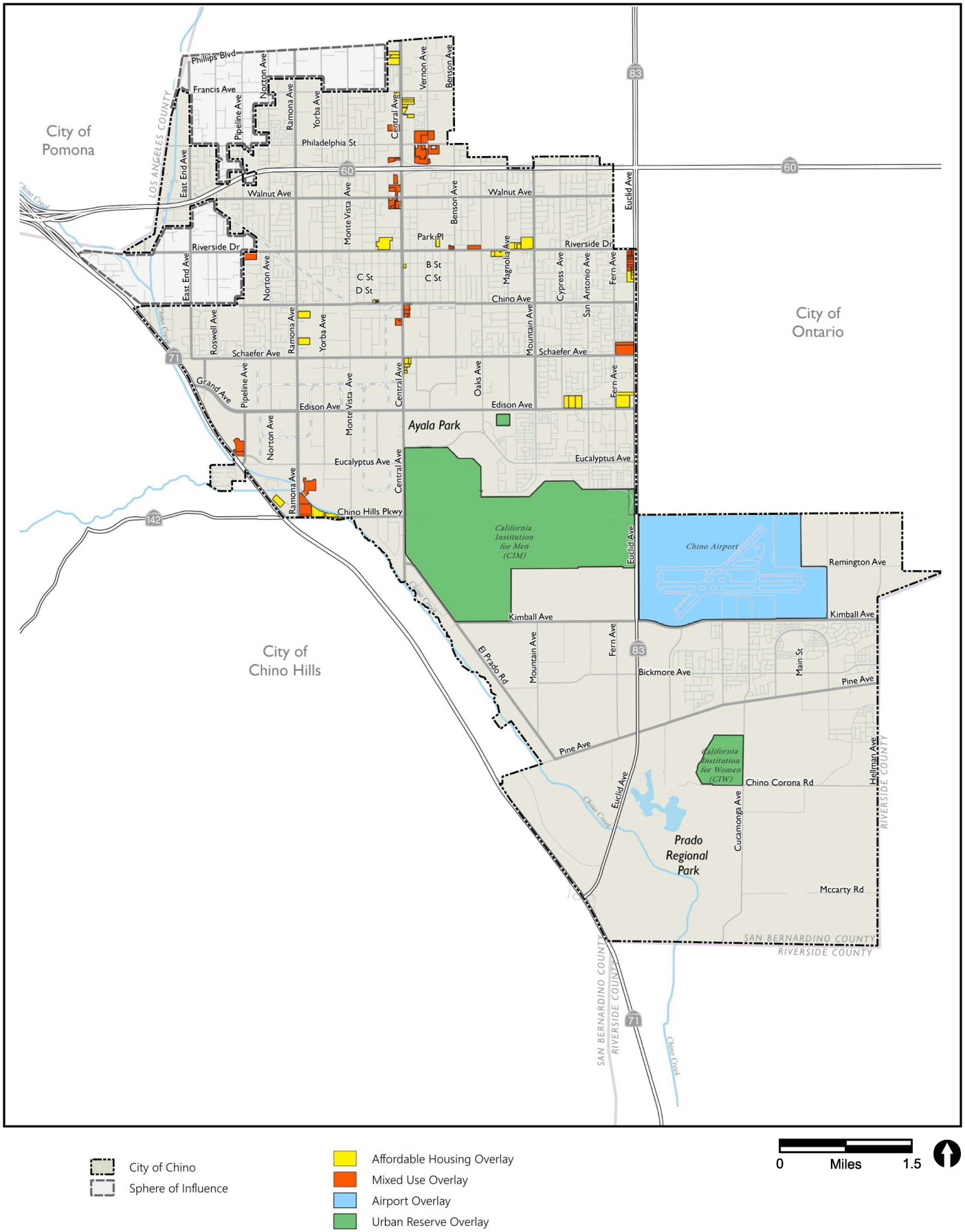

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FIGURE 3-3
Land Use Overlays

Boulevard Mixed Use (BMU) – New Designation

The Boulevard Mixed Use (BMU) designation that provides for a mix of commercial-retail and services that cater to the daily needs of local residents together with multifamily housing where permitted on certain sites as identified in the Zoning Code. The intent is to promote redevelopment of underutilized properties along key commercial corridors in the central part of the City and to foster attractive, human-scaled mixed-use development that contributes to local character and enhances "small town" sense of place. Permitted uses include retail, restaurants, personal services, public uses, professional business offices, hotels/motels, and housing. A mix of uses is not required on every site but is desired within the corridor segments. Mixed use may be in either a vertical format over multiple stories (multiple uses in the same building) or horizontal format (multiple single-use buildings on the same parcel or within the same development) whether in single- or multiple story buildings. The permitted development intensity for commercial-retail development ranges from 0.3 to 1.0 FAR, with minimum FAR allowed by right and higher FAR permitted in exchange for on-site amenities like outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; EV fast charging stations; entertainment programming; and public art.

Employment Mixed Use (EMU) – New Designation

The Employment Mixed Use (EMU) designation permits a mix of commercial retail, light industrial, and manufacturing uses on large sites with at least 25 acres of developable area. Preparation of a master plan, area plan, or site plan demonstrating consistency with the following is required prior to approval:

- Proposed development must include a commercial-retail component, which may consist of retail stores, restaurants, daily services, professional offices, lodging, and cultural and entertainment uses. The commercial-retail component should be located along major street frontages with good visibility and access. The permitted development intensity for commercial-retail development ranges from 0.3 to 0.6 FAR, with the minimum FAR allowed by right and higher FAR up to the maximum permitted in exchange for on-site amenities such as outdoor dining; mini parks, plazas, and seating areas; family-friendly facilities; EV fast -charging stations; entertainment programming; and public art.

- Light industrial and manufacturing uses are permitted if at least 75,000 square feet of commercial-retail space is also provided on-site. The intent is to attract businesses involving production, distribution, or repair with supporting office space where operations are typically enclosed in a structure and where exterior storage is limited or operations are fully screened from public view. Permitted uses include light manufacturing, research and development, small and medium scale warehousing and distribution, and other similar uses. Breweries, bakeries, or commercial kitchens are encouraged. Ancillary office space is also permitted. The permitted development intensity for these uses is up to 0.6 FAR with maximum building square footage established in zoning.

- Adequate separation and buffering must be provided to minimize conflicts between light industrial/manufacturing uses and other uses on the site and surrounding properties.

- Performance standards governing screening, landscaping, architectural design, noise, air quality, and traffic and access established for light industrial and manufacturing uses in the zoning code must be met.

Airport Overlay (AP) – New Designation

The Airport (AP) Overlay applies to Chino Airport and adjacent properties. The intent is to promote compatible development and uses that support the economic viability of the airport while also ensuring safe airport operations as defined in the Chino Airport Comprehensive Land Use Plan. Permitted uses include airport operations, aircraft maintenance, restaurants, museums, event spaces, truck lodging, and storage. All development and uses are subject to the specific safety, noise, and compatibility standards established in the zoning code.

Urban Reserve Overlay (UR) – New Designation

The Urban Reserve (UR) Overlay applies to areas where comprehensive planning must occur prior to development or change in use, such as properties owned by the State of California which may be surplus in the future. The intent of this overlay is to signal that the City envisions a change in use in these areas while allowing flexibility to adequately plan for future uses.

3.3.3.2 Designations Carried Forward

RD1 Residential – Carried Forward

The RD1 designation is intended to provide for and protect large-lot rural residential development. Detached single-family homes and related rural uses, such as horse-keeping and small-scale agriculture consistent with residential areas, are envisioned. The permitted density in the RD1 designation is up to one dwelling unit per net acre.

RD2 Residential – Carried Forward

The RD2 designation is intended to provide for semi-rural and suburban lifestyles on lots that are larger than commonly available in suburban subdivisions. Development will typically consist of detached single-family homes and related structures. The permitted density in the RD2 designation is up to two dwelling units per net acre.

RD4.5 Residential – Carried Forward

The RD4.5 designation is intended to provide primarily for single-family detached housing on standard sized suburban lots. The permitted density in the RD4.5 designation is between 2 and 4.5 dwelling units per net acre.

RD8 Residential – Carried Forward

The RD8 designation is intended to provide primarily for single-family detached housing on lots that are smaller than commonly available in other residential neighborhoods in the City. Areas designated for RD8 development typically transition from lower-density residential neighborhoods to mixed-use and non-residential areas. The permitted density in the RD8 designation is between 4.5 and 8 dwelling units per net acre.

RD12 Residential – Carried Forward

The RD12 designation provides for a variety of residential product types, including attached single-family homes, bungalow courtyard development, attached dwellings, and townhomes. Small-lot single-family homes are also permitted. The designation is intended to encourage innovation in housing types that can expand opportunities for homeownership in the City. Developments within RD12 areas may provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. The permitted density in the RD8 designation is between 8 and 12 dwelling units per net acre.

RD14 Residential – Carried Forward

The RD14 designation provides for a variety of residential product types at slightly higher densities than RD12, including attached single-family homes, bungalow courtyard development, attached dwellings, and townhomes. Small-lot single-family homes are also permitted. The designation is also intended to encourage innovation in housing types that can expand opportunities for homeownership in the City. Developments within RD14 areas may provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. The permitted density in the RD12 designation is between 12 and 14 dwelling units per net acre.

RD20 Residential – Carried Forward

The RD20 designation provides for a range of multi-family housing product types, including townhomes, triplexes, fourplexes, garden apartments, and small-scale multi-family apartments and condominiums. RD20 developments provide common open space and recreational facilities on-site and are typically located adjacent to mixed-use and commercial areas. The permitted density in the RD20 designation is between 14 and 20 dwelling units per net acre.

MU20 Mixed Use – Medium Density - Carried Forward

The Mixed Use–Medium Density (MU20) designation applies along major corridors in the SOI. It is intended to provide for a mix of housing and compatible commercial uses in close proximity, whether in the same building, on the same site, or within sight distance. Maximum permitted residential density is 20 dwelling units per adjusted acre and maximum permitted FAR is 1.25 for non-residential uses.

General Commercial (GC) – Carried Forward

The General Commercial (GC) designation provides for a variety of commercial uses to serve the daily and occasional needs of residents and visitors to the City. Permitted uses include retail, restaurant, business and personal services, entertainment, professional offices, and other uses typically found in shopping centers. Gas stations, EV charging stations, and automobile sales are also permitted. Maximum permitted FAR is 0.4.

Neighborhood Commercial (NC) – Carried Forward

The Neighborhood Commercial (NC) designation provides for retail and personal service uses to meet the needs of local residents within a service radius of approximately one mile. Permitted uses include grocery stores, drug stores, convenience stores, banks, dry cleaners, barber shops, beauty salons, laundromats, eating and drinking establishments and commercial sports and recreational uses. Neighborhood commercial uses are typically located at intersections along arterial streets. The maximum permitted FAR is 0.3.

Office Commercial (OC) – Carried Forward

The Office Commercial (OC) designation provides for administrative, professional, legal, medical, and financial offices. Supporting retail and business services are also permitted in the OC designation. While office uses are permitted in other designations, the OC designation applies to areas to be used predominantly for offices. The maximum FAR is 1.0.

Service Commercial (SC) – Carried Forward

The Service Commercial (SC) designation provides for a mix of heavy commercial and service-oriented businesses that require efficient access to high volume roadways. Typical uses include automobile and equipment sales, repair, and maintenance; lumber yards and construction materials sale; nurseries; and other specialty retailing as well as restaurants, hotels/motels, and commercial recreation and entertainment uses.

General Industrial (GI) – Carried Forward

The General Industrial (GI) designation provides for industrial activities, including general industrial, heavy industrial, and manufacturing uses that may generate heavy traffic, noise, or odors. Establishments located in these areas typically require large parcels of land with good truck and/or rail access. Due to the nature of their operation, uses in this designation require a degree of separation from residential, retail, restaurant, hotel, and other sensitive uses. The maximum permitted FAR in the GI designation is 0.6.

Light Industrial (LI) – Carried Forward

The Light Industrial (LI) designation provides for production, distribution, and repair-oriented businesses that typically generate less pollution, noise, or odors than General Industrial uses. A wide range of uses is permitted, including manufacturing, assembly, fabrication, packaging, storage, repair

and maintenance yards, utility plants, recycling centers and similar facilities. Production-oriented uses such as creative uses and maker spaces; studios; media production; printing and publishing; distilleries; wine-making facilities; micro-breweries; technical start-ups; and research and development facilities. Accessory office and retail are also permitted. The maximum permitted FAR in the LI designation is 0.6.

Business Park - Carried Forward

The Business Park (BP) designation is intended primarily for the business needs of industrial park employers and employees. The predominant uses will be businesses that primarily provide support services to industrial development, such as offices for engineers, sales representatives or other manufacturing service types of businesses, restaurants, and space for distributors and other retail outlets. Small manufacturing firms also may be allowed if operations can be accomplished entirely indoors and are related to the service needs of manufacturers. Maximum permitted FAR is 0.6.

Agriculture (A) – Carried Forward

The Agricultural (A) designation provides for private open space uses and low-intensity agriculture on lands in the southern part of the City. The A designation consists primarily of land used for farming, stables, pastures, and grazing. Public facilities such as those necessary for drainage, flood control, groundwater recharge, and public communication are also permitted. Permanent agricultural easements are encouraged in these areas.

Recreation/Open Space (R/OS) – Carried Forward

The Recreation/Open Space (R/OS) designation provides for areas for outdoor recreation and the preservation of natural resources. Permitted uses include active and passive recreation spaces, natural areas, parks, playgrounds, trails, recreational facilities and other similar uses. Within regional parks identified on Map PRC-1 in the Parks, Recreation and Community Services Element, food and beverage concessions, lodging, and entertainment uses are conditionally permitted. There is no maximum permitted FAR in this designation.

Public/Institutional (P/I) – Carried Forward

The Public/Institutional (P/I) designation provides for a range of public and quasi-public uses, including fire and police stations; government buildings; libraries; educational institutions; community centers; utilities; the Chino Airport, and other government facilities such as the California Institution for Men and the California Institution for Women. Assisted living facilities and neighborhood-oriented retail are conditionally permitted uses in this designation when adjacent to existing residential and mixed-use areas. Co-location of multiple public facilities on a single site is encouraged where it will increase access to community services while offering cost savings and other benefits to community service providers. The maximum permitted FAR in the P/I designation is from 0.1 to 1.0, determined on a case-by-case basis in consideration of the neighborhood context.

Schools (S) – Carried Forward

The Schools (S) designation provides for existing and proposed private and public elementary, junior high, and high schools in the City. Sites for new public schools are subject to review by the school district, and ultimate locations may not be the same as proposed on the General Plan Land Use map.

College Park Specific Plan Estate Residential (ER) – Carried Forward

For single-family detached units on large lots, with a density range of zero to two units per gross acre. This designation is intended to be a transitional buffer for adjacent existing single-family subdivisions with similar densities.

Low-Density Residential (LDR) – Carried Forward

Allows single-family detached units with densities between 2.1 and 5 dwelling units per acre on a variety of lot sizes. This designation is located throughout the Specific Plan Area.

College Park Specific Plan Medium-Density Residential (MDR) – Carried Forward

Allows densities between 5.1 and 10 units per acre and permits single-family detached and single-family attached dwelling units on a variety of lot sizes.

College Park Specific Plan High-Density Residential (HDR) – Carried Forward

Intended for clustered single-family detached products, townhouses, apartments, and similar unit types. It permits densities between 10 and 20 units per acre.

College Park Specific Plan Institutional (I) – Carried Forward

Applies to the 100-acre Chaffey College campus adjacent to Ayala Park.

College Park Specific Plan Open Space Recreational (OSR) – Carried Forward

Includes Ayala Park, neighborhood parks, civic plazas, community centers, and other open space areas that provide recreational space, passive open space, and joint-use community activities.

College Park Specific Plan Mixed Use (MU) – Carried Forward

Allows for a combination of retail, service commercial, office, high and very-high density, civic, institutional, public, and recreational uses. The Mixed Use designation is intended to allow for the development of a compact, walkable, and pedestrian-oriented district. The designation has a FAR of 1.0 for commercial and office uses. The residential component of the designation, which is intended for multi-family units, permits densities between 10.1 and 20 units per acre.

College Park Specific Plan Cypress Channel – Carried Forward

Intended to retain the Cypress channel as natural open space to be utilized exclusively for burrowing owl habitat.

The Preserve Specific Plan Estate Residential (ER) – Carried Forward

Allows for average density of two units per adjusted gross acre, with densities up to three units per adjusted gross acre permitted. This designation is intended to provide a rural residential area characterized by single-family detached homes on large lots. Equestrian uses and trails are encouraged in this district.

The Preserve Specific Plan Low Density Residential (LDR) – Carried Forward

Provides for an average density of five and a half units per adjusted gross acre, with densities between three and eight units per adjusted gross acre permitted. It allows for single-family detached and attached units, townhouses, clustered units, and courtyard units on a variety of lot configurations.

The Preserve Specific Plan Medium Density Residential (MDR) – Carried Forward

Intended to provide for a range of housing types, from small-lot single-family detached/attached to multi-family residential dwellings. The MDR density ranges from 8 to 12 dwelling units per adjusted gross acre and may be broadened (for projects that are a minimum of 60 acres) to 6 to 14 units per adjusted gross acre with the approval of a master plan and as long as the average density of 10 units per adjusted gross acre is maintained.

The Preserve Specific Plan High Density Residential 16 (HDR16) – Carried Forward

This district is intended as a transition zone from low density single-family areas to higher intensity commercial, industrial and multiple-family residential areas. Attached and detached dwellings are permitted in this district. The HDR16 district allows 12 to 20 dwelling units per adjusted gross acre with an average density of 16 units per adjusted gross acre.

The Preserve Specific Plan High Density Residential 20 (HDR20) – Carried Forward

Encourage a wide range of residential land uses from attached dwellings to townhouse type developments, courtyard apartments, and flats. The designation allows 16 to 24 dwelling units per adjusted gross acre with an average of 21 units per adjusted gross acre.

The Preserve Specific Plan High Density Residential 30 (HDR30) – Carried Forward

Provide an area for attached townhome and condominium projects. High density residential uses in this district provide a mix of urban and suburban amenities including attached units with enclosed garages and common recreational open space. The HDR30 designation allows 24 to 40 dwelling units per adjusted gross acre with an average of 30 dwelling units per adjusted gross acre.

The Preserve Specific Plan Community Core 16 (CC16) – Carried Forward

Provide for a combination of retail, commercial, office, high-density residential uses, as well as civic, institutional, public, recreational uses, and places of worship. The RD 20 designation permits 12 to 20 dwelling units per adjusted gross acre.

The Preserve Specific Plan Community Core 30 (CC30) – Carried Forward

Provide for a high-density combination of retail, commercial, office and residential uses, as well as civic, institutional, public, recreational uses, and places of worship. The intent of this land use designation is to create a compact, walkable, and pedestrian-oriented Downtown, at a higher density than the Community Core 16 land use designation. The CC30 district permits 24 to 40 dwelling units per adjusted gross acre.

The Preserve Specific Plan Neighborhood Commercial (NC) – Carried Forward

Accommodate small-scale retail, office, and service commercial needs of adjacent residential neighborhoods. The permitted FAR is 0.25.

The Preserve Specific Plan Airport Related (AR) – Carried Forward

Accommodates uses that are directly related to Chino Airport, including car rental offices, service stations, offices, and travel agencies. The permitted FAR is 0.45 for Light Industrial uses, 0.35 for business parks, offices, and hotels, and 0.25 for Commercial uses.

The Preserve Specific Plan Light Industrial (LI) – Carried Forward

Intended to accommodate Industrial uses that produce minimal traffic, noise, odors, or pollutants. Permitted land uses include Light Manufacturing, Assembly and Processing, and Office. The permitted FAR is 0.45.

The Preserve Specific Plan Agriculture (AG) – Carried Forward

Accommodates uses such as farming, pastures, grazing, and stables. Uses in areas designated Agriculture are also subject to the Resource Management Plan, which provides for the stewardship of biological resources.

The Preserve Specific Plan Agriculture/Open Space Natural (AG/OSN) – Carried Forward

Accommodates limited Agricultural and Open Space uses, such as trails, crop farming, open space, and passive recreation. It is also intended to protect sensitive and important biological resources from incompatible land uses that could damage them. Land uses in this designation must comply with the Resource Management Plan.

The Preserve Specific Plan Open Space Water (OSW) – Carried Forward

Applies to Prado Lake and is intended to protect water resources by limiting allowed land uses to wildlife and habitat conservation areas, public parks, water recreation, and educational and interpretive facilities.

The Preserve Specific Plan Open Space-Recreation (OSR) – Carried Forward

Establishes open space areas for active and passive recreation.

The Preserve Specific Plan Open Space-Natural (OSN) – Carried Forward

Applies to permanent natural open space, natural drainage areas, stream courses, cultural and historic resources, and wildlife preservation. It is intended to protect natural plant and animal habitats. Under the Open Space-Natural designation, open space areas may be used for crop farming, outdoor recreation uses, and other low-density uses in some cases.

The Preserve Specific Plan Public Facilities (PF) – Carried Forward

Accommodates local and regional-serving public and quasi-public facilities and services, such as schools, libraries, places of worship, police and fire stations, and utility stations.

Affordable Housing Overlay (AHO) – Carried Forward

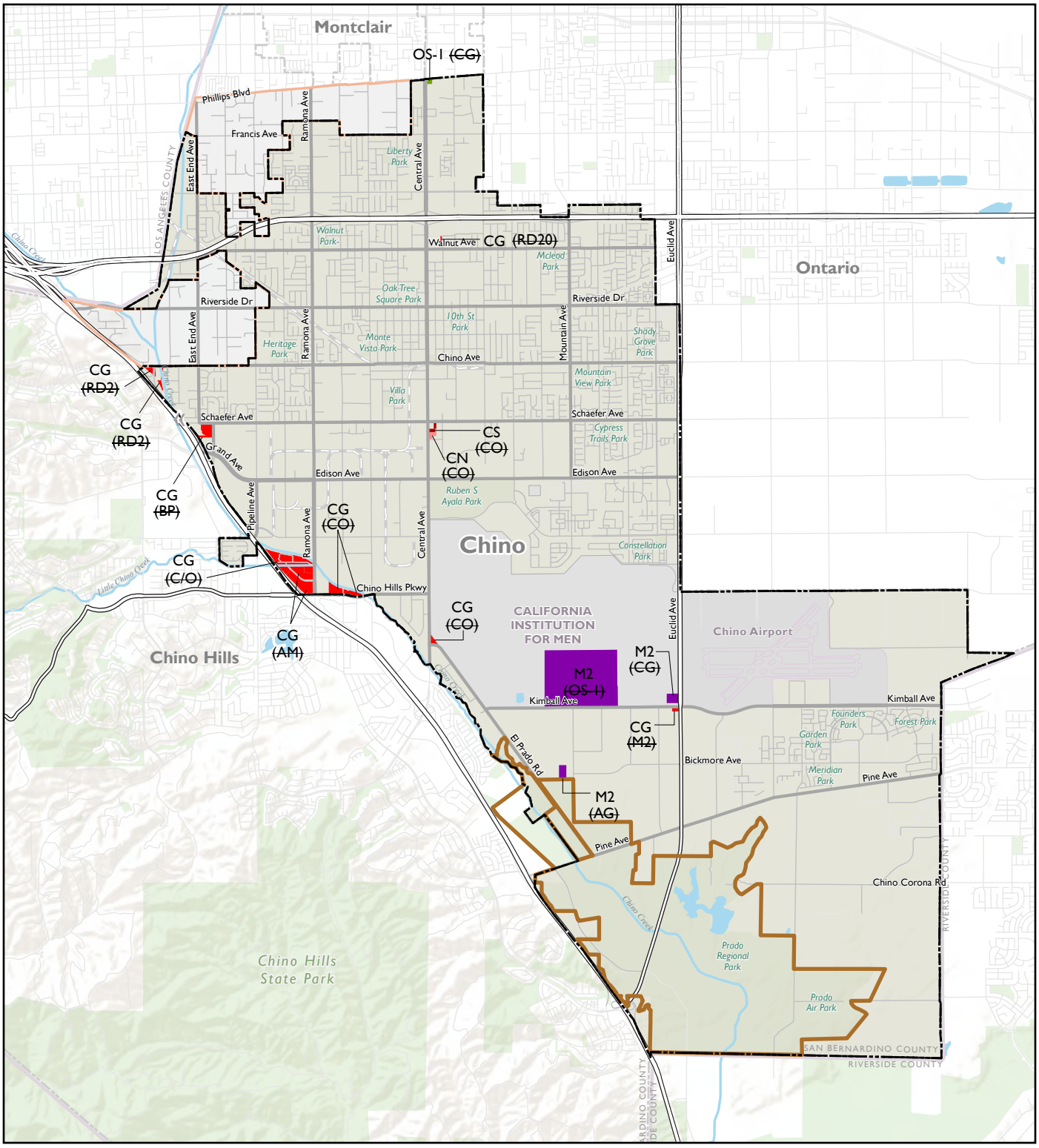
The Affordable Housing Overlay (AHO) is intended to promote the development of affordable housing for low-, very low-, and moderate-income households in specific areas identified in Figure 3-3 where high-density residential uses would not otherwise be allowed. The AHO is intended for standalone affordable and mixed-income housing projects at densities of up to 30 dwelling units per acre.

Mixed Use Overlay (MUO) – Carried Forward

The Mixed Use Overlay (MUO) is intended to promote the development of affordable housing for low-, very low-, and moderate-income households in specific areas identified in Figure 3-3 where high density residential uses would not otherwise be allowed. The MUO provides for mixed-use development with affordable housing either on the upper floors or in separate buildings at densities of up to 30 dwelling units per acre.

3.3.4 Zoning Map Amendments

The project also includes several targeted zoning map amendments as shown on Figure 3-4. These amendments are proposed to better align zoning with as built uses and market potential for the respective sites. All the map amendments involve a change from one existing zoning district to another and all amendments are consistent with the requirements of Measure M, the City's residential growth control measure.



City of Chino
Sphere of Influence
Prado Regional Park

Proposed Zoning District

- CG - Commercial General
- CN - Commercial Neighborhood
- CS - Commercial Service
- M2 - General Industrial
- OS-1 - Open Space Recreational
- ~~(CO)~~ Former Zoning District

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FIGURE 3-4
Proposed Zoning Map Amendments

3.3.5 Transportation Improvements

The project also proposes the following transportation improvements:

- An updated circulation diagram with new roadway classifications for Downtown streets that emphasize walkability and roadway safety and rural residential roadways for residential streets in the SOI that may ultimately be annexed into the City.
- Strategies for effectively managing truck traffic to minimize conflicts with bicycles, pedestrians, and local traffic while optimizing access to the regional network.
- Streetscape improvements to improve bicycle/pedestrian safety and enhance walkability along segments of Riverside Drive, including wider sidewalks, landscaped buffers between pedestrians and traffic, the addition of bicycle lanes, and the conversion of the ends of some alleyways into pocket parks/plazas.
- Construction of a new multi-use trail along the flood channel north of the 60 Freeway with connections into the centers. The trail would be extended though the Chino Town Square shopping center as a bicycle lane provided along the utility easement between two shopping centers in the southeast quadrant of the opportunity area to facilitate access.

3.3.6 Parks and Public Spaces

The project proposes several parks and public space improvements. Specific strategies work to incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the northern part of the City where there is a need for new parks and recreational spaces. In addition, policies explore opportunities to close off some alleyways or driveways on commercial properties as a way to create opportunities for outdoor dining and pocket parks along Riverside Drive. In the Euclid-Bickmore Key Opportunity Area, the City would work with the Orange County Flood Control District to create publicly accessible passive open space on the southern part of the site for the enjoyment of community members. Furthermore, the project contains policy guidance for future uses on the former Ayala Park driving range, including providing on-site food and beverage vending for game and events days and/or constructing a water park.

3.4 Buildout Projections

Buildout represents a reasonably foreseeable projection of the total number of residents, housing units, and jobs in the City in 2045 as a result of growth under the project. Buildout estimates should be considered a prediction for growth but not a guarantee, as the actual amount of development that would occur through 2045 is based on many factors outside of the City's control, including changes in regional real estate and labor markets and the decisions of individual property owners. Therefore, buildout estimates represent one potential set of outcomes rather than definitive figures. Additionally, the designation of a site for a specific land use under the 2045 project does not guarantee that a site would be developed or redeveloped at the assumed density during the

planning period, as future development and redevelopment would rely on each property owner's initiative and on market forces.

SCAG has developed a set of regional projections for the year 2050 as part of its state-mandated Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; SCAG 2024). Table 3-1 presents the SCAG household and job growth projections for the City interpolated for a baseline year of 2024 and buildout year of 2045, which provide a good gauge for the level of housing that will be needed to satisfy future Regional Housing Needs Allocation (RHNA) beyond the 2021-2029 Housing Element Update cycle. By planning for housing development consistent with regional projections, the City positions itself well for future RHNA cycles; planning for less could make it more challenging to satisfy RHNA in the future.

Table 3-1
Southern California Association of Governments Growth Projections for the City[1]

Metric	Existing (2024)	SCAG Projected (2045)
Population	93,114[2]	112,161
Employment	52,732	60,610
Households	27,372	37,810
Housing Units[3]	29,408	39,181
Average Household Size (population/households)	3.4	3.0
Vacancy Rate	5.7%	3.5%

SCAG = Southern California Association of Governments
[1]SCAG projections refer to the City of Chino, not the Planning Area.
[2]2023 American Community Survey 1-Year Estimates data is used as a proxy for 2024 population, as this is the most recent census data available at the time of PEIR drafting.
[3]2024 housing units were calculated by adding SCAG projected households, which are occupied housing units, with assumed vacant units that were calculated using a 5.7% vacancy rate (per 2021 SCAG data prepared for Chino's 2021-2029 Housing Element Update, https://scag.ca.gov/sites/main/files/file-attachments/chino-he-0421.pdf?1620799839). Occupied housing units were then added to vacant units to generate a total number of housing units. The same methodology was used to calculate 2045 housing units, using a lower vacancy rate of 3.5%.

3.4.1 Methodology and Assumptions

To develop a reasonably foreseeable projection of housing and job growth for the planning period, a parcel-based analysis was conducted that considers development potential and market demand factors. The methodology for the projections is described below.

3.4.4.1 Pipeline Projects

A list of projects in the development pipeline was compiled at the time the Notice of Preparation of a Draft Environmental Impact Report for the project was released. These include development projects currently in review, approved, or under construction. As of September 23, 2024, there were a total of 3,262 housing units approved and in the development pipeline, a majority of which are within The Preserve Specific Plan Area (2,480 units). Additionally, there are 38 non-residential projects

in the development pipeline that would generate 6,049,849 square feet of new non-residential space and an estimated 3,346 jobs in the light industrial, office, and educational sectors. All pipeline projects were accounted for before looking at opportunity sites within the City. Buildout assumes that all pipeline development would occur during the planning period.

3.4.4.2 Opportunity Sites and Areas

Using parcel data from the San Bernardino County Assessor, vacant and underutilized parcels were identified as opportunity sites, or properties where change (i.e., new development or redevelopment) is most likely to occur. Underutilized sites were defined as parcels with a low assessed value (AV) ratio, low floor area ratios, or both. The AV ratio is the ratio of the value of existing permanent improvements (i.e., buildings and structures) to the value of the land on which they sit. Where this ratio is less than one, a parcel may be considered underutilized. In other words, where the value of the land is worth substantially more than the value of the structures on it, there is an incentive for the owner to redevelop with new uses that command higher rents or sales prices. Another indicator that a site may be a candidate for redevelopment is a low intensity of existing commercial development. Building intensity can be measured by calculating the FAR, the ratio of building floor area to overall site area. A low FAR means that the square footage of buildings is small compared to the overall size of the site. Properties under City ownership were also taken into consideration to the extent the City envisions that they could be redeveloped during the planning period. Using these criteria, approximately 750 parcels were flagged as potential opportunity sites. Areas where parcels of vacant, underutilized, and City-owned land are clustered were identified as opportunity areas, as they present the best opportunities for accommodating new housing and jobs.

3.4.4.3 Residential Development Assumptions

Projections for new housing under the project assume development of all the 2021-2029 Housing Element sites, as well as the remaining capacity of The Preserve Specific Plan development program and projections for construction of accessory dwelling units (ADUs) in single-family neighborhoods based on past trends in the City and the assumptions of the Housing Element. ADUs can be built in residential neighborhoods throughout the City, and the buildout projections include all the ADUs from the forecasts the City shared with SCAG for the RTP/SCS: 945 ADUs within the City, and 73 within the SOI.

3.4.4.4 Non-Residential Development Assumptions

New non-residential development is the net change in building area projected to occur based on the proposed General Plan Land Use designations in the project and market demand forecasts. The presence of environmental constraints was also taken into consideration. Opportunity sites were first ranked in a tiering system by their existing site conditions (i.e., AV ratio, FAR, and vacant status) and assigned a factor representing development potential, or amount of the parcel that is likely to undergo development during the planning period. These factors were applied to the size of each parcel to determine potential new developable area, as well as the amount of existing building area that would be redeveloped. Non-residential square footage likely to be built was projected on individual opportunity sites using the above-mentioned tiering assumptions. Then the allocation to different job types was done based on the proposed General Plan land use designations.

3.4.2 Summary

As shown in Table 3-2, project buildout is projected to result in net development of about 9,780 new homes and approximately 3,610,000 square feet of non-residential uses, generating approximately 9,025 new jobs in the Planning Area by 2045. Jobs were calculated using employment density factors from a SCAG study of typical employment densities (jobs per square-foot) in the region. SCAG regional projections are also presented for the purpose of comparison. As SCAG projects households and not residential units, a vacancy factor of 5.7 percent was applied to the 2024 SCAG household projections to convert to residential units; a lower vacancy rate of 3.5 percent was used for the 2045 projected household-to-housing unit conversion, reflecting a higher anticipated occupancy rate as a wider variety of housing types are constructed in the City over the planning period. Similarly, as SCAG projects jobs and not square footage, employment density factors from a SCAG study of typical employment densities (jobs per square-foot) were used to convert projected square footages to jobs to allow for comparison (The Natelson Company 2001). To determine population projections, citywide population data from the most recent Census was divided by the number of households in the SCAG projection to calculate an average household size. The average household size was then multiplied by the projected number of households in 2045 to generate a projected 2045 City population. Table 3-3 compares the existing residential units and employment square footage in 2024 with 2045 projections, with the SCAG 2045 projections for housing units and employment provided as a control reference.

Table 3-2
Net New Development by Opportunity Area
(2024-2045)

	Net New Residential				Net New Non-Residential				
Opportunity Area	SFR Units	MFR Units	ADU Units	Total Housing Units	Commercial/ Office Jobs	Light Industrial/ Logistics Jobs	Public/ Educational Jobs	Total Jobs	Non-Residential Square Footage
Downtown	0	10	37	47	19	0	5	24	9,183
Regional Mixed Use	0	889	0	889	566	0	87	653	230,610
Boulevard Mixed Use	0	234	150	384	298	0	40	338	159,388
Employment Mixed Use	0	0	0	0	376	70	0	446	292091
Industrial Area	0	0	0	0	351	583	0	934	1,164,490
The Preserve	2,765	2,664	180	5,609	1,170	1,692	831	3,693	1,266,935
Other Areas	10	2184	578	2772	1,400	1,350	145	2,895	462,687
City Total	**2,775**	**5,981**	**945**	**9,701**	**4,180**	**3,695**	**1,108**	**8,983**	**3,585,384**
SOI	12	0	73	85	40	0	0	40	24,163
SOI Total	**12**	**0**	**73**	**85**	**40**	**0**	**0**	**40**	**24,163**
Planning Area Total	**2,787**	**5,981**	**1011**	**9,786**	**4,220**	**3,695**	**1,108**	**9,023**	**3,609,547**

SFR = single family residential; MFR = multi-family residential; ADU = accessory dwelling units
NOTE: Net Housing Units and Jobs include pipeline projects. Square footage projections include only additional square footage resulting from implementation of project.

Table 3-3 Buildout Summary (2024-2045)						
Year	Housing Units	Jobs				Jobs/ Housing Ratio
		Commercial / Office	Light Industrial/ Logistics	Public/ Educational	Total Jobs	
2024	29,408	12,730	26,677	15,196	54,603	1.86
2045	39,194	16,950	30,372	16,304	63,626	1.62
Increment	9,786	4,220	3,695	1,108	9,023	-
2045 SCAG Projection	39,181	-	-	-	60,610	1.55

3.5 Intended Uses of the PEIR

This PEIR examines the potential environmental impacts of implementing the project and identifies mitigation measures required to address significant impacts, as necessary. This evaluation is programmatic and does not evaluate the potential project-specific environmental impacts of individual development proposals that may be allowed subsequent to project adoption. Subsequent projects would be reviewed by the City for consistency with the project and this PEIR, and adequate project-level environmental review would be conducted as required under CEQA. Subsequent projects would include, but are not limited to, the following:

- Approval and funding of major public projects and capital improvements
- Issuance of permits and other approvals necessary for implementation of the proposed General Plan
- Property rezoning consistent with the proposed General Plan Update
- Development plan approvals, such as tentative maps, variances, conditional use permits, and other land use permits
- Permit issuances and other approvals necessary for public and private development projects
- Development agreement processes and approvals

As a PEIR, subsequent projects consistent with the project may tier from it to streamline environmental review. Pursuant to state law (Public Resources Code Sections 21093 and 21094) and the CEQA Guidelines CEQA Guidelines (Sections 15168 and 15152), to the extent that environmental impacts were analyzed in a PEIR at a sufficient level of detail to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project, subsequent development projects may rely on a PEIR. Subsequent projects will be reviewed by the City for consistency with the project and this PEIR. Subsequent project-level environmental review will only be required to analyze and mitigate project- or site-specific impacts not considered in this PEIR from which a subsequent project is tiered.

3.6 Required Permits and Approvals

Implementation of the project would require additional regulatory actions by the City, including amendments to the Zoning Code to ensure consistency across documents. Additionally, the project would require a recommendation from the Planning Commission and adoption by the City Council. Future, subsequent development under the project may require approval of federal, state, and responsible or trustee agencies that may rely on this PEIR for decisions in their areas of expertise.

Chapter 4.0
Environmental Analysis

The following sections analyze the potential environmental impacts that may occur through implementation of the Chino 2045 General Plan Update (project). Buildout of the project is anticipated to occur over an approximately 20-year horizon. Potential impacts are assessed against the current on-the-ground condition; therefore, due to the long-term buildout horizon, circumstances, and in-turn potential impacts, have the potential to change over time. The environmental issues subject to detailed analysis in the following sections include those identified as potentially significant during the environmental review process. Fifteen environmental issues are addressed in the following sections, in accordance with the California Environmental Quality Act Guidelines and Statutes. The remaining three environmental issues were found to be less than significant and are addressed in a more abbreviated manner in Chapter 6.0. Each issue analysis section is formatted to include a summary of existing conditions, including the regulatory context; the significance determination thresholds and methodology; an evaluation of potential project impacts; mitigation measures to address potentially significant impacts; and a conclusion of significance after mitigation.

4.1 Aesthetics

This section analyzes potentially significant impacts related to aesthetics and community character that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon the secondary information, such as the Adopted General Plan, Adopted General Plan Environmental Impact Report, and other local planning related documents.

4.1.1 Existing Conditions

4.1.1.1 Visual and Community Character

The City began as an agricultural community and grew with the construction of freeways and airports in the area connecting the community to the region and the nation. The City is currently home to approximately 93,114 residents[1] with a local economy anchored by a range of businesses in manufacturing, wholesale trade, logistics and warehousing.

a. Neighborhood Character

The City can be divided into several distinct neighborhoods, each with its own character. The following summary of the City's neighborhoods is based on the City's Adopted General Plan, Community Character Element (City of Chino 2010). Figure 4.1-1 shows the locations of these existing neighborhoods.

Chino's Civic Center

Chino's Civic Center is the core of the City, located at Central Avenue and Chino Avenue. It features key civic components, such as City Hall, Senior Center, Neighborhood Activity Center, a branch of the San Bernardino County library, and the Chino Transit Center.

Downtown

Older, commercial buildings adjacent to the Civic Center constitute the City's Downtown. These buildings survive from the City's early days and provide a connection to the City's past.

[1] 2023 American Community Survey 1-Year Estimates data is used as a proxy for 2024 population, as this is the most recent census data available at the time of PEIR drafting.

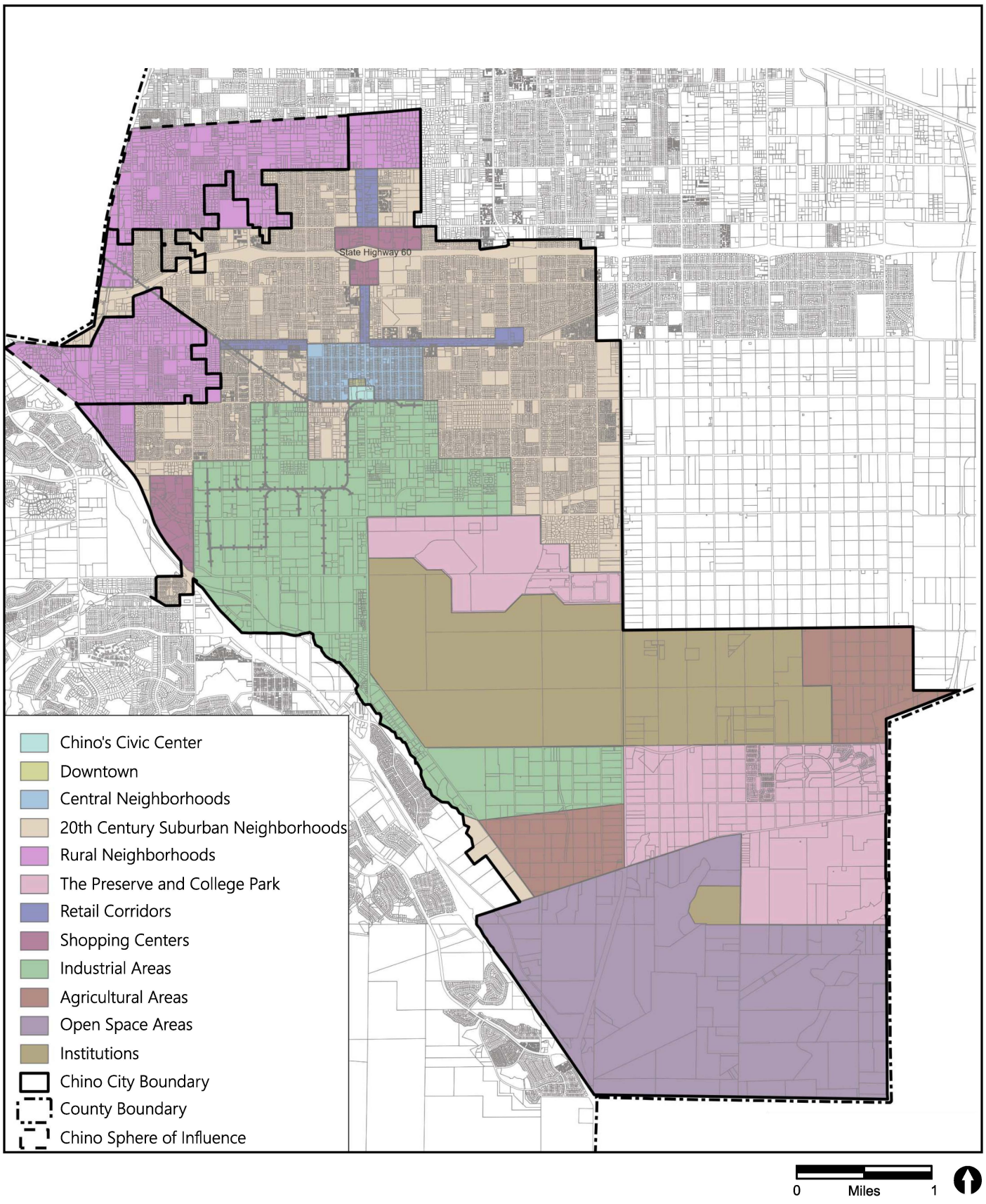

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FIGURE 4.1-1
Existing Neighborhoods

Central Neighborhoods

The central neighborhoods are the oldest residential areas surrounding the Civic Center. They contain one- and two-story bungalows, many of which predate to the 1920s. Many of the streets have good tree cover that provides shade for streets, sidewalks, and front yards. An alley system exists so that front sidewalks are not interrupted by driveways. The design of the homes has historically included front porches and other architectural features that emphasize a pedestrian scale.

20th Century Suburban Neighborhoods

The 20th century suburban neighborhoods were built in the decades following World War II. Most of the housing stock was built up to the 1980s. They are primarily automobile oriented, with limited sidewalks and prominent garages. The street network is less regular than the central neighborhoods, including more cul-de-sacs that restrict connectivity.

East Chino

East Chino was primarily developed in the late 1980s through the present. It is characterized by a loop road that connects single-family residential neighborhoods to a series of school sites and parks. The properties between Fern and Euclid Avenues form an "activity corridor" of higher intensity uses, such as multi-family housing, shopping centers and business parks.

Rural Neighborhoods

The rural neighborhoods predominate in the northwest part of the City. They are marked by parcels with greater depth than width, and streets that lack curbs, gutters, sidewalks, and trees. The homes in these neighborhoods are more varied than in the 20th century suburban neighborhoods, reflecting development in different time periods.

The Preserve and College Park

The Preserve and College Park are two Specific Plan areas that were designed in the early 2000s using New Urbanist principles. They incorporate mixed-use development, bringing community services close to where people live. Walkability is also a central theme of the design of these two areas. The homes are more varied in size and design than in other parts of the City.

Retail Corridors

The City includes several retail corridors in close proximity to where people live and work. The main corridors are along Central Avenue and Riverside Drive. They were built as the City expanded over the past 50 years but have never developed a cohesive look and feel.

Shopping Centers

Unlike retail corridors, which developed gradually, the City's shopping centers were more often developed, or redeveloped, all at one time. The primary shopping centers are The Spectrum, adjacent to State Route (SR) 71 and those near the intersection of SR-60 and Central Avenue. Although these

were developed at different times, they all include extensive parking areas and pedestrian connections between the stores.

Industrial Areas

The City's industrial areas are primarily located in the southern part of the City, consisting of very large warehouses and manufacturing buildings. These buildings feature large loading docks and are separated from the rest of the City by the driveways and parking lots. Some smaller-scale industrial uses, including those just to the south of the Civic Center, are more integrated into the surrounding area, with smaller buildings, driveways, and loading areas.

Agricultural Areas

Agricultural uses continue to exist throughout this City. Most are dairy operations in the southern portion of the Planning Area consisting primarily of feeding areas and barns, rather than open agricultural fields. Some open agricultural fields are found in the City, with accompanying windrows.

Open Space Areas

Open space areas are located throughout the City. They consist primarily of open fields in the southern portion of the Planning Area, below the 566-foot elevation line associated with the Prado Dam.

Institutions

The largest institution in the City is the California Institution for Men, a large prison facility in the southern portion of the Planning Area. Its main buildings are not visible from public roads, but the facility separates the southern portion of the City, including The Preserve and the Chino Airport, from the older, more established area.

b. Specific and Master Plan Areas

In addition to neighborhood distinctions, the City supports one Master Plan and six Specific Plan Areas, each developed through the adoption of individual Specific Plans to accommodate focused development within their respective boundaries. As of 2022, they have been built mostly to capacity and have little relevance as the City has undergone 40 years of change since the oldest one was adopted in 1982. Nonetheless, a brief summary of the City's Specific Plan Areas follows as a means to further describe the diverse characteristics of the City. Figure 3-3 in the project description above depicts boundaries of these Specific Plans.

Civic Center Master Plan (Adopted 2022)

The Civic Center Master Plan, developed between 2020 and 2022, outlines a 20-year vision for revitalizing the historic Civic Center area near Central Avenue and D Street, where the City's first City Hall was established. The Civic Center Specific Plan area includes a 15.3-acre area of notable historical structures such as the Gray Building (also known as the also Moyse Building), the Chino Youth Museum, Seventh Street Community Theatre, and the commercial buildings along D Street. Originally, many buildings concentrated near the intersection of 6th Street and D Street were one- or

two-story brick structures that formed a classic "main street" environment with shop-lined streets. The blocks south of the current Civic Center area once housed much of the agricultural history of the City, including the sugar beet and walnut processing facility. This historic area transitioned to industrial uses over time.

College Park Specific Plan (Adopted 2004)

The College Park Specific Plan is within and adjacent to the northeastern boundary of the City, encompassing 702.8 acres. The project area is currently owned by the State of California, set aside for the California Institution for Men. Approximately 140 acres within the Specific Plan area supports Ruben S. Ayala Park and Chaffey College Chino Campus. The foundation of College Park's vision reflects a mixed -use traditional community with the character and ambience of a small college town. Anchored by the Chaffey College Chino Campus, the community design revolves around the village center encompasses the village plaza, civic plaza, and college green. The frontage of each of these uses is arranged around a roundabout, further emphasizing the prominence of the village center. A traditional neighborhood design approach has been applied to street design, architecture, and landscape design reminiscent of college towns of the early 1900s.

The Preserve Specific Plan (Adopted 2003)

The Preserve encompasses 5,122.10 acres of former and existing farm and dairy property located south of Kimball Avenue, north of SR-71, west of Hellman Avenue, and east of Euclid Avenue. Approximately half of the area is designated residential, commercial, industrial, and airport-related development. The other half will remain as open space, for natural, recreational, and agricultural uses. At approximately 40 percent built out, the vision of The Preserve Specific Plan is a community based on a mixture of residential neighborhoods focused around a community core and a regional commercial center. Development will be interconnected with a multi-purpose open space feature, using a series of paseos and trails, and will be integrated with the airport.

Eucalyptus Business Park Specific Plan (Adopted 1990)

Adopted in December 1990, the Eucalyptus Business Park Specific Plan encompasses a 413.4-acre area situated in the southwestern portion of the City. The Specific Plan Area is bound by Eucalyptus Avenue to the north, the SR-71 to the west, Chino Hills Parkway to the south, and Central Avenue to the east, and consists of numerous land holdings ranging in size from small lots to over 100 acres. The area is relatively flat and has no identifiable natural features. Upon entering the Specific Plan Area from the south, the dominant view is of the Southern California Edison transmission towers and smaller transmission lines. These transmission lines divide the Specific Plan Area into northern and southern halves. Off-site visual features include the California Institute for Men whose guard towers and chain-link fence are presently visible from the majority of the Specific Plan Area.

East Chino Specific Plan (Adopted 1987)

Adopted in March 1987, the East Chino Specific Plan is located in the southeastern portion of the City. The 972-acre site is generally bounded by Euclid, Riverside, Eucalyptus, and Mountain Avenues, and is characterized by a loop road that connects single-family residential neighborhoods to a series of school sites and parks. The properties between Fern and Euclid Avenues form an "activity corridor"

of higher-intensity uses, such as multi-family housing, shopping centers and business parks. Neighborhood entry monuments located on arterial streets are also a defining characteristic of this area.

Majestic Spectrum Specific Plan (Adopted 1986)

Adopted in July 1986, the Majestic Spectrum Specific Plan is located in the southwest portion of the City, adjacent to SR-71. It encompasses 370 acres of land south of Schaefer Avenue, west of Ramona Avenue, north of Eucalyptus Avenue, and east of SR-71. Regional commercial land uses accommodated the development of a regional shopping area/commercial complex serving the City and beyond. It is entirely built out with no remaining vacant land.

Central Avenue Specific Plan (Adopted 1982)

Adopted in March 1982, the Central Avenue Specific Plan was based on the results of a land use, urban design, and circulation study of the Central Avenue corridor. The Central Avenue Specific Plan is nearly built out and the original vision has largely been achieved. Today, the Specific Plan area immediately north of Shaefer Avenue is a mix of neighborhood commercial and both general and light industrial land uses with a few single-family residential land uses. South of the major roadway Riverside Drive and north of the institutional land use where the Civic Center is located, single-family residential land uses sit next to the commercial parcels fronting Central Avenue.

4.1.1.2 Scenic Vistas

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. The City is relatively flat with some parts of the City having views toward the San Gabriel Mountains to the north and the City of Chino Hills to the south.

4.1.1.3 Scenic Landmarks

Scenic landmarks are those identifiable as being a part of a visual landscape as they are either visible from afar or directly associated with a specific location. Notable landmarks within the City include the Chino Airport, the California Institution for Men, the California Institution for Women, Chaffey College Chino Campus, and Prado Regional Park, a ~~2,000~~2,200-acre park containing the Prado Olympic Shooting Park.

4.1.1.4 Scenic Highways

The City is connected regionally by SR-60, SR-83, SR-142, and SR-71. SR-60 provides east-west connectivity to surrounding metropolitan areas. SR-71 borders the City on the west and provides north-south connectivity on the west side of the City, while SR-83 provides north-south connectivity on the east side of the City. SR-142 provides access to the City of Chino Hills and other jurisdictions to the west. There are no segments of state-designated scenic highways in the City. The nearest eligible state designated facilities are the segment of SR-71 between Post Mile (PM) 0.028 to PM R3.032 near SR-91 near Corona, approximately 325 feet south of the City boundary, and the

segment of SR-142 between PM 0 and PM 4.4 in the City of Chino Hills, approximately 1.36 miles west of the City boundary (California Department of Transportation [Caltrans] 2025). Figure 4.1-2 presents the Planning Area in relation to state-designated scenic highways.

4.1.2 Applicable Regulatory Requirements

4.1.2.1 Federal Regulations

a. Federal Aviation Administration

The Federal Aviation Administration (FAA) requires that any temporary or permanent structures exceeding an overall height of 200 feet above ground level be marked and/or lighted. While development associated with the project is not anticipated to exceed 200 feet in height, the FAA may also recommend marking and/or lighting of a structure that does not exceed 200 feet above ground level because of the location of a structure.

Ontario International Airport is located northeast of the Planning Area, which serves the western United States with a growing number of transcontinental and international flights. Ontario International Airport is also the location of United Parcel Service's Southern California serving the entire Western U.S. along with major shippers such as Federal Express Corporation and DHL. Chino Airport is available for corporate flights and small cargo transport. In addition, the City is home to a research and development facility for aerospace engineers and hosts vintage airplanes and air shows.

4.1.2.2 State Regulations

a. The California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. Caltrans maintains its State Scenic Highways and Historic Parkways Program, through which segments of the state highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code Section 260 et seq.

California Streets and Highways Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- regulate land use and density of development;
- provide detailed land and site planning;
- prohibit off-site outdoor advertising and control on-site outdoor advertising;
- pay careful attention to and control of earth moving and landscaping; and
- scrutinize the design and appearance of structures and equipment.

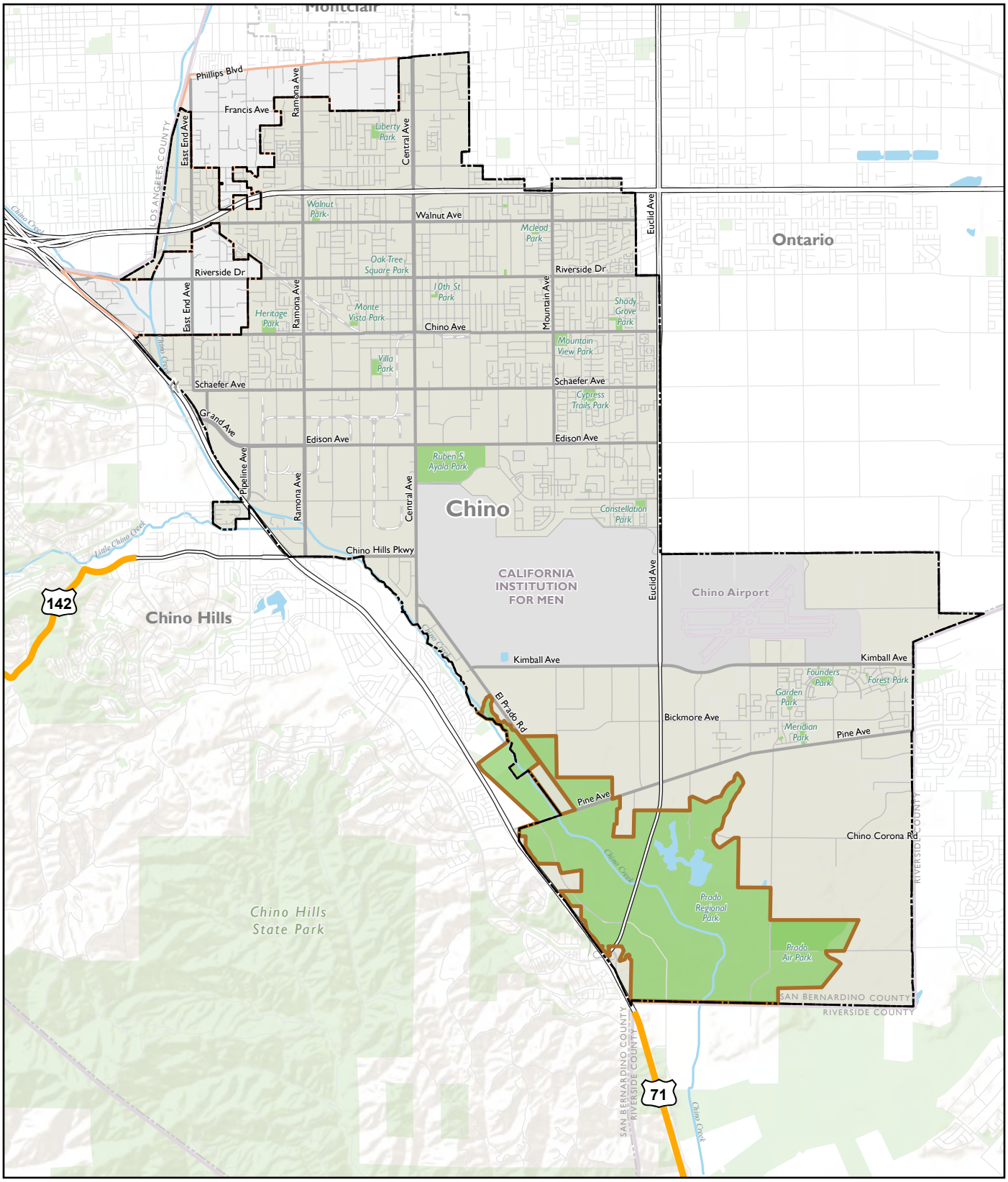

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FIGURE 4.1-2
State Scenic Highways

California Streets and Highways Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earth moving activities along the affected segment or corridor (Corridor Protection Program). Caltrans must also indicate that the highway segment meets established criteria for the roadway or segment to be designated as scenic.

State Scenic Highways in California are either formally recognized by Caltrans or meet the criteria outlined in the Streets and Highway Code, Section 260 of the California Scenic Highway Program. Caltrans has not officially designated any State Scenic Highways, or identified segments that qualify, within the Planning Area.

b. California Building Standards Code

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in the state of California. In addition to safety, sustainability, new technology, and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare ratings.

4.1.2.3 Local Regulations

a. City Municipal Code

Title 20 – Zoning Ordinance

The zoning code implements the goals and policies of the City's General Plan by regulating the uses of land and structures within the City. The zoning code and the General Plan are required to be consistent with one another. It is noted that if there are inconsistencies between the zoning code and the General Plan, the General Plan governs.

Chapter 20.10 – Standards for all Development and Land Uses

This chapter provides regulations for citywide standards for specific types of structures, activities and development. The intent of these standards is to minimize impacts of development and uses, clarify rules for measurement and promote high quality designs.

- 20.10.090: This section applies to all outdoor lighting and regulates illumination (light spillage, energy efficiency, average brightness and intensity) and fixture (height, shielding) requirements.

Chapter 20.17 – Design Standards

The purpose of the design standards is to promote high quality development that will enhance the design character of the City. The standards apply to all new and substantially renovated residential, commercial and industrial and office uses throughout the City.

The design standards chapter contains standards pertaining to siting and orientation, building massing, building façade, architectural details, lighting, and equipment and systems.

Chapter 20.19 – Landscaping

This chapter implements the California Department of Water Resources Model Water Efficient Landscape Ordinance as adopted by the California Water Commission. The purpose of the chapter is to enhance the aesthetic appearance of development by providing standards relating to the quality, quantity, and functional aspects of landscaping.

Title 16 – Signs

The intent of Title 16 is to control the location, size, type, number and design of signs permitted in the City.

b. Specific Plans

The City's Specific Plans are intended to promote an arrangement of land uses, streets, and services which provides for a variety of needs of their residents including aesthetic resources and maintenance of visual and community characteristics. Each of the six Specific Plans identified above include guidance related to development concepts, design standards, and aesthetic values. Descriptions of these Specific Plans are provided above.

c. Proposed General Plan Policies

The following goals, policies, and actions are proposed to assist the City in supporting, preserving, and enhancing visual resources and local community character.

Land Use and Community Character Element

Goal LCC-1: Balanced Community. Foster a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

- Policy LCC-1.10: Preserve agricultural and open space land within the Prado Regional Park, recognizing its scenic value as well as its contribution to biodiversity, healthy air quality, community character, and quality of life.

Goal LCC-2: Vibrant Downtown. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

- Policy LCC-2.9: Recognize historic-age buildings, including the youth museum, green building, and Seventh Street Theater as integral components of downtown character. Promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown.

- Policy LCC-2.10: Use a heritage theme in new development Downtown and vary rooflines, building materials, colors, and façade articulation to heighten visual interest.

- Policy LCC-2.11: Emphasize human-scaled design in commercial, residential, and mixed-use development and employ measures such as articulated massing, awnings, and landscape elements to break down the scale of larger developments.

- Policy LCC-2.12: Build the visual presence of the Downtown core with distinctive branding and signage, street furniture, and trees and plantings.

Goal LCC-3: Revitalized Commercial Centers. Transform Chino's shopping centers into vital activity hubs and gathering places that enhance quality of life for residents and attract visitors.

- Policy LCC-3.4: Encourage new mixed-use and commercial development within centers to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:
    - Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;
    - Maintaining overall harmony while providing smaller-scale variety; and
    - Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.

- Policy LCC-3.7: Ensure that the introduction of higher-intensity mixed-use development within commercial centers and along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:
    - Buildings set back from rear or side yard property lines adjoining single-family dwelling residential uses;
    - Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
    - Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
    - Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.

- Policy LCC-3.16: Foster attractive, human-scaled mixed-use development that contributes to local character and enhances “small town” sense of place along key segments of Riverside Drive and Central Avenue.

Goal LCC-4: Attractive Corridors and Gateways. Promote distinctive corridors and gateways with well-designed buildings and streetscapes that build sense of place and local pride.

- Policy LCC-4.1: Insist on high-quality development that is sensitive to surrounding context throughout the City and particularly in centers and corridors.

- Policy LCC-4.5: Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved cross-walks, and City-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.

- Policy LCC-4.6: Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual confusion where businesses are competing for attention.

Goal LCC-5: Healthy, Thriving Neighborhoods. Maintain welcoming, family-friendly neighborhoods where generations grow up and grow old together.

- Policy LCC-5.9: Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

- Policy LCC-5.14: New and retrofitted fences and walls around residential developments should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.

Goal LCC-6: Strong Employment Districts. Strengthen Chino's established employment districts to build the local employment base.

- Policy LCC-6.8: Promote the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design, especially where interfacing with other uses.

Goal LCC-8: Distinctive Sense of Place. Preserve and enhance Chino' distinctive small town feel and scenic views while looking toward the future.

- Policy LCC-8.7: Protect and improve scenic vistas in Chino, including views of the San Gabriel Mountains and the Puente-Chino Hills from major roadways and public spaces.

4.1.3 Significance Determination Thresholds

The City has adopted Appendix G of the State California Environmental Quality Act (CEQA) Guidelines as the significance thresholds for aesthetic resources. A project would normally have a significant effect on the environment, except as provided in Public Resources Code Section 21099, if the project would:

1) Have a substantial adverse effect on a scenic vista;

2) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway;

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

4) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

4.1.4 Methodology

The visual resource analysis is based on field review of the Planning Area and review of topographic conditions. Any evaluation of visual impacts is necessarily subjective; however, community aesthetic values can be used to evaluate changes in views within a particular community. These values are found in General Plan policies and the Zoning Ordinance, and, where specific policies are absent, general design theory and visual analysis methods can be incorporated to evaluate aesthetic impacts. The analysis includes a comparison of changes in the existing visual composition of the City and that which could result from implementation of the project.

4.1.5 Topic 1: Scenic Vistas

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

4.1.5.1 Impact Analysis

The project includes a consolidated set of land use designations to guide development in the Planning Area through 2045, including four new designations intended to focus growth in Key Opportunity Areas and two new overlays. Under the project, growth would be concentrated within the Downtown, the Riverside-Central, the Philadelphia-Central, and the Euclide-Bickmore Key Opportunity Areas. Outside of these areas, the project would maintain the existing urban form and enhance the character of the City's established neighborhoods. The project would also support continued implementation of The Preserve Specific Plan and the 2021-2029 Housing Element.

- Downtown – This key opportunity area is generally bounded by Chino Avenue to the south, 5th Street to the west, and 9th Street to the east, extending along Central Avenue north to Riverside Drive. Within the Downtown District, the highest intensity of development is envisioned along D Street and 7th Street to create a distinctive, walkable mixed-use core between Sixth and Central, south of C Street. Civic uses would be located within the core and on the east side of Central Avenue. A commercial-mixed use subdistrict would be established along Central Avenue north of D Street to promote a mix of commercial, office and residential uses in either a horizontal or vertical mixed-use format. Transitioning from the core and commercial-mixed use subdistrict to the surrounding single-family neighborhoods, a residential medium-high subdistrict would be established, permitting duplexes and town homes with density of up to 20 dwelling units per acre and heights of up to two stories. This Key Opportunity Area would be designated as Downtown (D) to foster a distinct district at the heart of the City to serve as a focal point for civic, cultural, and community life.

- Riverside-Central – This Key Opportunity Area is defined by where the Riverside Drive and Central Avenue corridors intersect in the center of the City, north of Downtown and south of SR-60, encompassing only parcels that border one of these two key streets, generally bounded along Riverside Drive by Ramona Avenue to the west and Oaks Avenue to the east. This Key Opportunity Area would be designated as Boulevard Mixed Use (BMU) which would provide for a mix of commercial-retail and services that cater to the daily needs of local residents together with multifamily housing, where permitted under zoning. The intent is to promote redevelopment of underutilized properties along key commercial corridors in the central part of the City and to foster attractive, human-scaled, mixed-use development that contributes to local character and enhances a "small town" sense of place.

- Philadelphia-Central – This Key Opportunity Area encompasses several large format shopping centers clustered around the intersection of Central Avenue and Philadelphia Street in the north area of the City, extending east to Benson Avenue. This Key Opportunity Area would be designated as Regional Mixed Use (RMU), which would provide for a wide range of retail, dining, entertainment, office, lodging, institutional, educational, medical, recreational, and cultural facilities that cater to both visitors and residents, together with multi-family housing where permitted under zoning.

- Euclid-Bickmore – This Key Opportunity Area consists of a large property on the east side of Euclid Avenue bounded by Bickmore Avenue to the North, Mayhew Avenue to the east, Pine Avenue to the south, and Euclid Avenue to the west. This Key Opportunity Area would be designated as Employment Mixed Use (EMU) which would permit a mix of commercial retail, light industrial, and manufacturing uses on large sites with at least 25 acres of developable area.

Development within these Key Opportunity Areas would primarily occur within clusters of vacant and underutilized land that are not afforded expansive views of the San Gabriel Mountains to the north and Puente-Chino Hills to the south. Consequently, the land use design would ensure that buildout under the project would minimize obstructing public views of these scenic resources. Furthermore, Goal LCC-8 of the Land Use and Community Character Element seeks to preserve and enhance the City's distinctive small town feel and scenic views. Policy LCC-8.7 aims to protect and improve scenic vistas in the City, including views of the San Gabriel Mountains and the Puente-Chino Hills from major roadways and public spaces. Overall, directing new growth within Key Opportunity Areas, along with adherence to the goals and policies of the Land Use and Community Character Element would support the City's maintenance of scenic vistas.

4.1.5.2 Significance of Impacts

Future development facilitated by the project would primarily occur in the Key Opportunity Areas that do not afford expansive views of scenic vistas. Additionally, adherence to General Plan policies and implementation of action items would ensure that the project would not affect existing scenic views. Therefore, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

4.1.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.6 Topic 2: Scenic Resources

Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

4.1.6.1 Impact Analysis

As discussed in 4.1.1.4 and shown in Figure 4.1-2 above, there are no state-designated or eligible scenic highways within the Planning Area. The nearest eligible state designated facilities are the segment of SR-71 between PM 0.028 to PM R3.032 near SR-91 near the City of Corona, approximately 325 feet south of the City boundary, and the segment of SR-142 between PM 0 and PM 4.4 in Chino Hills, approximately 1.36 miles west of the City boundary (Caltrans 2025). Therefore, future development under the project would not be located within the viewshed of any designated or eligible State Scenic Highways. Likewise, due to the topography of the vicinity and distance, future development within the Planning Area would not be seen from the designated scenic roadways.

4.1.6.2 Significance of Impacts

There are no state-designated or eligible scenic highways within the Planning Area. As such, the project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway, and impacts would be less than significant.

4.1.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.7 Topic 3: Visual Character or Quality

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

4.1.7.1 Impact Analysis

As a primarily urbanized area, the latter threshold would be applied to the project: Would the project conflict with applicable zoning and other regulations governing scenic quality? The project would focus future development within Key Opportunity Areas where change is foreseeable. These areas generally consist of clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multifamily housing. Outside of these areas, the project would

maintain the existing urban form and enhance the character and visual quality within the City's established neighborhoods. Future development within the City's six Specific Plans and one Master Plan would continue to be subject to design guidelines, and architectural and landscape standards set forth in relevant Specific Plans. The project would also support continued implementation of The Preserve Specific Plan and the 2021-2029 Housing Element.

Buildout of the project would result in the development of approximately 9,780 new homes and approximately 3,610,000 square feet of non-residential uses in the Planning Area by 2045. This increase in development density and intensity could result in conflicts with applicable scenic quality related regulations and plans.

a. City of Chino Municipal Code

Future development under the project would continue to be regulated by the City's Municipal Code which requires implementation of design standards focused on the enhanced scenic character of the City including a project's individual attention to siting and orientation, building massing, building façade, architectural details, lighting, and equipment and systems (Municipal Code Chapter 20.17). Additionally, future development would implement the California Department of Water Resources Model Water Efficient Landscape Ordinance relating to the quality, quantity, and functional aspects of landscaping (Chapter 20.19).

b. Ontario International Airport Land Use Plan

The Euclid-Bickmore Key Opportunity Area is located within Zone 3 of the Ontario International Airport which would be subject to FAA regulations limiting building heights. Limited development based on Zone 3 is discussed in greater detail in Section 4.9 (Land Use). However, for this visual analysis it is noted that the FAA requires that it be notified about any proposal to construct or alter a structure within Zone 3 that would be taller than 70 to 200 feet (see Compatibility Policy Maps: Safety Zones and Airspace Protection Zones in the Ontario Airport Land Use Compatibility Plan; Ontario International Airport – Inter Agency Collaborative 2011).

c. General Plan Land Uses and Updated Policies

New land use patterns established by proposed land use designations within the Key Opportunity Areas and throughout the Planning Area could alter the existing visual character. As new and more intense land uses are introduced into the landscape, they become part of the visual environment. New development and redevelopment under the project would be required to adhere to design guidelines embodied within the Updated Land Use and Community Character Element. These design guidelines provide directions for creating balanced communities including a vibrant downtown, revitalized commercial centers, pedestrian focused corridors, and quality residential neighborhoods. overall design of each of the three corridors.

Policy LCC-2.9 directs the City to recognize historic-age buildings as integral components of downtown character, and to promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown. Policy LCC-2.11 directs the City to emphasize human-scaled design and employ measures such as

articulated massing, awnings, and landscape elements to break down the scale of larger developments, while Policy LCC-2.12 directs the City to build the visual presence of the Downtown core with distinctive branding and signage, street furniture, and trees and plantings. Goal LCC-3, Revitalized Commercial Centers, includes numerous policies that would support transforming shopping centers into vital activity hubs and gathering places. Policy LCC-3.4 would encourage new mixed-use and commercial development within centers to incorporate visual quality and interest in architectural design on all visible sides of buildings, while Policy LCC-3.7 would promote land use compatibility through design features such as proper setbacks, building height step backs, and light shielding. Policy LCC-4.1 would insist on high-quality development that is sensitive to surrounding context, while Policy LCC-4.5 would enhance community identity with streetscape improvement and beautification projects, and Policy LCC-4.6 would rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual confusion. Policy LCC-5.9 would encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

Overall, compliance with the City's code, relevant land use plans, and proposed General Plan policies would ensure future development's compatibility with the aesthetic character of the Planning Area and the individual area in which they are proposed.

4.1.7.2 Significance of Impacts

Buildout of the project would occur in areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multifamily housing. Future site-specific projects would be required to comply with the City standards outlined in the Municipal Code, Zoning Ordinance, land use plans, and proposed General Plan policies focused on regulating building design and aesthetics. As such, future development under the project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

4.1.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.8 Topic 4: Light or Glare

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

4.1.8.1 Impact Analysis

The project would focus future development within Key Opportunity Areas where change is foreseeable. These areas generally consist of clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multifamily housing. Outside of these areas, the project would maintain the existing urban form and enhance the character and quality of

established neighborhoods. The project would also support continued implementation of The Preserve Specific Plan and the 2021-2029 Housing Element.

Buildout of the project would introduce new sources of light and potentially glare in areas that are already developed with uses that emit nighttime lighting. All future site-specific development under the project would be required to comply with Title 24 of the California Building Energy Efficiency Standards for Residential and Nonresidential Buildings and the City's Municipal Code standards related to light and glare, which requires that outdoor lighting be directed downward and away from adjoining properties and public rights-of-way to reduce light spillage. Additionally, Policy LCC-3.7 would require lighting to be shielded from view and directed downward to minimize impacts on adjacent uses. Overall, compliance with existing City regulations and proposed policies would ensure that future development would not create a new source of substantial light or glare.

4.1.8.2 Significance of Impacts

All future site-specific projects would be required to comply with state and local standards aimed at minimizing light and glare. Therefore, future development under the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

4.1.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for aesthetics. The study area for the assessment of cumulative impacts related to aesthetics is defined as the Planning Area. Future site-specific development and redevelopment within the cumulative study area could have a cumulative impact on visual resources due to changes in the existing visual quality and aesthetics. These impacts could result from incremental increases in density and urbanization. However, future site-specific development would be consistent with the visual quality and character of surrounding development through compliance with the California Green Building Code, the City's Municipal Code, and proposed General Plan policies. Additionally, some of the underutilized sites consist of aging structures with poor visual quality, and redevelopment of these structures would result in new residential structures developed consistent with the visual requirements of the City's Municipal Code. Future site-specific development would also be required to comply with the Municipal Code's standards related to light and glare, which serve to minimize light pollution. Therefore, the project would not contribute to a significant cumulative impact related to aesthetics.

4.2 Air Quality

This section analyzes potentially significant impacts related to air quality that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire city of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon air quality modeling prepared for the project (Appendix B), guidance and methodology provided by the South Coast Air Quality Management District (SCAQMD), and the Transportation Analysis completed for the project by Fehr & Peers (Appendix C).

4.2.1 Existing Conditions

4.2.1.1 South Coast Air Basin

The Planning Area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The 6,745-square-mile Basin encompasses Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and Jacinto mountains to the north and east, respectively, and San Diego County to the south. The Basin is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state standards for particulate matter less than 10 microns in diameter (PM_{10}).

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (U.S. EPA). The SCAQMD operates 32 permanent air quality monitoring stations, and two single pollutant air quality monitoring stations located throughout the Basin (SCAQMD 2024). Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The nearest monitoring stations include the Pomona monitoring station, located approximately two miles north of the Planning Area at 924 North Garey Avenue; the Upland monitoring station, located approximately five miles northwest of the Planning Area at 1350 San Bernardino Road; and the Ontario–Route 60 Near Road monitoring station, located approximately two miles east of the Planning Area at 2330 South Castle Harbour Place. The Pomona monitoring station measures ozone and nitrogen dioxide (NO_2), the Upland monitoring station measures ozone, NO_2, PM_{10}, and $PM_{2.5}$, and the Ontario monitoring station measures NO_2 and $PM_{2.5}$. Table 4.2-1 provides a summary of measurements collected at these monitoring stations for the years 2021 through 2023.

Table 4.2-1 Summary of Air Quality Measurements Recorded at Pomona, Upland, and Ontario Monitoring Stations			
Pollutant/Standard	2021	2022	2023
Pomona Monitoring Station			
Ozone			
Federal Max 8-hr (ppm)	0.092	0.096	0.113
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	41	46	56
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	21	26	41
State Max 8-hr (ppm)	0.092	0.096	0.114
Days State 8-hour Standard Exceeded (0.07 ppm)	43	49	56
Max. 1-hr (ppm)	0.120	0.131	0.147
Days State 1-hour Standard Exceeded (0.09 ppm)	27	28	38
NO_2			
Max 1-hr (ppm)	0.0714	0.0584	0.0624
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0
Annual Average (ppm)	0.018	0.017	0.016
Upland Monitoring Station			
Ozone			
Federal Max 8-hr (ppm)	0.100	0.100	0.060
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	78	67	0
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	50	50	0
State Max 8-hr (ppm)	0.100	0.100	0.060
Days State 8-hour Standard Exceeded (0.07 ppm)	81	69	0
Max. 1-hr (ppm)	0.124	0.155	0.067
Days State 1-hour Standard Exceeded (0.09 ppm)	42	45	0
NO_2			
Max 1-hr (ppm)	0.0646	0.0533	0.0396
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0
Annual Average (ppm)	0.014	0.015	--
PM_{10}*			
Federal Max. Daily ($\mu g/m^3$)	124.3	144.9	32.9
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	0.0	--
Federal Annual Average ($\mu g/m^3$)	32.6	30.1	18.9
State Max. Daily ($\mu g/m^3$)	--	--	--
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	--	--	--
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	--	--	--
State Annual Average ($\mu g/m^3$)	--	--	--
$PM_{2.5}$*			
Federal Max. Daily ($\mu g/m^3$)	--	--	--
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	--	--	--
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	--	--	--
Federal Annual Average ($\mu g/m^3$)	--	--	--
State Max. Daily ($\mu g/m^3$)	83.8	66.2	18.7
State Annual Average ($\mu g/m^3$)	--	10.6	--

Table 4.2-1 Summary of Air Quality Measurements Recorded at Pomona, Upland, and Ontario Monitoring Stations			
Pollutant/Standard	2021	2022	2023
Ontario–Route 60 Near Road Monitoring Station			
NO_2			
Max 1-hr (ppm)	0.0802	0.0846	0.0759
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0
Annual Average (ppm)	0.030	0.028	0.026
$PM_{2.5}$*			
Federal Max. Daily ($\mu g/m^3$)	84.1	41.8	105.3
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	14	1	2
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	14.0	1.0	2.0
Federal Annual Average ($\mu g/m^3$)	14.6	12.1	12.2
State Max. Daily ($\mu g/m^3$)	105.8	41.8	108.3
State Annual Average ($\mu g/m^3$)	17.8	12.2	12.9

SOURCE: California Air Resources Board 2025

NO_2 = nitrogen dioxide; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; Na = Not available.

* Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

As shown in Table 4.2-1, there are exceedances of ozone, PM_{10}, and $PM_{2.5}$ standards. These exceedances occur throughout the Basin. Due to these exceedances, the Basin is designated as nonattainment for federal 8-hour ozone and $PM_{2.5}$ standards, and nonattainment for state 8-hour ozone, PM_{10}, and $PM_{2.5}$ standards. The 2022 Air Quality Management Plan (AQMP), discussed later under Section 4.2.2.4, Local Regulations, addresses how the Basin plans to improve air quality and meet the attainment standards.

4.2.1.2 Regional Climate and Meteorology

The Planning Area is located approximately 30 miles northeast of the Pacific Ocean, within western San Bernardino County. Air quality in the County is influenced by both topographical and meteorological conditions. The Planning Area is surrounded by the City of Chino Hills and Los Angeles County to the west, Orange County to the southwest, Riverside County to the southeast, and San Bernardino County (both unincorporated San Bernardino and incorporated cities) to the north and northeast.

The Planning Area, like other inland valley areas in southern California, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. Based on measurements taken at Chino Airport climate monitoring station, the average annual precipitation is 10 inches, falling primarily from November to April. Annual temperatures in the Planning Area average about 66 degrees Fahrenheit (°F), winter low temperatures average about 42°F, and summer high temperatures average about 93°F (National Oceanic and Atmospheric Administration 2025).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away

from the coast toward the inland areas. Consequently, the air quality near the coast is generally better than air quality at the base of the coastal mountain range. The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

4.2.2 Applicable Regulatory Requirements

4.2.2.1 Federal Regulations

Ambient Air Quality Standards (AAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone, carbon monoxide (CO), sulfur dioxide (SO_2), NO_2, lead (Pb), and PM_{10} and $PM_{2.5}$. The primary NAAQS are requisite to protect the public health, and the secondary standards protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 4.2-2 (California Air Resources Board [CARB] 2024).

4.2.2.2 State Regulations

a. California Ambient Air Quality Standards

The U.S. EPA allows states the option to develop different (stricter) standards. The state of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants (see Table 4.2-2). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 4.2-2). Similar to the federal CAA, the state classifies specific geographic areas as either "attainment" or "nonattainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The California CAA, which became effective on January 1, 1989, requires all areas of the state to attain the CAAQS at the earliest practicable date. The California CAA has specific air quality management strategies that must be adopted by the agency responsible for the non-attainment area.

Table 4.2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	–	–	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	9 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m^3)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

See footnotes on next page.

Table 4.2-2
Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency (U.S. EPA) for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On February 7, 2024, the national annual $PM_{2.5}$ primary standard was lowered from 12.0 µg/m^3 to 9.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standards of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of ppb. California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The Air Resources Board has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the Air Resources Board converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: California Air Resources Board 2024

The state of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses, and therefore are expected to have similar ambient air quality. If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme nonattainment area for that pollutant (there is also a marginal classification for federal nonattainment areas). Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas.

b. Toxic Air Contaminants

A toxic air contaminant (TAC) is any air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a present or potential hazard to human health. The public's exposure to TACs is a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The California Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

Locally, toxic air pollutants are regulated through the SCAQMD's Regulation XIV. Of particular concern statewide are diesel-exhaust particulate matter emissions. Diesel-exhaust particulate matter was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of diesel particulate matter (DPM) as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy

for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). To monitor the effectiveness of the efforts to reduce DPM, CARB has supported field campaigns that measure real-world emissions from heavy-duty vehicles, and results indicate that regulations aimed at reducing emissions of DPM have been successful.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this impact analysis, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or an urban road with 100,000 or more vehicles per day should be avoided when possible. Based on traffic modeling conducted for the project, segments of State Route (SR) 71 and SR-60 within the Planning Area currently carry more than 100,000 vehicles per day. There are no other roadway segments within the Planning Area with traffic volumes that exceed 100,000 vehicle trips per day.

As an ongoing process, CARB continues to establish new programs and regulations for the control of diesel-particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to diesel particulate matter will continue to decline.

c. State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the *Federal Register*. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

As the regional air quality management district, the SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the Basin. The air pollution control district for each county adopts rules, regulations, and programs to attain federal and state air quality standards and appropriates money (including permit fees) to achieve these objectives.

d. California Code of Regulations Title 13: Motor Vehicles

California Code of Regulations, Title 13: Division 3, Chapter 10, Article 1, Section 2485: *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling* seeks to reduce public

exposure to DPM and other air contaminants by establishing idling restrictions, emission standards, and other requirements for heavy-duty diesel engines and alternative idle reduction technologies to limit the idling of diesel-fueled commercial motor vehicles. Any person that owns, operates, or causes to operate any diesel-fueled commercial motor vehicle must not allow a vehicle to idle for more than five consecutive minutes at any location or operate a diesel-fueled auxiliary power system for greater than five minutes at any location when within 100 feet of a restricted area.

California Code of Regulations, Title 13: Division 3, Chapter 9, Article 4.8, Section 2449: *General Requirements for In-Use Off-Road Diesel-Fueled Fleets* regulates oxides of nitrogen (NO_X), DPM, and other criteria pollutant emissions from in-use, off-road diesel-fueled vehicles. This measure also requires each fleet to meet fleet average requirements or demonstrate that it has met "best available control technology" requirements. Additionally, this measure requires medium and large fleets to have a written idling policy that is made available to operators of the vehicles informing them that idling is limited to five consecutive minutes or less.

4.2.2.3 Regional Regulations

a. South Coast Air Quality Management District

The SCAQMD is the air pollution control agency in the Basin. The role of the local SCAQMD is to protect the people and the environment of the Basin from the effects of air pollution. SCAQMD shares responsibility with CARB for ensuring that NAAQS and CAAQS are achieved and maintained within the Basin. As the SCAQMD is designated as a nonattainment area for state air quality standards for 8-hour ozone, PM_{10}, and $PM_{2.5}$, SCAQMD periodically prepares air quality management plans (AQMPs) outlining measures to reduce these pollutants. The most recent AQMP is the 2022 AQMP. Additionally, SCAQMD provides the following rules and regulations:

- SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through the application of standard construction Best Management Practices (BMPs), such as the application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

  Rule 403 requires that fugitive dust be controlled with the Best Available Control Measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below.

Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include, but are not limited to, the following:

- Apply non-toxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and 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.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar BMPs where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- During all construction activities, sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

- SCAQMD Rule 445 prohibits the installation of any permanent wood-burning device in new development and sets other requirements for fireplaces and wood burning.
- SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the volatile organic compound (VOC) content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.
- SCAQMD Rule 1466, Soil Disturbance. Projects that involve earth-moving activities of more than 50 cubic yards of soil with applicable toxic air contaminants are subject to this rule.

b. South Coast Air Quality Management District Amicus Brief

Supreme Court of California decision, *Sierra Club v. County of Fresno* (2019) 6 Cal. 5th 502 ("Friant Ranch"), held that the environmental impact report (EIR) prepared for the Friant Ranch Specific Plan was inadequate because it did not relate the expected adverse air quality impacts to likely health consequences, or explain why it was not feasible to provide such an analysis. In response, the SCAQMD has provided amicus briefs explaining the difficulties in providing correlation between regional pollutant emissions and human health. Since the project would result in emissions of criteria pollutants, the California Supreme Court decision and the SCAQMD's amicus briefs are relevant.

The California Supreme Court conceded that an explanation of the connection between an individual project's pollutant emissions in excess of thresholds and human health effects may not be possible given the current state of environmental science modeling. However, the California Supreme Court concluded that the Friant Ranch Project EIR itself must explain, in a manner reasonably calculated to inform the public, the scope of what is, and is not yet known, about the effect of the project's significant and unavoidable air quality impacts on human health. The specific language provided by the California Supreme Court is provided below.

> The EIR fails to provide an adequate discussion of health and safety problems that will be caused by the rise in various pollutants resulting from the Project's development. At this point, we cannot know whether the required additional analysis will disclose that the Project's effects on air quality are less than significant or unavoidable, or whether that analysis will require reassessment of proposed mitigation measures. Absent an analysis that reasonably informs the public how anticipated air quality effects will adversely affect human health, an EIR may still be sufficient if it adequately explains why it is not scientifically feasible at the time of drafting to provide such an analysis.

With regard to the analysis of air quality-related health impacts, the SCAQMD has stated that "EIRs must generally quantify a project's pollutant emissions but, in some cases, it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g., premature mortality; hospital admissions)." In such cases, a general description of the adverse health impacts resulting from the pollutants at issue may be sufficient.

The SCAQMD has further stated that from a scientific standpoint, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. SCAQMD further acknowledges that it may be feasible to analyze air quality related health impacts for projects on a regional scale with very high emissions of oxides of NO_X and VOCs, where impacts are regional. The example SCAQMD provided was for proposed Rule 1315, which authorized various newly permitted sources to use offsets from the SCAQMD's "internal bank" of emission reductions. The California Environmental Quality Act (CEQA) analysis accounted for essentially all of the increases in emissions due to new or modified sources in the SCAQMD between 2010 and 2030, or approximately 6,620 pounds per day of NO_X and 89,947 pounds per day of VOC, to expected health outcomes from ozone and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).

c. Multiple Air Toxics Exposure Study

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study conducted in the Basin that is periodically updated. The MATES V, which is a follow up to previous air toxics studies in the Basin, includes a fixed site monitoring program with 10 stations, an inventory of TACs, and a modeling effort to characterize risk across the Basin. The purpose of the MATES V fixed site monitoring is to characterize long-term regional air toxics levels in residential and commercial areas. MATES V predicts that the excess cancer risk for the Planning Area is 578 in a million (SCAQMD 2021). The MATES V study represents the baseline health risk for a cumulative analysis. The MATES VI update is currently being conducted.

4.2.2.4 Local Regulations

a. Municipal Code

19.09.030 – Grading, Erosion, and Dust Control

Section 19.09.030 of the City's Municipal Code establishes rules and regulations to control excavation, grading, and earthwork construction. It states:

A. *Requirement.* A dust control plan shall be required by the project proponent prior to issuance of a stockpile, grading or demolition permit; or approval of any other instrument entailing any site clearing/grubbing disturbance to the soil, grading, dirt import/export or excavation work in excess of fifty cubic yards; or, as deemed appropriate by the City Engineer. The dust control plan shall impose mitigation measures that are consistent with the City's general plan air quality element and which substantially reduce dust/particulate emissions resulting from the aforementioned activities.

B. The following control measures shall be utilized to control particulate emissions as deemed necessary by the City Engineer. The effectiveness and feasibility of the control measures shall be the primary factor in the selection of the specific dust control plan:

    1. Water all active project sites with multiple daily applications to ensure proper particulate emission control;

    2. Require all equipment/trucks hauling import/export dirt, sand soil or other loose substances and building materials on public streets to be covered;

    3. Utilize standard erosion control activities as specified in the latest edition of the "Standard Specifications for Public Works Construction," (Green Book), published by BNI, Inc.;

    4. Schedule grading activities to minimize the amount of exposed, excavated soil during phased work periods;

5. Require vegetative, chemical, or other stabilization of exposed surface areas and installation of curb and gutter facilities as required following phased grading and construction activities;

6. Suspend grading activities during first stage smog alerts and as may be required by the City Engineer during second stage smog alerts;

7. Suspend grading activities which generate particulate emissions during high winds (i.e., greater than twenty-five miles per hour) or as required by the City Engineer.

8. Clean up roadway debris caused by construction activity immediately after a storm or similar event;

9. Develop on-site stormwater runoff control facilities/measures; and

10. Prohibit employee parking on untreated construction areas within the project site and curtail vehicular speed to limit dust creation.

C. *Dust control plan implementation.* The grading/construction plan general notes shall include a dust control section that lists a schedule of activities which have the potential to create particulate emissions, their corresponding mitigation/control measures and the person/contractor responsible for carrying out the dust control measure and the equipment/product necessary to complete the designated dust control activity. The City Engineer or his/her representative shall review and approve the dust control plan/general grading notes prior to issuance of a grading permit or as specified above.

20.10.020 – Performance Standards

Section 20.10.020 of the City's Municipal Code provides performance standards that apply to all development and land uses. It includes the following performance standards related to air quality. It states:

> All uses and structures shall comply with the following performance standards to minimize environmental impacts and conflicts between land uses:
>
> A. No use shall create a nuisance due to noise, odor, dust, mud, smoke, steam, vibration or other similar causes.
>
> B. All uses or activities shall be conducted within a wholly enclosed building, unless otherwise permitted in the applicable zoning district.
>
> C. Repealed by Ord. 2015-002.
>
> D. Waste materials that are associated with any use causing fumes or dust, are a fire hazard, or that are edible by, or otherwise attractive to, rodents or insects, shall be stored in closed containers.

E. No use shall cause the emission of any smoke, ash, dust, fumes, vapors, gases or other forms of air pollution that can cause damage to human health, vegetation, or other forms of air pollution that can cause excessive soiling on any other parcel. No emission shall be permitted which exceeds the requirements of the South Coast Air Quality Management District or the requirements of any air quality plan adopted by the City of Chino.

F. No use shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, harmful, noxious or otherwise objectionable at a level that is detectable with or without the aid of instruments at or beyond the project site boundary.

b. Proposed General Plan Goals and Policies

Land Use and Community Character Element

Goal LCC-1: Balanced Community. Foster a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

- Policy LCC-1.1: Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the City to support a complete community.
- Policy LCC-1.2: Ensure logical City boundaries that facilitate the efficient delivery of City services, address economic development needs, and optimize municipal costs and revenues.
- Policy LCC-1.3: Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino.
- Policy LCC-1.4: Promote infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods.
- Policy LCC-1.5: Locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.
- Policy LCC-1.8: Integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions in Chino, including Chaffey College and the Chino Valley Medical Center. Such uses and amenities may include the following: retail, restaurants, lodging, neighborhood services, arts/culture venues, athletic facilities, and other publicly accessible facilities.

Goal LCC-2: Vibrant Downtown. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

- Policy LCC-2.3: Focus the highest intensity of development along D Street and Seventh Street to create a distinctive, walkable mixed-use core between Sixth Street and Central Avenue, south of C Street.

- Policy LCC-2.6: Promote a mix of commercial, office, and residential uses along Central Avenue to strengthen its role as a mixed-use corridor at the heart of Chino.

- Policy LCC-2.13: Within the core area, orient new buildings to the street, minimize setbacks along street frontages, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.

- Action LCC-2.g: Provide direct pedestrian connections between the Transit Center and the downtown core.

Goal LCC-3: Revitalized Commercial Centers. Transform Chino's shopping centers into vital activity hubs and gathering places that enhance quality of life for residents and attract visitors.

- Policy LCC-3.1: Within commercial centers where permitted on sites identified in the Zoning Code, foster mixed use development and the co-location of residential and commercial uses within site distance of one another on the site to promote day and evening vitality.

- Policy LCC-3.3: Promote the integration of amenities, events, and programming into regional, community and neighborhood shopping centers that strengthen their role as places for area residents to shop and gather. Features to integrate should include the following:

    - Pedestrian amenities;
    - Electric vehicle charging;
    - Bike parking;
    - Traffic-calming features;
    - Plazas and public areas;
    - Shade trees;
    - Lighting;
    - Public art;
    - Farmers markets;
    - Retail and other services that provide for everyday needs; and
    - Community events.

- Policy LCC-3.5: Ensure that commercial and residential uses within centers are designed to incorporate ground floor transparency and encourage pedestrian activity.

- Action LCC-3.c: Adopt a community benefits program that:

    - Provides regulatory incentives in exchange for the provision of on-site amenities in commercial centers such as outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; electric vehicle fast charging stations; entertainment programming; and public art; and

  - Allows for transfer of floor area ratio (FAR) between parcels on the same site or within the Boulevard Mixed Use district in exchange for the provision of additional community benefits on-site. Transfers must be recorded and monitored to ensure the total permitted FAR along the corridor is never exceeded. The maximum permitted FAR on any one site should be limited to 1.25 FAR.

- Policy LCC-3.16: Foster attractive, human-scaled mixed-use development that contributes to local character and enhances "small town" sense of place along key segments of Riverside Drive and Central Avenue.

- Policy LCC-3.17: Provide for a mix of commercial-retail and services in commercial centers on Riverside Drive and Central Avenue that cater to the daily needs of local residents together with multi-family housing where permitted under zoning.

- Policy LCC-3.18: Focus efforts to attract essential services such as medical clinics, grocery stores, banks, and dry cleaners to commercial centers in order to provide for the needs of area residents and ensure the vitality of the site over time.

- Policy LCC-3.23: Provide bicycle and pedestrian connections to retail and restaurants from surrounding residential areas.

- Policy LCC-3.24: Incorporate on-site amenities into the commercial area, such as outdoor dining; landscaped gardens, plazas, and seating areas; play areas and family-friendly facilities; electric vehicle fast charging stations; event spaces and entertainment programming; public art.

Goal LCC-4: Attractive Corridors and Gateways. Promote distinctive corridors and gateways with well-designed buildings and streetscapes that build sense of place and local pride.

- Policy LCC-4.5: Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and City-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.

- Policy LCC-4.8: Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.

Infrastructure Element

The proposed Infrastructure Element contains numerous goals, policies, and actions related to transportation infrastructure within the Planning Area. The following is a summary of those most related to the improvement of air quality.

Goal INF-1: Regional Connectivity. Strengthen connections to the regional transportation network.

- Policy INF-1.1: Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.
- Policy INF-1.3: Pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.
- Policy INF-1.4: Work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from Chino to major regional destinations, such as the Ontario International Airport, Metrolink rail stations, and large employment centers.
- Action INF-1.a: Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and I-71 and improve regional access for Chino residents and businesses, including the Pine Avenue Bridge Connector, Pine Avenue and SR-71 Interchange Project, Euclid Avenue (SR-83) Relinquishment, and the Euclid Avenue Bridge Project.
- Action INF-1.b: Pursue grant funding, including for major regional projects that strengthen connectivity to the regional network and enhance safety and accessibility in Chino.
- Action INF-1.c: Coordinate regularly with the California Department of Transportation to ensure efficient traffic flows between interchanges and local roadways including signal timing and operations.

Goal INF-2: Comprehensive Transportation System. Plan, design, build, and maintain a local transportation network that provides safe and efficient access throughout Chino and optimizes travel by all modes.

- Policy INF-2.1: Maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive complete streets approach that enables safe, convenient travel for all roadway users.
- Policy INF-2.2: Foster a cohesive circulation system through a "layered network" approach that promotes complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas. Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.
- Policy INF-2.5: Plan and invest to foster a transportation system that improves the health of Chino residents through actions that make active transportation, non-motorized modes, and high-occupancy vehicles viable, attractive alternatives to the private automobile.
- Policy INF-2.6: Ensure the design of new streets and the retrofit of existing streets minimizes traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:

  - management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;
  - short block lengths, reduced street widths, and/or traffic calming measures; and
  - providing pedestrians and bicyclists with options where motorized transportation is prohibited.

- Policy INF-2.7: Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.
- Policy INF-2.10: Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and signal coordination.
- Policy INF-2.11: As part of street redesigns, plan for the needs of different modes–such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.
- Policy INF-2.12: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.
- Policy INF-2.14: Explore the use of green infrastructure in the design of new roadways and retrofit existing roadways where appropriate.
- Policy INF-2.15: Incorporate traffic calming design into local and collector streets to promote safe vehicle speeds.

Goal INF-3: Efficient Circulation. Manage the City's transportation system to maximize the efficiency of the network, minimize congestion and air pollution, and reduce vehicle miles traveled (VMT).

Transportation System Management

- Policy INF-3.5: Require development projects to prepare traffic impact studies, including VMT analysis and level of service assessments as appropriate per the City's adopted Traffic Impact Analysis Guidelines.
- Policy INF-3.6: Support regional efforts for the development of a VMT Mitigation Bank in coordination with SBCTA.
- Policy INF-3.7: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts, including through payment of Development Impact Fees.

- Policy INF-3.8: Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.

- Action INF-3.b: Update the Traffic Impact Analysis Guidelines to establish the following VMT thresholds for Land Use Plans, including General Plan amendments and specific plans:

    - Project threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted Regional Transportation Plan/Sustainable Communities Strategy.

    - Cumulative threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted Regional Transportation Plan/Sustainable Communities Strategy.

- Action INF-3.f: Develop and implement a comprehensive wayfinding program serving all modes of transportation to improve navigation and optimize travel time for residents, visitors, and employees.

- Action INF-3.h: Evaluate opportunities to incorporate new materials, technologies, or design features that improve the transportation system, including materials that will have a longer life cycle, require less maintenance, and are climate friendly.

- Action INF-3.i: In mixed use activity centers and other appropriate locations, identify and designate passenger pick-up/drop-off locations within the public right-of-way for transit, autonomous vehicles, ridesharing services, and micro-transit to limit traffic disruptions, reduce congestion, and increase safety.

Transportation Demand Management

- Policy INF-3.14: Promote the greater use of Transportation Demand Management (TDM) strategies by employers and large residential developments to reduce dependence on single-occupancy vehicles.

- Policy INF-3.15: Use public outreach to encourage alternative modes of travel and inform the community about the benefits of participation in new programs, approaches, and strategies.

- Policy INF-3.16: As a TDM strategy, encourage large scale employers to provide on-site childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.

- Policy INF-3.17: Encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.

- Policy INF-3.18: Partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens.

- Action INF-3.j: Adopt and implement a TDM Program.

- Action INF-3.k: With the objective of reducing congestion, improving air quality, and enhancing the overall efficiency and sustainability of Chino's transportation network, assess the feasibility of requiring that large employers develop TDM plans to incentivize alternatives to single-occupancy vehicle commuting.

Parking Management

- Policy INF-3.19: Balance on-street and off-street parking supply with objectives for reducing VMT, improving air quality, supporting economic vitality, and fostering a high quality of life throughout the City.

- Policy INF-3.20: Through the development review process, encourage applicants proposing projects in mixed use areas and activity centers to explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.

- Policy INF-3.21: Require traffic and parking management plans for major events that utilize travel demand management strategies encouraging transit and other alternatives to single occupant vehicles to limit the impact to City streets.

- Policy INF-3.22: Lead by example by continuing to incentivize the use of electric vehicles and hybrids, such as by expanding the availability of electric vehicle charging infrastructure in City parking lots and structures and/or providing priority parking locations for electric and hybrid vehicles.

Goal INF-4: Connected City. Provide safe and convenient connections between neighborhoods and destinations within Chino for pedestrians, cyclists, and transit riders.

Active Transportation

- Policy INF-4.1: Strengthen active transportation circulation routes between residential neighborhoods, parks, schools, and mixed-use mixes use areas.

- Policy INF-4.2: As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a half-mile walk of mixed-use areas.

Pedestrian Circulation

- Policy INF-4.4: Design streets to promote walking by including design elements such as the following:

    - Grid networks that provide high levels of connectivity;
    - Closely spaced intersections;
    - Frequent and low-stress crossings;
    - Wide, unobstructed walkable sidewalks;
    - Street trees that provide shading; and
    - Minimize curb cuts to only required access areas.

- Policy INF-4.5: Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.

- Policy INF-4.6: Work to complete the network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially near important destinations, such as schools, parks, and mixed-use areas.

- Policy INF-4.7: Require pedestrian-friendly traffic signal accessories, such as Accessible Pedestrian Signals which include countdown information in both a visual and auditory format, and similar technologies at all significant pedestrian crossings.

- Policy INF-4.8: Require that new subdivisions, new multi-family developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers.

- Policy INF-4.9: Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:

    - Provision of curb ramps, crosswalks, and overpasses;
    - Relocation of infrastructure or street furniture that impedes travel pathways;
    - Reducing or consolidating driveways and curb cuts; and
    - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

- Policy INF-4.10: When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.

Bicycle Circulation

- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

- Policy INF-4.12: Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.

- Policy INF-4.13: When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

- Policy INF-4.14: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

Transit Access

- Policy INF-4.15: Encourage the routing of buses to the Chino Airport, Chaffey College, and other major destinations to facilitate transit access for workers, students, and airport passengers.

- Policy INF-4.16: Work with Omnitrans to expand bus service to additional areas of the City and improve north-south connections. Prioritize connections to/from job centers in Chino and between The Preserve and the northern part of the City.

- Action INF-4.a: Identify opportunities to implement enhancements to pedestrian crossings at key locations across minor arterials, boulevards, and collectors with a target of providing pedestrian crossings no further than 600 feet apart in appropriate areas and in accordance with state standards.

- Action INF-4.b: Work with neighboring cities and San Bernardino County to seek grants for bicycle routes and facilities that span jurisdictions.

- Action INF-4.c: Using a safe system approach, conduct a Safe Streets and Roads for All assessment to identify a network of designated corridor-level segments where the highest concentrations of collisions occur (High Injury Network) and develop a suite of actions to eliminate collisions resulting in fatalities and serious injuries. The High Injury Network should be used to help prioritize resources for safety improvements on roads where collisions, particularly those resulting in fatal and serious injuries, are most prevalent.

- Action INF-4.d: Update the Bicycle and Pedestrian Master Plan and continue to use it as the primary resource for planning and implementing bikeway and pedestrian improvements. Integrate the High Injury Network and associated actions to reduce crashes and fatalities. Incorporate improvements to address roadway segments with overlapping truck routes and existing or proposed bicycle facilities, with appropriate prioritization. Consider the potential for repurposing equestrian trails as multi-use trails.

- Action INF-4.e: Periodically evaluate opportunities and collaborate with Omnitrans to support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

- Action INF-4.f: Review and update the City's Americans with Disabilities Act Transition Plan to ensure compliance with the Americans with Disabilities Act.

- Action INF-4.g: Work with Omnitrans to implement a bus shelter design that encourages transit use.

Goal INF-5: Safe, Efficient Goods Movement. Provide for safe, efficient goods movement by road, air, and rail.

- Policy INF-5.5: Support implementation of new technologies that result in logistics operations that are cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle censors and communications.

- Policy INF-5.7: Coordinate with public agencies in the region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and support development of shared charging hubs and resources, and prioritization of zero-emission vehicle technologies for goods movement in the City.

- Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.

- Action INF-5.b: Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic. Support and plan for electrification and autonomy of the truck fleet.

Health and Environmental Quality Element

The proposed Health and Environmental Quality Element contains goals, policies, and actions related to clean air within the Planning Area. The following is a summary of those most related to the improvement of air quality.

Goal HEQ-5: Clean Air, Water, and Soil. Reduce pollution and improve community health.

- Policy HEQ-5.1: Coordinate air and water quality planning efforts with other local, regional, and State agencies.

- Policy HEQ-5.2: Cooperate with the SCAQMD and San Bernardino County Transportation Authority in efforts to promote public awareness about air pollution and control measures.

- Policy HEQ-5.3: Require new development that would locate sensitive uses adjacent to sources of TACs to be designed to minimize any potential health risks, consistent with state law.

- Policy HEQ-5.4: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.

- Policy HEQ-5.5: Consistent with AB 98 regulations, regulate new light industrial and warehouse uses in proximity to housing and other sensitive uses and require such projects to route trucks and minimize idling in order to reduce diesel particulate emissions.

- Policy HEQ-5.6: Work with existing industrial and transportation-related business in Chino to improve outdoor air quality through improved operations and practices, such as planning for zero emissions trucks and vans.

- Policy HEQ-5.7: Promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.

- Policy HEQ-5.8: Support and encourage on-site alternative energy production, such as thermal systems, on-site photovoltaic, wind turbines, and other emerging technologies that do not emit air pollutants.

- Policy HEQ-5.9: Continue to purchase or lease of fuel-efficient and low emissions vehicles for City fleet vehicles.

- Policy HEQ-5.10: Ensure adequate buffer distances are provided between offensive odor sources and sensitive receptors, such as schools, hospitals, and community centers.

4.2.3 Significance Determination Thresholds

Thresholds used to evaluate impacts to air quality are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Conflict with or obstruct implementation of the applicable air quality plan;

2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standards;

3) Expose sensitive receptors to substantial pollutant concentrations; or

4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.2.3.1 South Coast Air Quality Management District Significance Thresholds

As discussed previously, the SCAQMD is the air pollution control agency responsible for protecting the people and the environment of the Basin from the effects of air pollution. Accordingly, the City evaluates project air quality emissions based on the quantitative emission thresholds originally established in the SCAQMD's CEQA Air Quality Handbook (SCAQMD 1993 and 2023).

a. Regional Significance Thresholds

The SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the Basin. The SCAQMD's significance thresholds for impacts to regional air quality are shown in Table 4.2-3. Note that the terms VOC and reactive organic gas (ROG) are considered interchangeable.

Table 4.2-3
SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds

Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)*	3	3

SCAQMD = South Coast Air Quality Management District
SOURCE: SCAQMD Air Quality Significance Thresholds (SCAQMD 2023).

Projects that exceed the regional significance threshold contribute to the nonattainment designations of the Basin. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Projects that do not exceed the regional significance thresholds in Table 4.2-3 would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

b. Localized Significance Thresholds

The SCAQMD's Final Localized Significance Threshold (LST) Methodology was developed as a tool to assist lead agencies to analyze localized air quality impacts to sensitive receptors in the vicinity of the project (SCAQMD 2008). Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that would violate the NAAQS or CAAQS (see Table 4.2-2) when added to the local background concentrations. The LST Methodology includes screening tables that may be used for projects that are five acres or less in size. Project-specific air dispersion modeling may be necessary for projects that are greater than five acres in size, involve a substantial source of emissions, or are located near sensitive receptors.

4.2.4 Methodology

Air quality impacts can result from the construction and operation of a project. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to

roadways or stationary sources. Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. For the purposes of this analysis, emissions were calculated for buildout of the City's Adopted General Plan (No Project Alternative) and buildout of the project. Emissions were calculated using the California Emissions Estimator Model (CalEEMod, California Air Pollution Control Officers Association [CAPCOA] 2022).

4.2.4.1 Construction Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include the following:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Air pollutants generated by future development within the Planning Area would vary depending upon the number of projects occurring simultaneously and the size of each individual project. Construction-related emissions are likely to occur over time in locations dispersed throughout the Planning Area. As construction emissions create temporary, short-term sources of air emissions, evaluation of emissions of buildout of all future site-specific uses would not provide a reasonable estimation of construction emissions. Additionally, since all construction emissions will not occur at once, it would overestimate emissions at any one time. As such, construction-related emissions cannot be accurately determined at the program level of analysis. In order to consider the potential impact associated with construction emissions resulting from the project, two hypothetical project construction emission scenarios were evaluated. The first scenario analyzed is an underutilized shopping center that would include the demolition of 182,933 square feet of retail buildings and the construction of 383 multi-family units on an approximately 14.6-acre site. The second scenario analyzed is an underutilized industrial site that would include the demolition of 95,937 square feet of industrial buildings and the construction of 171,289 square feet of light industrial uses on an approximately 19.2-acre site. Emissions were modeled with an earliest construction year of 2026. All CalEEMod defaults were modeled. CalEEMod modeling output files for construction activities are presented in Appendix B.

4.2.4.2 Operational Emissions

Operational emissions are long-term and include mobile, energy, and area sources. Sources of operational emissions associated with future development under the project include the following:

- vehicle traffic;
- natural gas consumption; and
- area sources including architectural coatings, consumer products, fireplaces, and landscaping equipment.

Air pollutants generated by all land uses within the Planning Area were calculated for buildout of the City's Adopted General Plan (No Project Alternative) and buildout of the project. The results of the emissions modeling are presented in Appendix B. Actual emissions would vary depending on future site-specific projects.

Vehicle traffic is the main source of emissions in the Planning Area. Regional mobile-source emissions were estimated using CalEEMod, which is based on CARB's Emission Factor model (EMFAC2021; CARB 2021), and the Transportation Analysis prepared for the project by Fehr & Peers (see Appendix C). The Planning Area was estimated to have generated 3,315,103 VMT in the baseline year 2024 condition. Buildout of the Adopted General Plan would generate 3,858,652 VMT in the Planning Area, and the project would generate 3,843,480 VMT in the Planning Area. Emissions due to mobile sources were calculated using CalEEMod Version 2022.1 using year 2024 emission factors for the baseline condition and year 2045 emission factors for the buildout conditions.

An area source associated with development includes architectural coatings, consumer products, landscape equipment, and fireplaces. Energy emissions include natural gas used in space and water heating. Emissions due to these area and energy sources were calculated using CalEEMod. All model defaults associated with these sources were used with the exception of fireplaces. The CalEEMod default number of wood-burning fireplaces were modeled as natural gas fireplaces.

4.2.5 Topic 1: Air Quality Plans

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

4.2.5.1 Impact Analysis

The California CAA requires air basins that are designated nonattainment of state AAQS for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The Basin is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone and $PM_{2.5}$ standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards. The regional air quality plan, the 2022 AQMP, outlines measures to reduce emissions of ozone and $PM_{2.5}$. Reducing particulate matter concentrations is achieved by reducing emissions of $PM_{2.5}$ to the atmosphere, reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, VOC, and NO_X.

The growth forecasting for the AQMP is based in part on the land uses established by local general plans. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development at an intensity equal to or less than population growth projections and land use intensity are inherently consistent with the AQMP. Amending the adopted land uses to change development potential would not necessarily result in an inconsistency between the current air quality plans (that are based on the City's Adopted General Plan) and the project. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the AQMP if the proposed land use is less intensive than buildout under the current designation. For projects that propose a land use that is more intensive than the current designation,

analysis that is more detailed is required to assess conformance with the AQMP. Consistency with the AQMP is further evaluated by comparing emissions that would occur under buildout of the City's Adopted General Plan to the emissions that would occur under buildout of the project.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.

2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

a. Criterion No. 1

When compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. This increase in development would also result in an increase in VMT. When compared to buildout of the Adopted General Plan, the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area. However, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

Tables 4.2-4a and 4.2-4b present a comparison of the summer and winter operational emissions, respectively, under the existing condition, buildout of the City's Adopted General Plan, and buildout of the project. Calculations are provided in Appendix B.

As shown in Tables 4.2-4a and 4.2-4b, buildout of the project would result in an increase in emissions of ROG, PM_{10}, and $PM_{2.5}$ and a decrease in emissions of NO_X, CO, and SO_X when compared to the existing condition. The decreases are mainly due to regulations that result in cleaner mobile sources over time. When compared to the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The increases in emissions would result in a conflict with the assumptions used to develop the AQMP. Because the project would conflict with implementation of the RAQS, air emissions associated with the adoption of the project could result in a cumulatively considerable effect on regional air quality.

Table 4.2-4a Total Operational Emissions (Summer)						
Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$
EXISTING (2024)						
Mobile Source	281	1,015	10,311	28	2,370	614
Area Source	3,298	464	4,449	3	40	39
Energy Source	42	746	551	5	58	58
TOTAL	**3,620**	**2,224**	**15,311**	**35**	**2,467**	**711**
ADOPTED GENERAL PLAN (2045)						
Mobile Source	161	431	6,828	24	2,744	703
Area Source	3,707	599	5,183	4	51	49
Energy Source	45	803	581	5	62	62
TOTAL	**3,913**	**1,833**	**12,592**	**33**	**2,857**	**815**
PROJECT (2045)						
Mobile Source	161	429	6,801	24	2,734	701
Area Source	3,743	600	5,234	4	51	49
Energy Source	45	808	585	5	62	62
TOTAL	**3,948**	**1,837**	**12,620**	**33**	**2,847**	**813**
CHANGE OVER EXISTING (PROJECT–EXISTING)						
Mobile Source	*-120*	*-585*	*-3,510*	*-3*	*364*	*86*
Area Source	*445*	*136*	*784*	*1*	*11*	*11*
Energy Source	*4*	*62*	*34*	*0*	*5*	*5*
TOTAL	***328***	***-387***	***-2,691***	***-2***	***380***	***102***
CHANGE OVER ADOPTED GENERAL PLAN (PROJECT–ADOPTED GENERAL PLAN)						
Mobile Source	*-1*	*-2*	*-27*	*0*	*-11*	*-3*
Area Source	*36*	*0*	*50*	*0*	*0*	*0*
Energy Source	*0*	*5*	*4*	*0*	*0*	*0*
TOTAL	***35***	***4***	***27***	***0***	***-10***	***-2***

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SOURCE: Appendix B
NOTE: Totals may vary due to independent rounding.

Table 4.2-4b Total Operational Emissions (Winter)						
Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$
EXISTING (2024)						
Mobile Source	277	1,098	7,920	26	2,370	614
Area Source	2,714	425	181	3	34	34
Energy Source	42	746	551	5	58	58
TOTAL	**3,032**	**2,269**	**8,652**	**33**	**2,462**	**706**
ADOPTED GENERAL PLAN (2045)						
Mobile Source	157	465	5,243	23	2,744	703
Area Source	3,063	556	237	4	45	45
Energy Source	45	803	581	5	62	62
TOTAL	**3,266**	**1,824**	**6,061**	**31**	**2,851**	**810**
PROJECT (2045)						
Mobile Source	157	463	5,222	23	2,734	701
Area Source	3,091	556	237	4	45	45
Energy Source	45	808	585	5	62	62
TOTAL	**3,293**	**1,827**	**6,044**	**31**	**2,841**	**808**
CHANGE OVER EXISTING (PROJECT–EXISTING)						
Mobile Source	*-120*	*-634*	*-2,698*	*-3*	*364*	*86*
Area Source	*377*	*131*	*56*	*1*	*11*	*11*
Energy Source	*4*	*62*	*34*	*0*	*5*	*5*
TOTAL	***261***	***-442***	***-2,608***	***-2***	***379***	***102***
CHANGE OVER ADOPTED GENERAL PLAN (PROJECT–ADOPTED GENERAL PLAN)						
Mobile Source	*-1*	*-2*	*-21*	*0*	*-11*	*-3*
Area Source	*28*	*0*	*0*	*0*	*0*	*0*
Energy Source	*0*	*5*	*4*	*0*	*0*	*0*
TOTAL	***27***	***3***	***-17***	***0***	***-10***	***-2***

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SOURCE: Appendix B
NOTE: Totals may vary due to independent rounding.

b. Criterion Number 2

As stated above, the Basin is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone and $PM_{2.5}$ standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards.

Because the project involves long-term growth associated with buildout of the Planning Area, cumulative emissions generated from operation of individual development projects would exceed the SCAQMD regional and localized thresholds (see Section 4.2.6.1, below). Consequently, emissions generated during construction and operation of site-specific projects in addition to existing sources

in the Planning Area are considered to cumulatively contribute to the nonattainment designations of the Basin.

Future site-specific development and redevelopment would be required to implement BMPs at all construction sites consistent with SCAQMD rules and regulations, comply with California Code of Regulations, Title 13, Section 2449, which itself requires that nonessential idling of construction equipment be restricted to five minutes or less, and comply with California Code of Regulations, Title 24, and California Green Building Standards Code (CALGreen) mandatory measures the would require measures such as installing electric vehicle parking and increasing energy efficiency. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. Compliance with updated Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of improving air quality. Many of the land use policies and actions support the goals of promoting an efficient development pattern with a balanced mix of land uses and revitalization of underused sites in order to provide for pedestrian friendly neighborhoods and gathering places that would reduce vehicle travel in the Planning Area (see Goals LCC-1 through LCC-4 and supporting policies in Section 4.2.2.4[b] above). These are supported by transportation policies and actions to improve regional connectivity (Policies INF-1.1 through INF-1.4); create a comprehensive transportation system that supports all modes of travel (Policies INF-2.1 through ING-2.15); manage an efficient circulation system through transportation system management (Policies INF-3.5 through INF-3.8), transportation demand management (Policies INF-3.14 through INF-3.18), and parking management (Policies ING-3.19 through INF-3.22); and create a connected city with safe and convenient connections between neighborhoods and destination through active transportation (Policies INF-4.1 and INF-4.2), pedestrian circulation (Policies INF-4.4 through INF-4.10), bicycle circulation (Policies INF-4.11 through INF-4.14), and transit access (Policies INF-4.15 and INF-4.16); and provide for safe and efficient goods movement with clean technology (Policies INF-5.5, INF-5.7, and INF-5.10). Health and Environmental Quality Element policies also encourage the reduction of pollution from industrial and transportation-related business (Policy HEQ-.57) and the purchase of fuel-efficient and low emissions vehicles for City fleet vehicles (Policy HEQ-5.9). In regards to construction activities, Policy HEQ-5.5 requires the implementation of mitigation measures and best practices during construction and grading activities.

Despite adherence to these goals, policies, and actions, buildout of the project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the project would not be consistent with the AQMP.

4.2.5.2 Significance of Impacts

Buildout of the project would result in an increase in development and an associated increase in some criteria pollutant emissions when compared to the existing condition and buildout of the City's Adopted General Plan. Similarly, buildout of the project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions

in the AQMP. Therefore, buildout of the project would exceed the assumptions used to develop the AQMP, which would be considered a significant impact.

4.2.5.3 Mitigation

AQ-1: Construction Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.
- During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.
- During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.
- During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.
- During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.
- During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust.

- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.

- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust.

- During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.

- During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.

- During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.

- During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads.

- During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.

AQ-2: Operational Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City

for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to:

- Demonstrate net zero energy expenditure.
- Implementation of transportation demand management measures.
- Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update.
- Expand and facilitate completion of planned networks of active transportation infrastructure.
- Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards.
- Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.

4.2.5.4 Significance of Impacts after Mitigation

Buildout under the project would exceed the estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the Basin. Future discretionary projects would be reviewed for conformance with the goals, policies, and actions to reduce emissions within the Planning Area. Incorporation of goals, policies, and actions, as well as mitigation measures AQ-1 and AQ-2 into future site-specific projects would contribute to reduced criteria air pollutant emissions associated with buildout of the project. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. The population and employment assumptions of the AQMP would continue to be exceeded until the AQMP is revised and incorporates the projections of the project. Therefore, impacts would remain significant and unavoidable.

4.2.6 Topic 2: Criteria Pollutants

Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standards?

4.2.6.1 Impact Analysis

Air quality impacts can result from the construction and operation of a project. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on the following two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to roadways or stationary sources. In the case of the project, operational impacts would primarily be due to emissions from mobile sources associated with vehicular travel along the roadways.

a. Construction

The project would facilitate future development and redevelopment consisting of residential office, retail, light industrial, heavy industrial, public facilities, school, and park land uses. When compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks.

As discussed in Section 4.2.4.1 above, two construction scenarios were modeled to illustrate potential construction-related air quality impacts associated with future development under the project. These included a 383-unit multi-family project and a 171,289-square-foot light industrial project. The modeling results of these two construction scenarios are presented in Table 4.2-5. CalEEMod output is contained in Appendix B.

Table 4.2-5
Hypothetical Construction Emissions

Construction Phase	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential Project	120	29	34	<1	12	5
Industrial Project	80	29	30	<1	9	5
SCAQMD Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*

ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter less than 10 microns in diameter; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; SCAQMD = South Coast Air Quality Management District

For assessing the significance of the air quality emissions resulting during construction of the hypothetical projects, the construction emissions were compared to the SCAQMD Significance Thresholds. As shown in Table 4.2-5, construction of the hypothetical projects would exceed the applicable threshold for VOC. This is due to the VOC content of architectural coatings. Additionally,

if several future site-specific projects were to occur simultaneously, there is the potential to exceed significance thresholds.

Future development and redevelopment would be required to implement construction BMPs at all construction sites consistent with SCAQMD rules and regulations and the grading, erosion, and dust control measures specified in Municipal Code Section 19.09.030. Future construction activities would also be required to comply with California Code of Regulations, Title 13, Section 2449, which requires that nonessential idling of construction equipment be restricted to five minutes or less. Future construction activities would also be conducted in compliance with any applicable SCAQMD rules and regulations, including but not limited to the following:

- Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance.
- Rule 402, Nuisance, which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- Rule 1113, Architectural Coatings, which limits the VOC content of architectural coatings.
- Rule 1466, Soil Disturbance, which states that projects that involve earth-moving activities of more than 50 cubic yards of soil with applicable toxic air contaminants are subject to this rule.

Additionally, due to CARB's ongoing implementation of off-road emission standards, cleaner construction equipment would be available in the future. Potential amendments to the off-road diesel engine standards include Tier 5 rulemaking which would reduce NO_X and particulate matter emissions beyond the Tier 4 final emission standards. A September 2020 state executive order also requires CARB to develop and proposed a transition to zero emissions by 2035. Future construction activities would be required to comply with all applicable regulations in effect at the time that construction activities are proposed.

The modeled projects are illustrative only. Approval of the project would not specifically permit the construction of an individual site-specific project, and no specific development details are available at this program level of analysis. The thresholds presented above would be applied to future development and redevelopment within the Planning Area on a project-by-project basis and are not used for assessment of regional planning impacts. The information is presented to illustrate the potential scope of air impacts for a site-specific project that could be developed in the future. Additionally, the regulations at the federal, state, and local level provide a framework for developing project-level air quality protection measures for future site-specific projects.

The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and recommendations of the General Plan. Health and Environmental Quality Element Policy HEQ-5.5 requires the implementation of

mitigation measures and best practices during construction and grading activities. Compliance with SCAQMD rules and regulations, California Code of Regulations idling restrictions, and the grading, erosion, and dust control measures specified in Municipal Code Section 19.09.030 would reduce construction emissions and serve to further support the City's goal of improving air quality. Despite adherence to these requirements, while individual site-specific projects may not exceed the SCAQMD regional significance thresholds (demonstrated in Table 4.2-5), the scale and extent of construction activities associated with buildout of the project may result in some instances where future development or redevelopment would exceed the relevant SCAQMD thresholds.

b. Operation

At the program level, the analysis compares emissions generated by project buildout to emissions generated under buildout of the City's Adopted General Plan to determine if the emissions would exceed the emissions estimates included in the AQMP, and to determine whether it would obstruct attainment, or result in an exceedance of AAQS. Under this approach, the potential for future development within the Planning Area to result in a cumulatively considerable net increase in emissions based on the change in pollutant emissions that would result from buildout of the project in the year 2045. As shown in Tables 4.2-4a and 4.2-4b above, buildout of the project would result in an increase in emissions of ROG, PM_{10}, and $PM_{2.5}$ and a decrease in emissions of NO_X, CO, and SO_X when compared to the existing condition. When compared to the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The project would focus construction of new residential uses within Key Opportunity Areas, and this redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area, however, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

The regulations at the federal, state, and local levels provide a framework for developing project-level air quality protection measures for future site-specific projects that could be developed in the future. Compliance with updated Land Use and Community Character Element and Infrastructure Element goals, policies, and actions would serve to further support the City's goal of improving air quality. As discussed in Section 4.2.5 above, many of the land use policies and actions support the goals of promoting an efficient development pattern with a balanced mix of land uses and revitalization of underused sites in order to provide for pedestrian friendly neighborhoods and gathering places that would reduce vehicle travel in the Planning Area (see Goals LCC-1 through LCC-4 and supporting policies in Section 4.2.2.4[b]). These are supported by transportation policies and actions to improve regional connectivity (Policies INF-1.1 through INF-1.4); create a comprehensive transportation system that supports all modes of travel (Policies INF-2.1 through ING-2.15; manage an efficient circulation system through transportation system management (Policies INF-3.5 through INF-3.8), transportation demand management (Policies INF-3.14 through INF-3.18), and parking management (Policies ING-3.19 through INF-3.22); and create a connected city with safe and convenient connections between neighborhoods and destination through active transportation (Policies INF-4.1 and INF-4.2), pedestrian circulation (Policies INF-4.4 through INF-4.10), bicycle circulation (Policies INF-4.11 through INF-4.14), and transit access (Policies INF-4.15 and INF-4.16); and provide for safe and efficient goods movement with clean technology (Policies INF-5.5, INF-5.7, and INF-5.10). Health

and Environmental Quality Element policies also encourage the reduction of pollution from industrial and transportation-related business (Policy HEQ-.57) and the purchase of fuel-efficient and low emissions vehicles for City fleet vehicles (Policy HEQ-5.9). The City's process for evaluation of future development and redevelopment that could be implemented under the project would also include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. While individual site-specific projects may not exceed the SCAQMD regional significance thresholds, the scale and extent of emissions associated with buildout of the project may result in some instances where future development or redevelopment would exceed the relevant SCAQMD thresholds.

4.2.6.2 Significance of Impacts

a. Construction

The scale and extent of construction activities associated with buildout of the project could exceed the relevant SCAQMD thresholds for some future site-specific development or redevelopment projects. Construction impacts would be potentially significant.

b. Operation

The scale and extent of emissions associated with buildout of the project may result in some instances where operation of future development or redevelopment would exceed the relevant SCAQMD thresholds. Therefore, operational impacts would be potentially significant.

4.2.6.3 Mitigation

a. Construction

See mitigation measure AQ-1 above.

b. Operation

See mitigation measure AQ-2 above.

4.2.6.4 Significance of Impacts after Mitigation

a. Construction

Buildout of the project would occur over a period of approximately 20 years or longer. Construction activities associated with buildout of the project could generate short-term emissions that exceed the SCAQMD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the Basin. Implementation of mitigation measure AQ-1 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for site-specific development and redevelopment projects are not available at this time, and there is a potential for multiple development projects to be

constructed at one time, resulting in significant construction-related emissions. Therefore, despite adherence to mitigation measure AQ-1, impacts associated with criteria pollutants would remain significant and unavoidable.

b. Operation

Buildout of the project would exceed the estimates assumed of the AQMP. Buildout of the project would occur over a period of approximately 20 years or longer. Additionally, operational emissions associated with buildout of the project could generate emissions that exceed the SCAQMD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the Basin. Implementation of mitigation measure AQ-2 would reduce operational criteria air pollutant emissions to the extent feasible. However, site-specific development projects are not currently available, and there is a potential for operational emissions to exceed the SCAQMD's significance thresholds. Therefore, despite adherence to mitigation measure AQ-2, impacts associated with criteria pollutants would remain significant and unavoidable.

4.2.7 Topic 3: Sensitive Receptors

Would the project expose sensitive receptors to substantial pollutant concentrations?

4.2.7.1 Impact Analysis

Air quality regulators typically define sensitive receptors as schools (Preschool–12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Residential uses can also be considered sensitive receptors. Sensitive receptors are located throughout the Planning Area. The two primary emissions of concern regarding health effects are CO and TACs including DPM.

a. Localized Carbon Monoxide Hot Spots

It has long been recognized that CO hot spots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Basin is now designated as attainment. All air basins are attainment or maintenance areas for CO. To establish a more accurate record of baseline CO concentrations affecting the Basin, a CO hot spot analysis was conducted in 2003 by the SCAQMD for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts.

The Bay Area Air Quality Management District (BAAQMD) developed a screening threshold in their 2022 CEQA Guidelines (BAAQMD 2022). If all the following screening criteria are met, operation of a project would result in a less-than significant impact related to CO (BAAQMD 2022):

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The Bay Area and the Basin have the same federal and state CO attainment designations, and therefore experience similar CO concentrations; thus, these screening volumes are appropriate for evaluating CO impacts in the Basin. Based on traffic modeling conducted for the project, the busiest roadway segment within the Planning Area has a traffic volume of just less than 80,000 ADT at buildout of the project. Peak hour traffic volumes are typically 10 percent of the daily traffic volume, resulting in a peak volume of 8,000 vehicles per hour. The intersection of this roadway with an equally busy roadway would result in a worst-case peak intersection volume of 16,000 vehicles per hour which is less than the screening volume of 44,000 vehicles per hour. Thus, based on BAAQMD screening criteria, the project would not result in CO hot spots.

b. Toxic Air Emissions

Construction

Construction of future development and redevelopment under the project would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from project sites. Such emissions would have the potential to exceed the SCAQMD's LST thresholds.

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments (HRA), which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Therefore, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over the lifetime of project buildout,

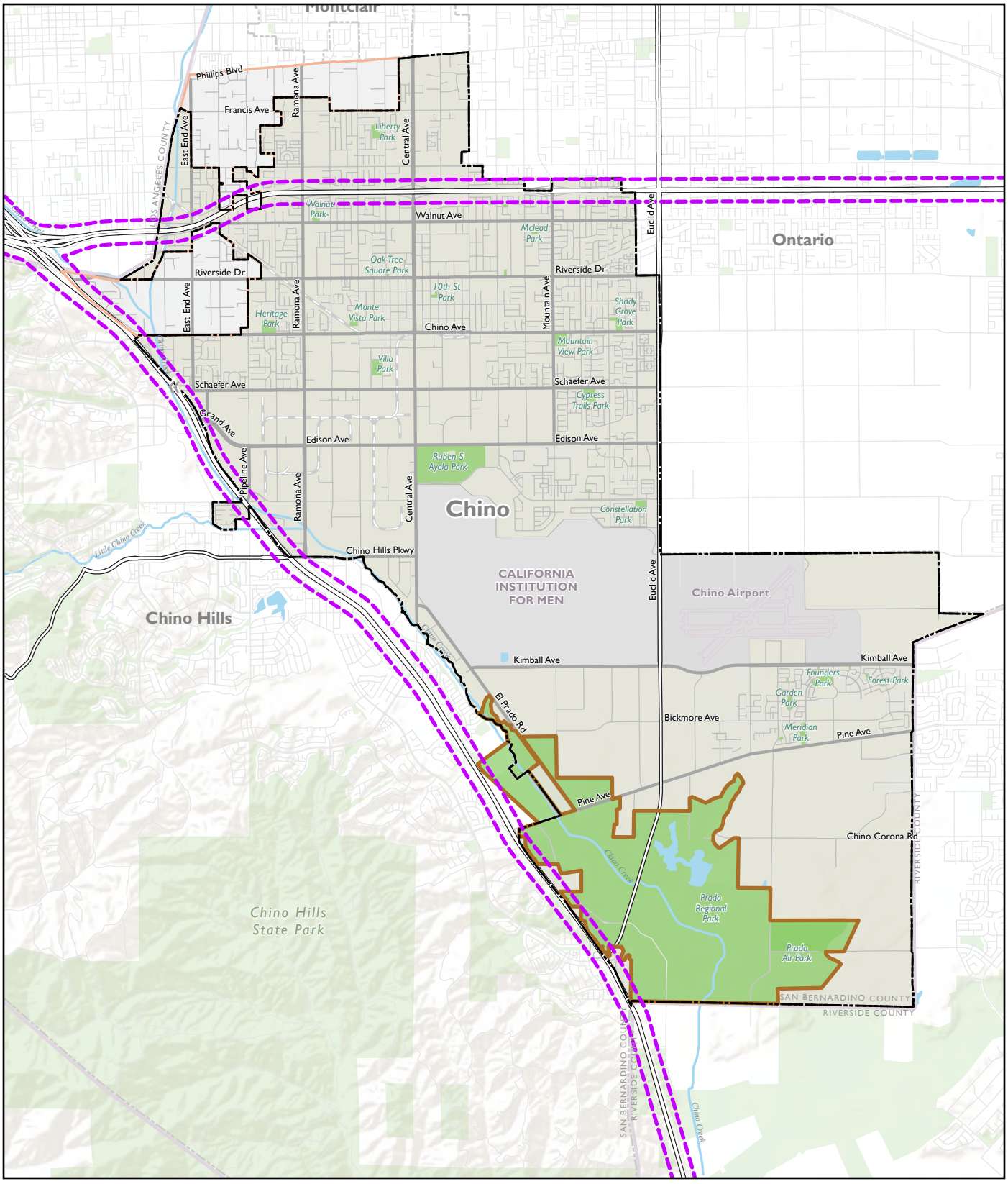
DPM generated by construction is not expected to create conditions where the probability is greater than 10 in 1 million of developing cancer for the Maximally Exposed Individual, or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types; the DPM emissions of individual equipment would be substantially reduced over the years as project buildout continues. Health and Environmental Quality Element Policy HEQ-5.5 requires the implementation of mitigation measures and best practices during construction and grading activities. Additionally, construction of future site-specific projects would adhere to the requirements of California Code of Regulations, Title 13, Section 2449 to reduce nonessential idling, the construction requirements of SCAQMD rules and regulations, and the requirements of the City's grading, erosion, and dust control measures in Section 19.09.030 of the Municipal Code. Further, as discussed in Section 4.2.6.1(a) above, future construction activities would be required to comply with all applicable CARB off-road equipment regulations in effect at the time that construction activities are proposed. Therefore, the project would not exceed the SCAQMD LST thresholds or expose sensitive receptors to toxic air emissions during construction of future site-specific projects.

Stationary Sources

The project would not result in the construction and operation of a stationary source of TACs. Various uses, such as dry cleaners and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SCAQMD. Although future development and redevelopment under the project could be located near existing types of facilities, emissions of TACs are regulated by SCAQMD through permitting and monitoring requirements. The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. In accordance with AB 2588, if adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility would be required to submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Policies contained in the Health and Environmental Quality Element would also reduce impacts associated with the exposure of sensitive receptors to TACs from industrial and warehousing land uses (Policies HEQ-5.3, HEQ-5.5, and HEQ-5.6). Furthermore, future site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable. Therefore, adherence with this regulatory framework would ensure that future development and redevelopment would not expose sensitive receptors to TACs associated with stationary sources within the Planning Area.

Mobile Sources

As discussed in Section 4.2.2.2(b), CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or an urban road with 100,000 or more vehicles per day should be avoided when possible. Based on traffic modeling conducted for the project, segments of SR-71 and SR-60 within the Planning Area currently carry more than 100,000 vehicles per day. The project has the potential for residential and mixed-use land uses to be located within 500 feet of these freeways (Figure 4.2-1).



City of Chino
Sphere of Influence
Prado Regional Park
500 Foot Freeway Buffer

0 Miles 1.5

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FIGURE 4.2-1
500-Foot Freeway Buffer

Specifically, these areas include the residential uses located adjacent to SR-71 between Schaefer Avenue and Riverside Drive, and residential and mixed-use land uses located adjacent to SR-60 between East End Avenue and Euclid Avenue. CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk, where necessary, CARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.

Additionally, measures can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. CAPCOA published a guidance document, *Health Risk Assessments for Proposed Land Use Projects*, which provides recommended measures that reduce concentrations of DPM (CAPCOA 2009). These include planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer electrostatic filters in adjacent receptor buildings. Additionally, the 2022 California Building Code–Title 24 requires that all new residential uses include improved air filtration systems. Filters are categorized according to minimum efficiency reporting value (MERV) rating. The higher the MERV rating, the better the filtration. MERV-13 filters are effective at filtering DPM. Implementation of these measures would reduce exposure to substantial pollutant concentrations. Compliance with updated Land Use and Community Character Element and Infrastructure Element goals, policies, and actions would serve to further support the City's goal of improving air quality and reducing impacts to sensitive receptors. Specific to sensitive receptors, Policy LCC-1.5 directs industrial uses to provide adequate separation and buffering from residential uses, Policy INF-5.10 prohibits freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets, and Action INF-5.b establishes restrictions on vehicle weight limit near sensitive land uses and supports and plans for electrification and autonomy of truck fleets. However, the scale and extent of exposure of future development and redevelopment under the project to mobile sources of TACs cannot be known at this time.

4.2.7.2 Significance of Impacts

Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.

4.2.7.3 Mitigation

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the

SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.

4.2.7.4 Significance of Impacts after Mitigation

Implementation of mitigation measure AQ-3 would reduce exposure of sensitive receptors to mobile source TACs to the extent feasible. However, site-specific projects are not currently available, and there is a potential for TAC exposure to remain. Therefore, despite adherence to mitigation measure AQ-3, impacts associated with exposure of sensitive receptors to mobile source TACs would remain significant and unavoidable.

4.2.8 Topic 4: Odor

Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

4.2.8.1 Impact Analysis

In the context of land use planning, one of the most important factors influencing the potential for an odor impact to occur is the distance between the odor source and receptors. The greater the distance between an odor source and receptor, the less concentrated the odor emission would be when it reaches the receptor. Odors can be generated from a variety of source types including both construction and operational activities. When land uses such as these or other odor-generating land uses are sited proximate to sensitive receptors, odor impacts may occur and further analysis of the nature of the odor source, the prevailing wind patterns, number of potentially effected receivers and other considerations would be warranted.

Emissions from construction equipment associated with future development and redevelopment under the project, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach a receptor (people in residential units, day care centers, schools, nursing homes, etc.), they would be diluted well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, construction of

future site-specific projects would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

Project operations, depending on the project type, can generate a large range of odors that can be considered offensive to receptors. Examples of common land use types that typically generate significant odor impacts include, but are not limited to:

- wastewater treatment plants
- sanitary landfills
- composting/green waste facilities
- recycling facilities
- petroleum refineries
- chemical manufacturing plants
- painting/coating operations
- rendering plants
- food packaging plants

The project would allow for the development of a variety of land uses within the Planning Area. Specific developments within the Planning Area are not known at this program level of analysis. As discussed in Section 4.2.5.1 above, when compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. Most of these land uses are generally not a source of objectionable odors. The common odor-generating land use types listed above are typically associated with industrial land uses. The project would not increase the amount of heavy industrial land uses but would increase the amount of light industrial uses. These industrial uses would largely be located near the existing industrial centers within the City surrounding Chino Airport, in the central portion of the City northwest of the California Institution for Men, and in the northwest corner of the Planning Area west of East End Avenue. There are existing rules and regulations that control odors generated within the City. SCAQMD Rule 402 requires abatement of any nuisance generating a verified odor complaint. Section 20.10.020 of the Municipal Code also provides performance standards to minimize impacts and conflicts between land uses. Additionally, Health and Environmental Quality Element Policy HEQ-5.10 requires that adequate buffer distances are provided between offensive odor sources and sensitive receptors, such as schools, hospitals, and community centers." Through implementation of this policy, the Municipal Code, and enforcement of SCAQMD Rule 402, project operation would not result in odors affecting a substantial number of people.

4.2.8.2 Significance of Impacts Topic 4: Odor

The project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

4.2.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probably future projects within the cumulative impact area for air quality. The cumulative study area would be considered the Basin. The evaluation of consistency with the AQMP was cumulative in nature because it considers project consistency with a regional air quality plan that relies on the land use plans of jurisdictions within the Basin. As discussed in Section 4.2.5 above, project buildout could conflict with implementation of the AQMP, which would be considered a cumulative impact. Construction and operation of future development and redevelopment under the project would have the potential to increase the frequency or severity of existing air quality violations. Although mitigation measure AQ-1 would include measures to reduce construction emissions, construction timeframes and equipment for site-specific development projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in cumulatively significant construction-related emissions. Similarly, although mitigation measure AQ-2 proposes measures to reduce operation emissions associated with future development, site-specific development and redevelopment projects are not available at this time, and there is a potential for operational emissions to exceed the SCAQMD's significance thresholds, which would result in cumulatively significant impacts. Furthermore, future development may site new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day. Although mitigation measure AQ-3 would require such projects to prepare an HRA identifying measures to reduce impacts to TACs, there is a potential for TAC exposure to remain, which would be cumulatively significant. Therefore, despite implementation of mitigation measures AQ-1 through AQ-3, construction and operation of the project is anticipated to result in cumulatively considerable air quality impacts.

4.3 Biological Resources

This section analyzes potentially significant impacts related to biological resources that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies on secondary source information, existing biological resources databases and literature, and vegetation data available for San Bernadino County.

4.3.1 Existing Conditions

4.3.1.1 Vegetation Communities

Figure 4.3-1 presents an estimated distribution of vegetation communities and land cover types within the Planning Area based on regional mapping data (San Bernardino County 2022). Vegetation mapping was completed using a combination of previous vegetation mapping efforts and by inspecting recent aerial photography. Table 4.3-1 presents the estimated acreage of each of these vegetation communities and land cover types within the Planning Area. Overall, the Planning Area consists of thirteen vegetation and land cover types totaling 20,625 acres. As shown in Table 4.3-1 and on Figure 4.3-1, the majority of land within the Planning Area is mapped as urban/developed.

Table 4.3-1
Vegetation Communities and Land Cover Types in the Planning Area

Vegetation Communities and Land Cover Types	Acres
Land Cover Types	
Agriculture	2,653
Disturbed habitat	566
Orchards/Vineyards	5
Urban/developed (commercial/residential)	15,411
Urban/developed (recreational)	690
Vegetation Communities	
Grassland	
Non-native grassland	444
Scrub	
Coastal scrub	218
Wetland/Riparian	
Emergent wetland	<1
Non-vegetated channel	20
Open water	96
Woodland/Forest	
Southern cottonwood-willow riparian forest	109
Southern riparian forest	347
Eucalyptus woodland	63
Total	**20,625**
SOURCE: San Bernardino County 2022	

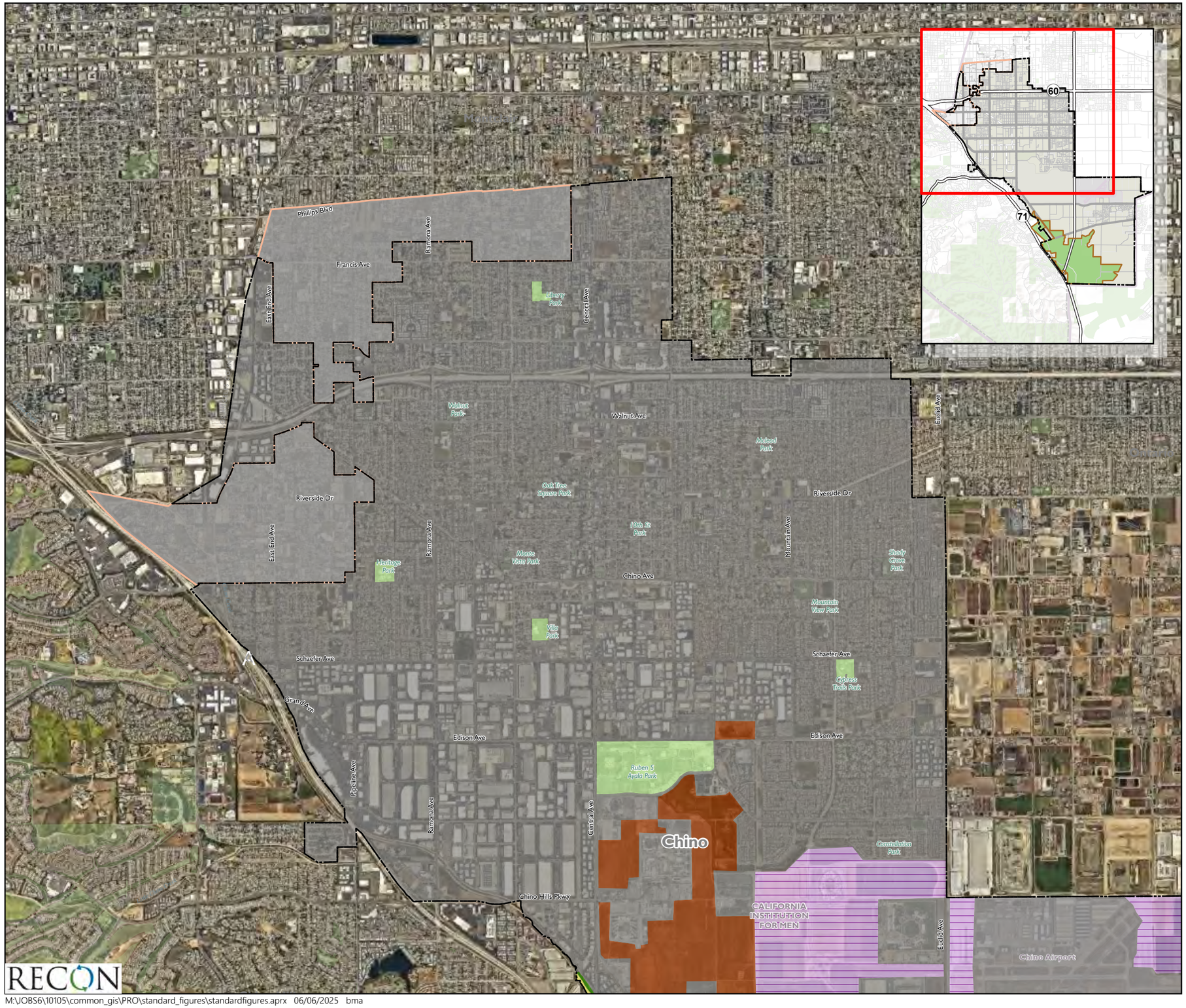

FIGURE 4.3-1a
Vegetation Communities and Land Cover Types

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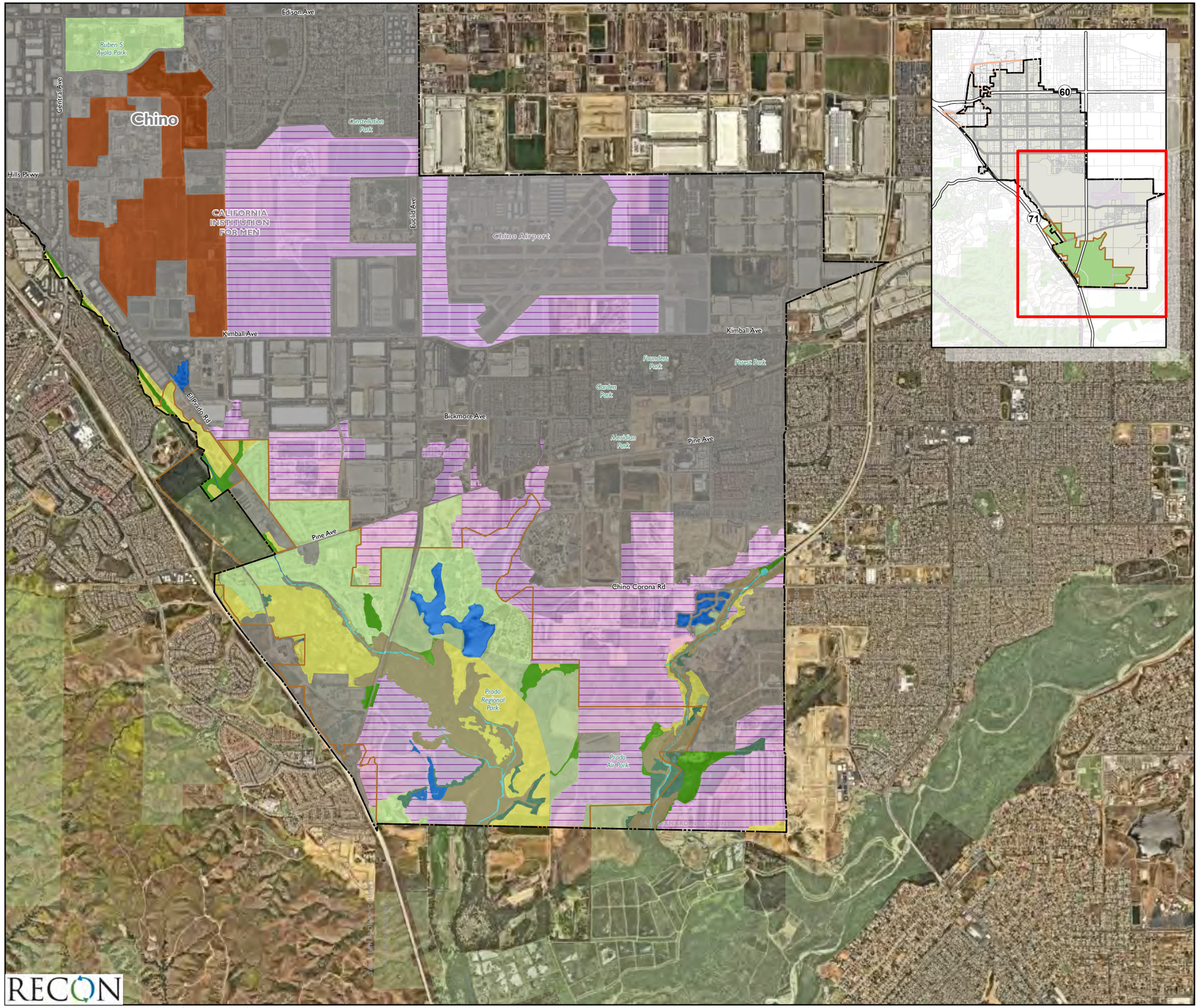

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FIGURE 4.3-1b
Vegetation Communities and Land Cover Types

Natural vegetation is primarily located in the southern portion of the Planning Area, especially along the downstream portions of Chino Creek within and in the vicinity of Prado Regional Park, as well as along Cucamonga Creek and Mill Creek at the far southeastern edge of the City. Directly south of the City, the Prado Dam and Reservoir serves as the principal regulating structure on the Santa Ana River; it comprises riparian habitat, recreation areas, and land owned by the Orange County Water District (OCWD; U.S. Army Corps of Engineers [USACE] 2022).

a. Land Cover Types

Agriculture

Portions of the City have been mapped as agriculture if, during the inventory assessment, they showed signs of active or recent site maintenance for crop production, including planting, tilling, irrigation, and harvesting. While many lands are mapped as agriculture in the City, this mapping may be associated with historic agricultural use. Additionally, there are a number of land use constraints that exist within some of the areas mapped as agriculture. For example, a large area of land mapped as agriculture is associated with the California Institute for Men state prison property, which is an institutional land use. Lands within the southern portion of the City mapped as agriculture may be constrained by flooding and related regulatory constraints. Other areas mapped as agriculture may represent lands pending development that have been the subject of previous planning efforts.

Disturbed Habitat

Disturbed areas include lands that are not in active agricultural use and that are periodically graded or mowed and display little to no native vegetation. These areas are often dominated by broad-leaved herbaceous weeds such as short-pod mustard (*Hirschfeldia incana*) and tocalote (*Centaurea melitensis*). In the City, these areas include old pastures or agricultural fields that have been allowed to go fallow.

Orchards/Vineyards

Orchards and vineyards are land uses primarily used to produce food. On aerial imagery, the chief indications of orchards and vineyards are distinctive geometric field and road patterns on the landscape and tracks produced by mechanized equipment. In areas mapped as Orchards/Vineyards the number of building complexes is smaller, and the density of the road and highway network is much lower among these land uses than areas mapped as Urban/Developed (see Urban/Developed below).

Urban/Developed (Commercial/Residential)

Urban/Developed (Commercial/Residential) land cover typically supports little to no native vegetation and is characterized by the presence of man-made structures such as buildings, paved roads, parking lots, parks, and residential areas that are either unvegetated or are dominated by exotic, ornamental plant species. This land cover type includes structures such as homes and commercial stores.

Urban/Developed (Recreational)

Urban/Developed (Recreational) land cover includes active-use parkland and a driving range and golf courses within the City, including areas in the Prado Regional Park. These recreational areas do not support native vegetation communities or natural ecological processes and, therefore, do not provide habitat for sensitive species.

b. Vegetation Communities

Coastal Scrub

Coastal scrub is dominated by semi-woody, low- to moderate-sized shrubs (up to approximately one meter high) with shallow root systems. No single species is typical of all coastal scrub stands. Dominant coastal scrub species are most active in winter and early spring. Many taxa are facultatively drought-deciduous. Stands of coastal scrub were identified primarily within Prado Regional Park at the southern edge of the City.

Emergent Wetland

Fresh Emergent Wetlands are flooded frequently and are characterized by dominant vegetation generally consisting of perennial monocots up to 6.6 feet tall. Characteristic species on the upper margins of the habitat include those such as sedges and rushes, and on more alkali sites, saltgrass (*Distichlis* sp.). On wetter sites, potential dominant species include cattail (*Typha* spp.) and bulrushes (*Scirpus* spp.). Emergent wetlands occur along the southern stretch of Chino Creek.

Eucalyptus Woodland

Eucalyptus (*Eucalyptus* spp.) is an introduced genus, whose tree species have been planted typically for wind blocking, ornamental, and hardwood production purposes. If sufficient moisture is available, this genus becomes naturalized and can reproduce and expand its areal coverage. Eucalyptus occurs in the City in naturalized patches, landscaping, and windrows.

Non-Native Grassland

Annual grassland is open grassland composed primarily of annual plant species. The community's structure depends largely on weather patterns and livestock grazing. Dramatic differences in features, both between seasons and between years, are characteristic of this habitat. Introduced annual grasses are the dominant plant species. These species include wild oats (*Avena* spp.), soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), red brome (*Bromus rubens*), and fescue (*Festuca microstachys*). Common forbs include redstem filaree (*Erodium cicutarium*), turkey-mullein (*Croton setiger*), true clovers (*Acmispon* spp.), California burclover (*Medicago polymorpha*), popcorn flower (*Plagiobothrys* spp., *Cryptantha* spp.), and others. California poppy (*Eschscholzia californica*), the state flower, may also be found in this habitat. Non-native grasslands occur primarily in the southeastern portion of the City and within Prado Regional Park.

Non-Vegetated Channel

The sandy, gravelly, or rocky fringe of waterways or flood channels are identified as non-vegetated channels. These areas are unvegetated on a relatively permanent basis, with variable water lines that inhibit the growth of vegetation. Vegetation may exist here but is usually less than 10 percent total cover. Non-vegetated channel was identified within Chino Creek and Cucamonga Creek within Prado Regional Park.

Open Water

Open water areas are mapped where year-round bodies of fresh water in the form of lakes, streams, ponds or rivers occur. This includes those portions of water bodies that are usually covered by water and contain less than 10 percent vegetative cover. Open water includes the lake at Prado Regional Park as well as smaller bodies of open water habitats throughout the City.

Southern Cottonwood-Willow Riparian Forest

This vegetation community is a tall, open, broadleafed winter-deciduous riparian forest dominated by Fremont cottonwood (*Populus fremontii*) and several tree willows (*Salix* spp.). Understories are usually shrubby willows. These sites are usually sub-irrigated and frequently overflowed lands along rivers and streams. The dominant species require moist, bare mineral soil for germination and establishment. This is provided after flood waters recede, leading to uniform-aged stands in this seral type. Within the City, stands of southern cottonwood-willow riparian vegetation was identified along Chino Creek, Cucamonga Creek, and Mill Creek.

Southern Riparian Forest

Southern riparian forests are identified in dense riparian forests that cannot be differentiated to a specific vegetation category. These are found along rivers and streams and are generally associated with low velocity water flow, floodplains, and gentle topography. Some dominant species in the canopy layer are cottonwood (*Populus* spp.), California sycamore (*Platanus racemosa*), and oak (*Quercus* spp.). Typical understory shrub layer plants include species such as wild grape (*Vitis girdiana*), wild rose (*Rosa californica*), California blackberry (*Rubus ursinus*), blue elderberry (*Sambucus nigra* ssp. *caerulea*), poison oak (*Toxicodendron diversilobum*), and willows. The herbaceous layer consists of species such as sedges, rushes, grasses. Within the City, stands of southern riparian forest were identified along Chino Creek, Cucamonga Creek, and Mill Creek.

4.3.1.2 Sensitive Biological Resources

Sensitive biological resources include sensitive vegetation communities, special status plant species, special status wildlife species, wildlife movement corridors, and wetland/riparian resources. In general, the principal reason that a species, subspecies, or variety is considered sensitive is the documented or perceived decline or limitation of its population size or geographical extent and/or distribution resulting in most cases from habitat loss. Wildlife movement corridors or linkages are also considered sensitive by local, state, and federal resource and conservation agencies because these corridors allow wildlife to move between adjoining open space areas that are becoming increasingly isolated as open space becomes fragmented from urbanization, rugged terrain, or

changes in vegetation. In addition, wetland and riparian resources are considered sensitive because of their limited distribution and high wildlife value.

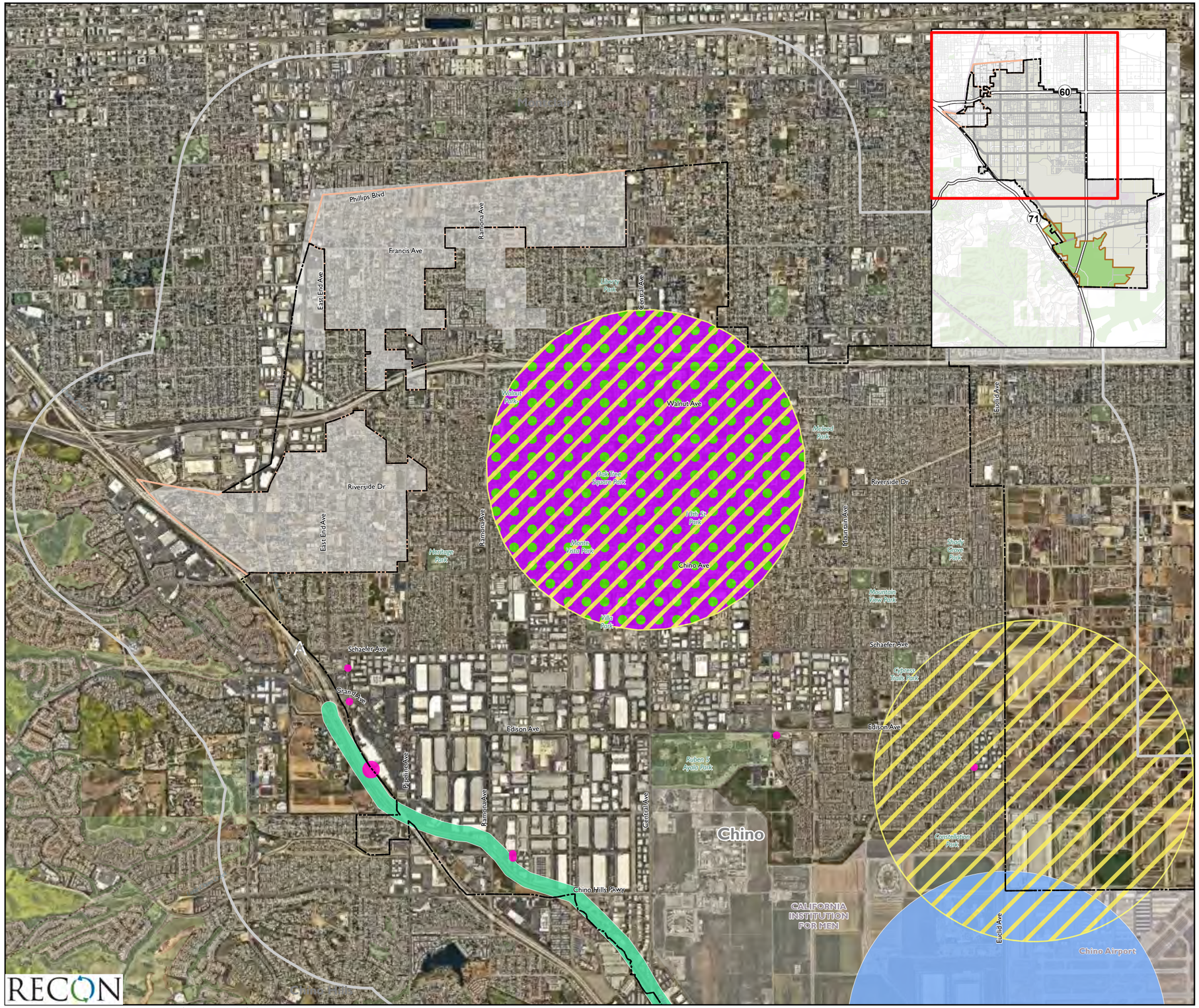
Many sensitive biological resources are known to occur or have the potential to occur within the Planning Area based on historical data for the region identified through a query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) and U.S. Fish and Wildlife Service (USFWS) database, the National Hydrography Dataset, and/or the presence of potentially suitable habitat within the Planning Area. Special status plant species, special status wildlife species, critical habitats, sensitive natural communities/riparian habitats, and jurisdictional wetlands within the Planning Area are sections below.

a. Special Status Plants

Plant species are considered sensitive or special status species if they are (1) listed by state or federal agencies as threatened or endangered or are proposed for listing (CDFW 2025a); (2) included on California Native Plant Society (CNPS) California Rare Plant Ranks 1, 2, 3, or 4 (CNPS 2024); or (3) considered rare, endangered, or threatened by local conservation organizations or specialists (CNPS 2024).

Seven sensitive plant species have been recorded within one mile of the Planning Area: Coulter's saltbush (*Atriplex coulteri*), Jokerst's monardella (*Monardella australis* ssp. *jokerstii*), lucky morning-glory (*Calystegia felix*), Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*), salt-spring checkerbloom (*Sidalcea neomexicana*), San Bernardino aster (*Symphyotrichum defoliatum*), and smooth tarplant (*Centromadia [=Hemizonia] pungens* ssp. *laevis*; CDFW 2025b).

Table 4.3-2 identifies the sensitivity status of each plant species that has been recorded within one mile of the Planning Area and Figure 4.3-2 presents the location of CNDDB species records within one mile of the Planning Area.



City of Chino
Sphere of Influence
1 Mile Radius

CNDDB

Rare Plant

Smooth Tarplant
San Bernardino Aster
Robinson's Pepper-grass
Coulter's Saltbush
Salt Spring Checkerbloom
Lucky Morning-glory

0 Miles 0.75

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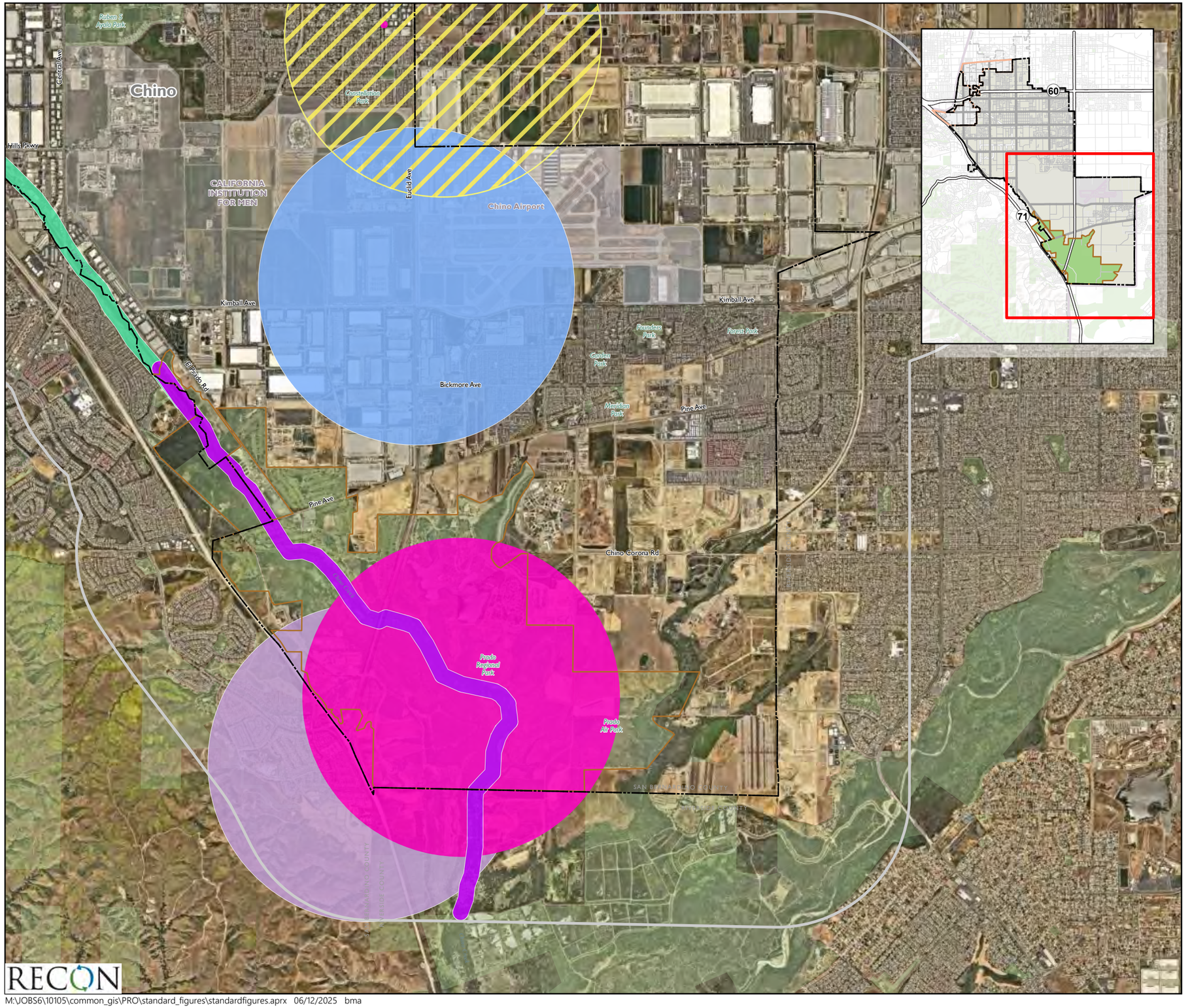
FIGURE 4.3-2a
Special Status Plant Species



City of Chino
Sphere of Influence
Prado Regional Park

CNDDB

Rare Plant

Smooth Tarplant
San Bernardino Aster
Jokerst's Monardella
Coulter's Saltbush
Salt Spring Checkerbloom
Lucky Morning-glory

0 Miles 0.6

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FIGURE 4.3-2b
Special Status Plant Species

Table 4.3-2 Sensitive Plant Species within Planning Area				
Species Name	Common Name	Federal/ State/CRPR	Habitat	Potential for Occurrence
Atriplex coulteri	Couter's saltbush	--/ --/1B.2	Perennial herb; coastal bluff scrub, coastal dunes, coastal sage scrub, valley and foothill grasslands; alkaline or clay soil; blooms March–October; elevation less than 1,500 feet.	**Assumed present** along Chino Creek based on CNDDB records.
Calystegia felix	Lucky morning-glory	--/--/ 1B.1	Poorly drained alkali silt loam on floodplain. Historically, there were a number of springs near the occurrences. Species is typically found in marshland and wet meadows.	**Assumed present.** *Calystegia felix* is a species that was widely considered to be extinct until it was rediscovered in 2011, growing in highly modified landscaping beds in the Planning Area. Intensive searches have resulted in the discovery of five additional occurrences, all of them in the Planning Area.
Centromadia pungens ssp. *laevis*	Smooth tarplant	--/--/ 1B.1	Annual herb; chenopod scrub, meadow and seeps, playas, riparian woodland, valley and foothill grasslands; alkaline soils; blooms April–September; elevation less than 2,100 feet. California endemic. Known from San Diego, Riverside, and San Bernardino counties.	**Low.** Although suitable habitat is present within the Planning Area, this species is considered extirpated in many CNDDB records and was documented in the Planning Area only once in 1903 and that occurrence is now located within predominantly urbanized portion of the Planning Area.
Lepidium virginicum ssp. *robinsonii*	Robinson's peppergrass	--/--/ 4.3	Annual herb; coastal sage scrub, chaparral; blooms January–July; elevation less than 2,900 feet.	**Low.** Although suitable habitat is present within the Planning Area, this species was documented in the Planning Area only once in 1936 and that occurrence has very low spatial accuracy and is now located within the urbanized portion of the Planning Area.
Monardella australis ssp. *jokerstii*	Jokerst's monardella	--/--/ 1B.1	Perennial herb; chaparral and lower montane coniferous forest on steep scree or talus slopes between breccia, drainages.	**Low.** Suitable habitat not documented in the vegetation mapping within Planning Area. Known only from the San Gabriel Mountains.

Table 4.3-2
Sensitive Plant Species within Planning Area

Species Name	Common Name	Federal/ State/CRPR	Habitat	Potential for Occurrence
Sidalcea neomexicana	Salt-spring checkerbloom	--/--/ 2B.2	Perennial herb; chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, playas; alkaline, mesic; blooms March–June; elevation 50–5,020 feet.	**Assumed present.** Species documented along Chino Creek south of Fairfield Ranch Park.
Symphyotrichum defoliatum	San Bernardino aster	--/--/ 1B.2	Perennial rhizomatous herb; near ditches, streams, springs; cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grasslands (vernally mesic); blooms July–December; elevation less than 7,000 feet. California endemic. Known from San Diego, Imperial, Riverside, Orange, Los Angeles, Kern, and San Bernardino counties.	**Low.** Although suitable habitat is present within the Planning Area, this species was documented in the Planning Area only twice, in 1918 and 1928, and those records have very low spatial accuracy. If present, the highest likelihood would be within mesic and riparian areas associated with Chino Creek, Cucamonga Creek, and Mill Creek.

SOURCES: California Department of Fish and Wildlife 2025a and 2025b; California Native Plant Society 2024

CRPR = California Rare Plant Ranks; CNDDB = California Natural Diversity Database; -- = no data

STATUS CODES
California Native Plant Society: California Rare Plant Ranks (CRPR)
1B = Species rare, threatened, or endangered in California and elsewhere. These species are eligible for state listing.
2B = Species rare, threatened, or endangered in California but more common elsewhere. These species are eligible for state listing.
4 = A watch list of species of limited distribution. These species need to be monitored for changes in the status of their populations.
0.1 = Species seriously threatened in California (over 80 percent of occurrences threatened; high degree and immediacy of threat).
0.2 = Species fairly threatened in California (20-80 percent occurrences threatened; moderate degree and immediacy of threat).
0.3 = Species not very threatened in California (<20 percent of occurrences threatened; low degree and immediacy of threat or no current threats known).

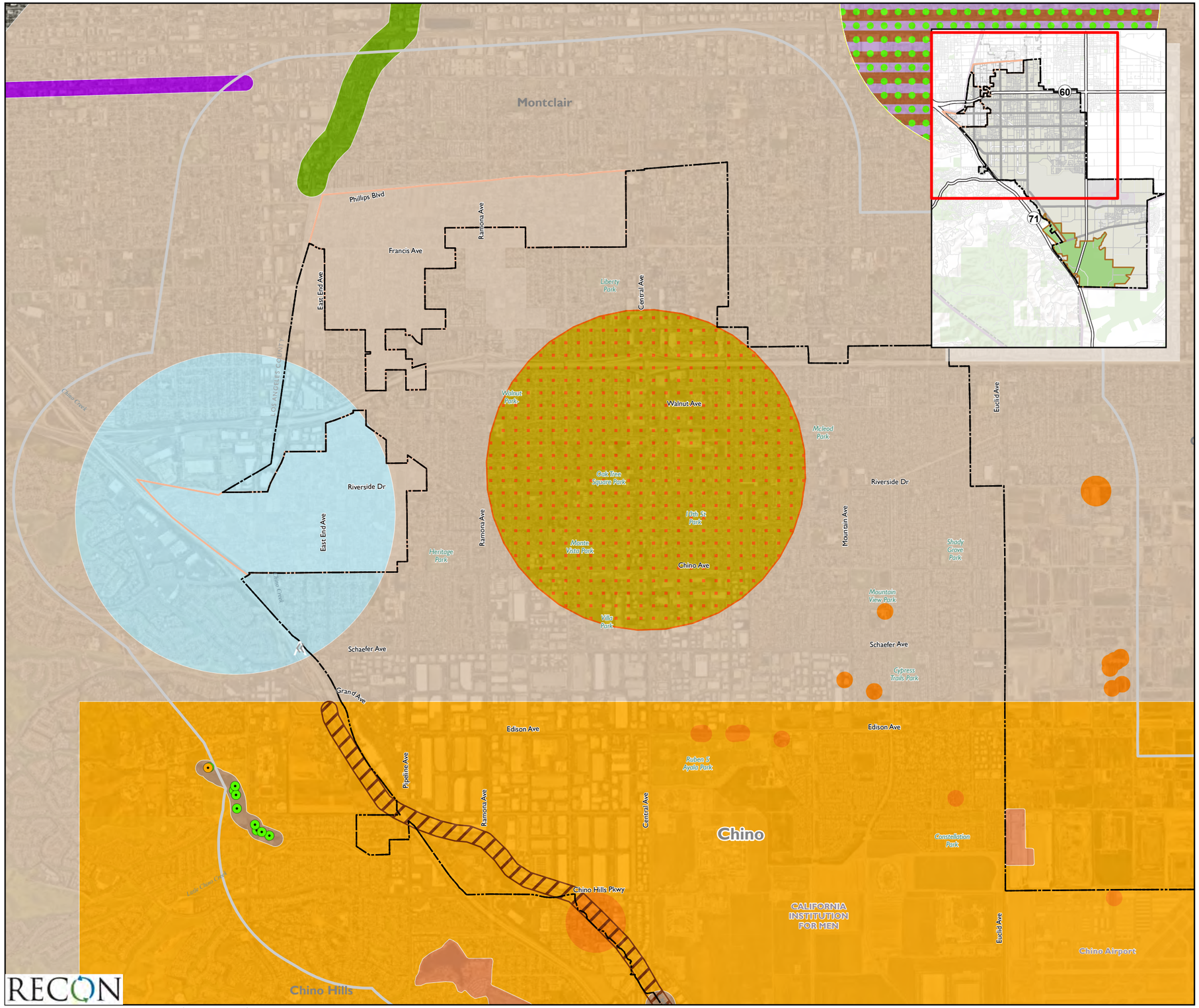
b. Special Status Wildlife

Wildlife species are considered sensitive or special status if they are (1) listed by state or federal agencies as threatened or endangered or are proposed for listing (CDFW 2025c and 2025d) or (2) considered rare, endangered, or threatened by the CDFW or local conservation organizations or specialists. A total of 25 sensitive wildlife species have been recorded within one mile of the Planning Area (Table 4.3-3). Figure 4.3-3 presents the locations of wildlife points listed by the USFWS (USFWS 2024), as well as the locations of CNDDB species records within one mile of the Planning Area (CDFW 2025c and 2025d).

Some of the species recorded, such as western ridged mussel (*Gonidea angulata*), California black rail (*Laterallus jamaicensis coturniculus*), and Swainson's hawk (*Buteo swainsoni*), may have been extirpated from the area as a result of development. However, the large undeveloped riparian and wetland habitats within the southern portion of the Planning Area along the downstream portions of Chino Creek, Cucamonga Creek, and Mill Creek may provide suitable habitat for many other sensitive wildlife species.

The OCWD has undertaken significant habitat restoration directly adjacent to the southern portion of the Planning Area, including creation of constructed wetlands that have provided habitat for least Bell's vireo (*Vireo bellii pusillus*), a small migratory songbird, and the Santa Ana sucker (*Catastomus santaanae*), an endangered fish. The OCWD owns and manages these lands within the Prado Basin to manage flood waters associated with the Prado Dam and reservoir as the dam provides flood control and water storage for Orange County.

Some sensitive wildlife species, such as southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell's vireo, and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), would be restricted to areas containing suitable riparian habitats. However, other sensitive species, such as burrowing owl (*Athene cunicularia*), can utilize areas of disturbed habitat, agriculture, or non-native grassland, sometimes establishing nests within manmade structures such as drain openings and small culverts.



City of Chino
Sphere of Influence
1 Mile Radius

USFWS Observation
- Least Bell's Vireo
- Southwestern Willow Flycatcher

CNDDB

Birds
- Swainson's Hawk
- Western Yellow-billed Cuckoo
- Coastal California Gnatcatcher
- Burrowing Owl
- Least Bell's Vireo
- Tricolored Blackbird
- Golden Eagle
- California Black Rail

Reptiles
- Southern California Legless Lizard
- California Glossy Snake

Mammals
- Pallid Bat
- Western Mastiff Bat

Invertebrates
- Crotch's Bumble Bee
- American Bumble Bee
- Western Ridged Mussel

0 Miles 0.75

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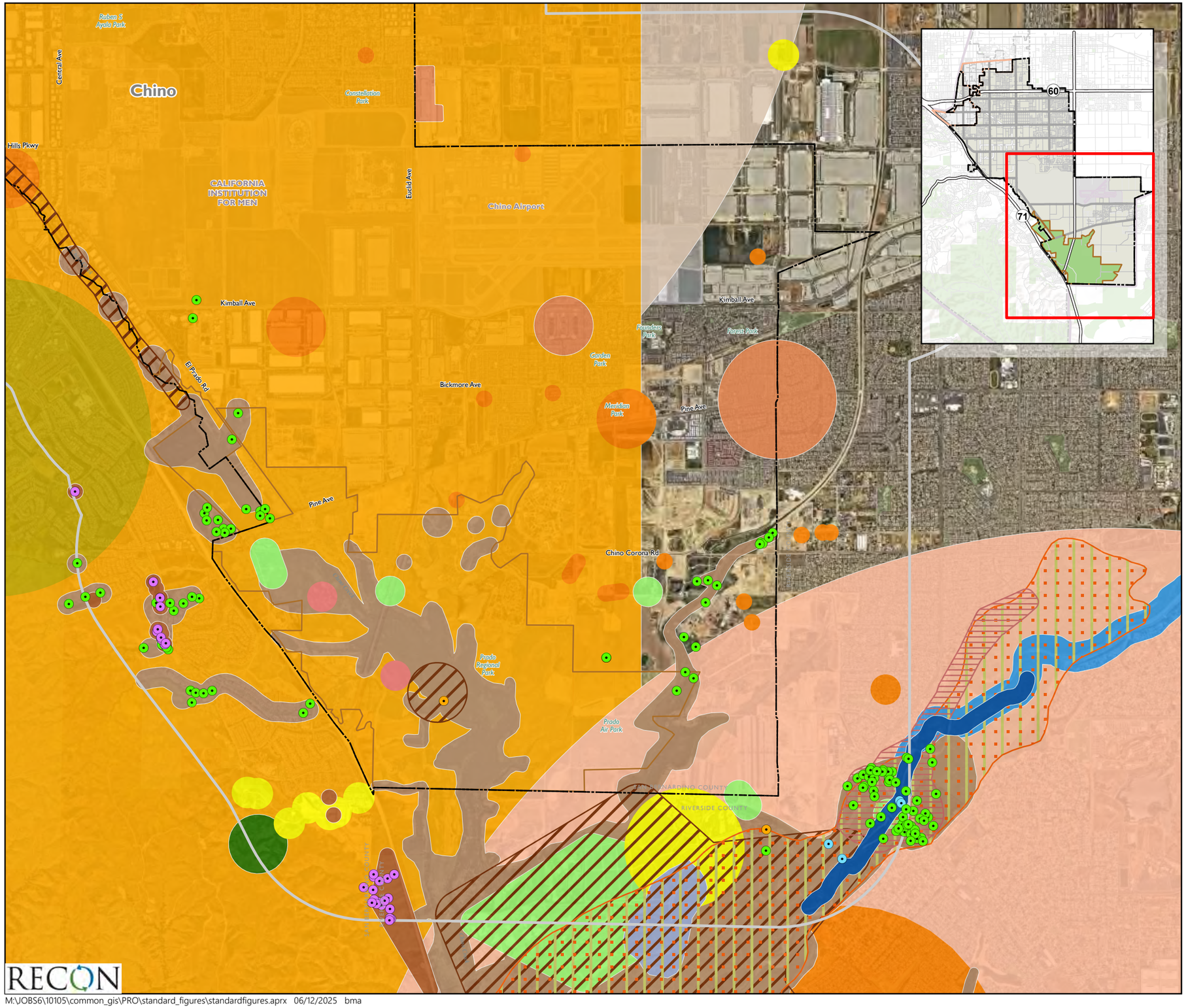
FIGURE 4.3-3a
Special Status Wildlife Species



City of Chino
Sphere of Influence
Prado Regional Park
1 Mile Radius

USFWS Observation

- Santa Ana Sucker
- Burrowing Owl
- Coastal California Gnatcatcher
- Least Bell's Vireo
- Southwestern Willow Flycatcher

CNDDB

Birds

- Swainson's Hawk
- Yellow-breasted Chat
- Yellow Warbler
- Western Yellow-billed Cuckoo
- Southwestern Willow Flycatcher
- White-tailed Kite
- Coastal California Gnatcatcher
- Burrowing Owl
- Least Bell's Vireo
- Tricolored Blackbird
- Golden Eagle
- Yellow Rail
- California Black Rail

Reptiles

- Orange-throated Whiptail
- South Coast Gartersnake

Invertebrates

- Crotch's Bumble Bee
- American Bumble Bee

Fish

- Steelhead - Southern California DPS
- Santa Ana Sucker

0 Miles 0.6

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FIGURE 4.3-3b
Special Status Wildlife Species

Table 4.3-3 Sensitive Wildlife Species within Planning Area				
Species Name	Common Name	Federal/State Status	Habitat	Potential to Occur
Invertebrates				
Bombus pensylvanicus	American bumble bee	--/--	Open, grassy areas, including fields, grasslands, and farmland. Nesting sites typically found on the ground, in tufts of long grass, or piles of cut grass	**Moderate**. Species habitat is present within the Planning Area, particularly in the native habitats in the southern portion of the Planning Area.
Bombus crotchii	Crotch's bumble bee	-- /CE	Coastal areas, open grasslands, shrub habitats. Requires floral resources and shelter.	**Moderate**. Species habitat is present within the Planning Area, particularly in the native habitats in the southern portion of the Planning Area.
Gonidea angulata	Western ridged mussel	--/--	Found more commonly in streams than lakes and prefer constant water flow and well-oxygenated substrates in areas of low gradient. Has a parasitic life stage specific to only certain fish species.	**Not expected**. Species has likely been extirpated from southern California.
Fish				
Catastomus santaanae	Santa Ana sucker	FT/--	Found in a variety of freshwater habitats, including streams, rivers, and creeks, particularly in areas with rocky or gravelly bottoms. They prefer clear, cool, and well-oxygenated water with a moderate current.	**Low**. Species is occasionally found in the Santa Ana River, just south of the Planning Area. Species has been recorded in the Santa Ana River during surveys in 2000 and 2002. Chino Creek and Cucamonga Creek flow into the Santa Ana River; therefore, there is some potential for species to occur in these tributary creeks.
Gila orcutti	arroyo chub	--/SSC	Native to the streams and rivers of the Los Angeles plain in southern California, including the Santa Ana River. Adapted to survive in cool to warm streams that fluctuate between large winter storm flows, and low summer flows, and the low dissolved oxygen and wide temperature fluctuations associated with this flow regime. They are most common in slow flowing or backwater areas with sand or mud substrate	**Not expected**. Species has been extirpated from much of its native range. No recent CNDDB or U.S. Fish and Wildlife Service occurrences within one mile of the Planning Area.

Table 4.3-3 Sensitive Wildlife Species within Planning Area				
Species Name	Common Name	Federal/State Status	Habitat	Potential to Occur
Oncorhynchus mykiss irideus pop. 10	steelhead - southern California Distinct Population Segment (DPS)	E/CE	Rivers and streams, particularly those with natural flows and cool, well-oxygenated water. Streams with gravel substrates and minimal silt. Range extends from the Santa Maria River to the US-Mexico border, including both coastal and inland waters.	**Not expected**. Species has been extirpated from much of its native range. No recent CNDDB or U.S. Fish and Wildlife Service occurrences within one mile of the Planning Area. CNDDB record notes this occurrence is "possibly extirpated."
Reptiles				
Anniella stebbinsi [=Anniella pulchra]	San Diegan [=silvery] legless lizard	--/SSC	Herbaceous layers with loose soil in coastal scrub, chaparral, and open riparian. Prefers dunes and sandy washes near moist soil.	**Moderate**. Suitable scrub and open riparian habitats are present in the southern portion of Planning Area.
Arizona elegans occidentalis	California glossy snake	--/--	Scrub and grassland habitats, often with loose or sandy soils.	**Moderate**. Suitable scrub and grassland habitats are present in the southern portion of Planning Area.
Aspidoscelis hyperythra beldingi [=Cnemidophorus hyperythrus]	Belding's orange-throated whiptail	--/SSC	Chaparral, coastal sage scrub with coarse sandy soils and scattered brush.	**High**. Species documented from CNDDB directly adjacent to the Planning Area and suitable habitat is present.
Thamnophis sirtalis pop. 1	South Coast gartersnake	--/SSC	Closely associated with areas like ponds, lakes, streams, and wetlands	**High.** Six high-quality records within the Planning Area in CNDDB all within past 20 years. Suitable habitat present in the Planning Area.
Birds				
Agelaius tricolor	tricolored blackbird	--/CT, SSC	Freshwater marshes, agricultural areas, lakeshores, parks. Localized resident.	**Moderate.** Species documented from CNDDB in one urbanized marsh habitat in the Planning Area and suitable habitat is present. Highest potential is along Chino Creek and Cucamonga Creek.
Aquila chrysaetos	golden eagle	BEPA/WL, FP	Require vast foraging areas in grassland, broken chaparral, or sage scrub. Nest in cliffs and boulders. Uncommon resident.	**Not expected (Breeding)**. **Low (Foraging).** Golden eagles were observed in CHSP in 2001. Suitable golden eagle breeding habitats unlikely to occur within most of the Planning Area. Foraging potential is moderate to high in areas of the Planning Area adjacent to CHSP.

Table 4.3-3 Sensitive Wildlife Species within Planning Area				
Species Name	Common Name	Federal/State Status	Habitat	Potential to Occur
Athene cunicularia	burrowing owl	--/CE	Grassland, agricultural land, coastal dunes. Require rodent burrows. Declining resident.	**High.** Species documented from CNDDB in various open habitats in the Planning Area and suitable habitat is present.
Buteo swainsoni	Swainson's hawk	--/T	Plains, range, open hills, sparse trees. Uncommon spring migrant. Local breeding population now extirpated.	**Considered extirpated**. No breeding Swainson's hawks have been discovered in southern California since the 1930s. Migrating individuals are very rare in southern California.
Coccyzus americanus occidentalis	western yellow-billed cuckoo	T/E	Riparian woodlands. Summer resident. Very localized breeding.	**Moderate.** Species was documented in 1991 but not found in the Prado Basin from 2002-2011. Critical habitat mapped along Chino Creek, Mill Creek, and Cucamonga Creek. Species is increasingly rare in southern California.
Coturnicops noveboracensis	yellow rail	--/SSC	Wet meadows, fens, and shallow marshes with dense vegetation. Often found in fresh or brackish wetlands	**Low.** Although suitable wetland habitat is present in the Planning Area, this species is considered extremely rare in southern California. Only one CNDDB record has ever been recorded within one mile of the Planning Area, from 1914.
Elanus leucurus	white-tailed kite	--/FP	Nest in riparian woodland, oaks, sycamores. Forage in open, grassy areas. Year-round resident.	**High.** Species documented from CNDDB in the Planning Area and suitable habitat is present.
Empidonax traillii extimus	southwestern willow flycatcher	E/E	Nesting restricted to willow thickets. Also occupies other woodlands. Rare spring and fall migrant, rare summer resident. Extremely localized breeding.	**High.** Species observed in 2016 within Chino Creek. Suitable habitat is currently present. Final designated critical habitat mapped along Chino Creek, Mill Creek and Cucamonga Creek.
Icteria virens	yellow-breasted chat	--/SSC	Dense riparian woodland. Localized summer resident.	**High.** Species documented from CNDDB along Cucamonga Creek and suitable habitat is present.
Laterallus jamaicensis coturniculus	California black rail	--/T, FP	Tidal marshes, grassy marshes. Resident populations extirpated.	**Considered extirpated**. Small numbers persist only in the San Francisco Bay area, at Bodega, Tomales, and Morro bays, in the Imperial Valley, and along the lower Colorado River.

Table 4.3-3 Sensitive Wildlife Species within Planning Area				
Species Name	Common Name	Federal/State Status	Habitat	Potential to Occur
Polioptila californica californica	coastal California gnatcatcher	T/SSC	Coastal sage scrub, maritime succulent scrub. Resident.	**High**. Numerous recent species observations from areas directly west of the Planning Area. Suitable coastal sage scrub habitat is present within the Planning Area within Prado Regional Park.
Setophaga [=Dendroica] petechial	yellow warbler	--/SSC	Breeding is restricted to riparian woodland. Spring and fall migrant, localized summer resident, rare winter visitor.	**Moderate**. Species documented along Santa Ana River just south of the Planning Area. Riparian woodland is present in Prado Regional Park.
Vireo bellii pusillus	least Bell's vireo	E/E	Willow riparian woodlands. Summer resident.	**High.** Numerous recent and confirmed sightings of this species along Chino Creek, Magnolia Channel and Cucamonga Creek. Final designated critical habitat mapped along Chino Creek and Cucamonga Creek.
Mammals				
Antrozous pallidus	pallid bat	--/SSC	Open, dry habitats near rocky roost areas. A locally common resident in much of California. Typically forages within about 8 feet of the ground. It is adapted to eat hard shelled invertebrate prey, which it often catches on the ground or among foliage and sometimes brings back to its night roost to consume	**Moderate**. No CNDDB sightings within one mile of the Planning Area but bats are historically underrepresented in CNDDB records due to difficulty detecting them. Suitable foraging habitat is present within Prado Regional Park and adjacent CHSP. It is unknown if rocky roost areas are present in the Planning Area, but likely.
Eumops perotis californicus	western mastiff bat	--/SSC	Cliff-dwelling bats that prefer roosting sites with vertical faces, such as crevices in rock outcrops or buildings. Found in a variety of habitats including desert scrub, chaparral, and oak woodlands, but require significant rock features for suitable roosting	**Moderate.** CNDDB record from 1925 and record is within a now urbanized area of Pomona. It is unknown if rocky roost areas are present in Planning Area. Species can use buildings, however, for roost sites and bats are historically underrepresented in CNDDB records due to difficulty detecting them.

-- = no data; BGEPA = Bald and Golden Eagle Protection Act; CE = Candidate Endangered; E = Endangered; FP = California fully protected species; SSC = CDFW Species of Special Concern; T = Threatened; WL = CDFW Watch List species; CNDDB = California Natural Diversity Database; CHSP = Chino Hills State Park

SOURCE: CDFW 2025c and 2025d

c. Critical Habitat

Figures 4.3-4 presents the distribution of critical habitats, which are only located within the southern half of the Planning Area. Critical habitat includes specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection. Final designated critical habitat for the following species is present within the southern portion of the Planning Area along Chino Creek, Mill Creek, and Cucamonga Creek:

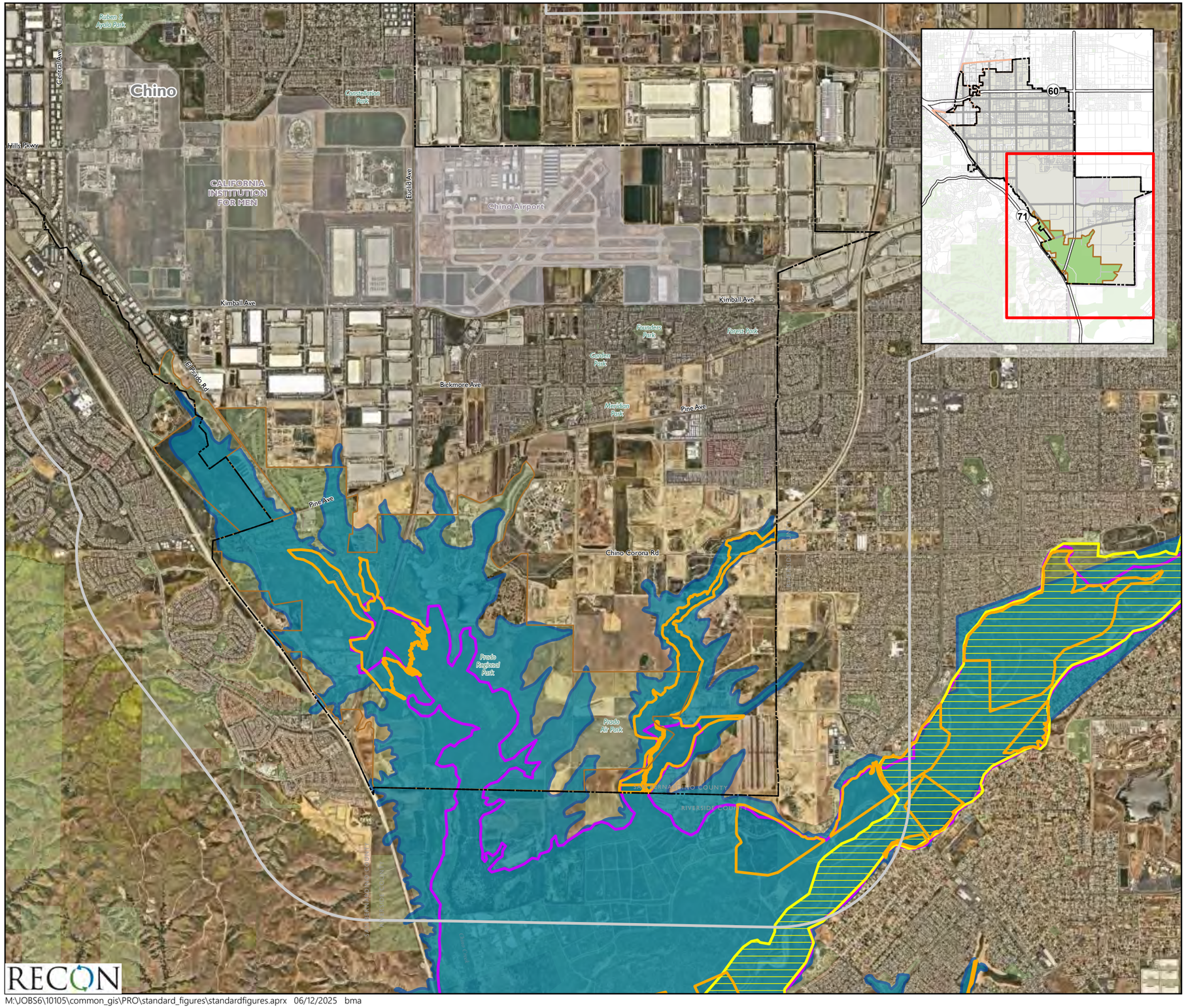
- least bell's vireo
- southwestern willow flycatcher
- western yellow-billed cuckoo

When the USFWS proposes and then designates critical habitat for a species, it describes the location and boundaries of the critical habitat and its essential physical and biological features (PBF). PBFs may include space for individual and population growth and for normal behavior; cover or shelter; food, water, air, light, minerals, or other nutritional or physiological requirements; sites for breeding and rearing offspring; and habitats that are protected from disturbances or are representative of the historical geographical and ecological distributions of a species. Some portions of the critical habitat mapped for all three species no longer contain PBFs required for these species because development or habitat modification has removed or altered the vegetation such that it is no longer suitable for the species.

d. Sensitive Natural Communities and Riparian Habitat

Sensitive vegetation communities are vegetation assemblages, associations, or sub-associations that have cumulative losses throughout the region, have relatively limited distribution, support or potentially support sensitive plant or wildlife species, or have value to other wildlife. Typically, sensitive vegetation communities are considered sensitive whether or not they have been disturbed. The generalized vegetation mapping provided by San Bernardino County does not provide specific dominant or co-dominant species for the vegetation community. As such, identifying sensitive natural communities with certainty is not possible. However, it is likely that the following six vegetation communities support sensitive natural communities within the Planning Area:

- Coastal Scrub
- Emergent Wetland
- Non-Vegetated Channel
- Open Water
- Southern Cottonwood-Willow Riparian Forest
- Southern Riparian Forest



City of Chino
Sphere of Influence
Prado Regional Park

USFWS Critical Habitat

Southwestern Willow Flycatcher USFWS Critical Habitat
Santa Ana Sucker USFWS Critical Habitat
Yellow Billed Cuckoo (Proposed) USFWS Critical Habitat
Least Bell's Vireo USFWS Critical Habitat

0 Miles 0.6

FIGURE 4.3-4
Critical Habitats

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Vegetation communities that are wetland and/or riparian resources are also considered sensitive biological resources and are regulated by the USACE, CDFW, and/or Regional Water Quality Control Board (RWQCB) pursuant to several federal and state regulations. Emergent wetland, non-vegetated channel, open water, southern cottonwood-willow riparian forest, and southern riparian forest, as mapped on Figure 4.3-1, all potentially support wetland and/or riparian resources that could be regulated by the USACE, RWQCB, and/or CDFW.

e. Jurisdictional Wetlands

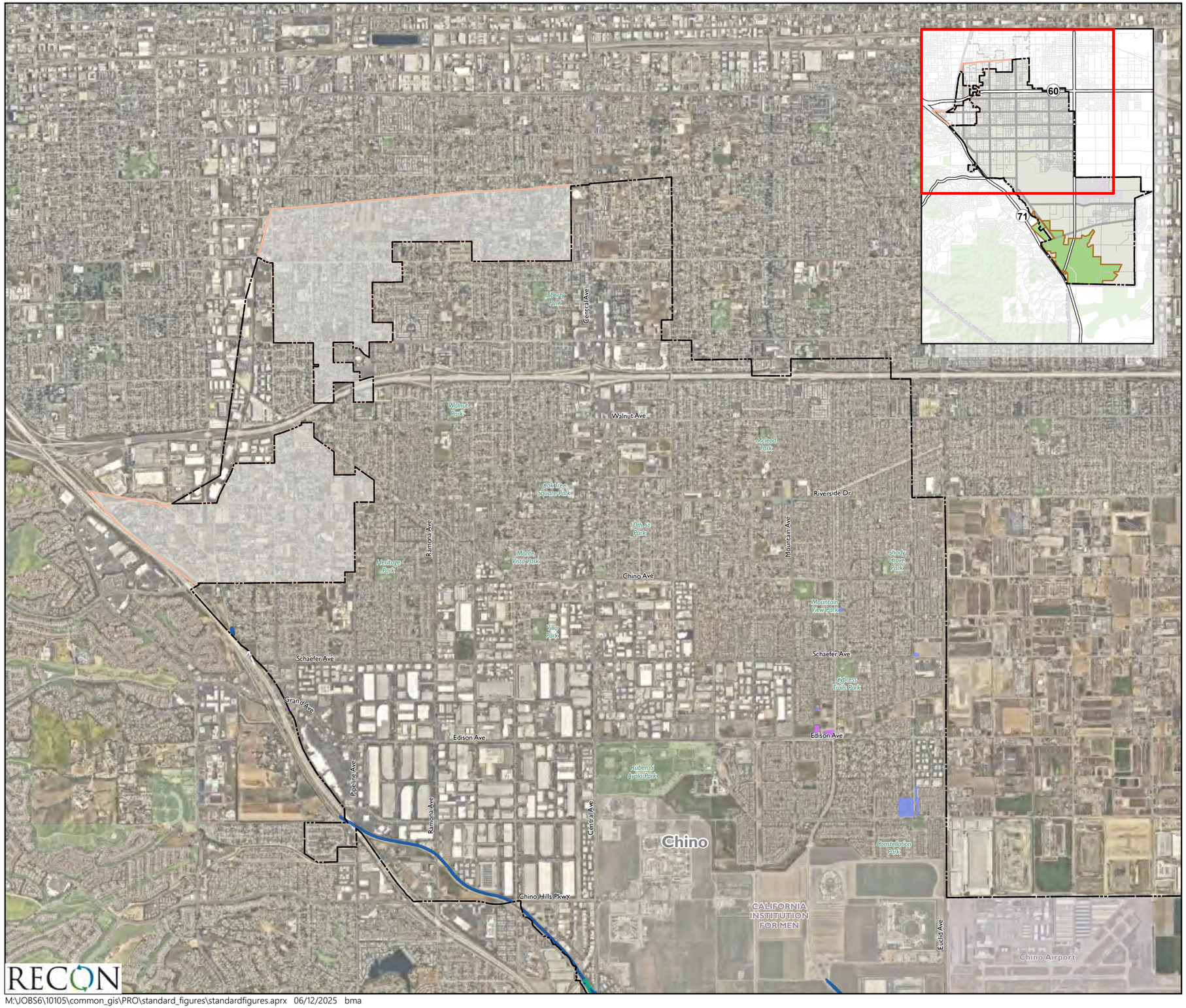
Wetland and riparian resources within the Planning Area are considered sensitive biological resources and are regulated by the USACE, CDFW, and/or RWQCB pursuant to several federal and state regulations. A description of each agency's jurisdiction is provided in Section 4.3.2 below. Wetland and riparian resource types based on San Bernadino County vegetation mapping are listed in Section 4.3.1.2(d) above. Figure 4.3-5 presents the distribution of potential jurisdictional wetlands within the Planning Area based on data from the California Aquatic Resources Inventory, which utilizes data from the National Wetlands Inventory, as well as the National Hydrography Dataset. Table 4.3-4 presents the estimated acreage of the six National Wetlands Inventory wetland community types identified in the Planning Area.

Table 4.3-4
National Wetlands Inventory Wetlands in the Planning Area

Wetland Type	Acres
Depressional (Open Water)	265.8
Depressional (Wetland)	1,016.8
Fluvial Channel (Wetland)	86.5
Lacrustrine (Open Water)	274.3
Lacustrine (Wetland)	2.4
Riverine Vegetated (Wetland)	252.6
Total	**1,898.4**

The major wetlands/waterways include Chino Creek and Cucamonga Creek. Magnolia Channel is a small tributary to Chino Creek that supports wetland and/or riparian vegetation. Mill Creek is a tributary to Cucamonga Creek that also potentially supports wetland and/or riparian vegetation. Approximately 218,818.6 linear feet of National Hydrography Dataset streams are identified within the Planning Area.

The increased demand for housing and employment in western San Bernardino County has resulted in substantial land use changes from natural vegetation to agriculture to urban development within both Chino Creek and Cucamonga Creek's watershed. Most of Chino Creek has been converted to a concrete flood control channel within the City, but it does provide wetland and riparian habitats along portions of its course, particularly south of Central Avenue. Most of Cucamonga Creek within the City supports wetlands and/or riparian habitat, although upstream portions within the City of Eastvale are within a concrete flood control channel.



City of Chino
Sphere of Influence
Prado Regional Park

California Aquatic Resources Inventory (CARI)

Depressional (Open Water)
Depressional (Wetland)
Fluvial Channel (Wetland)
Riverine Vegetated (Wetland)

0 Miles 0.75

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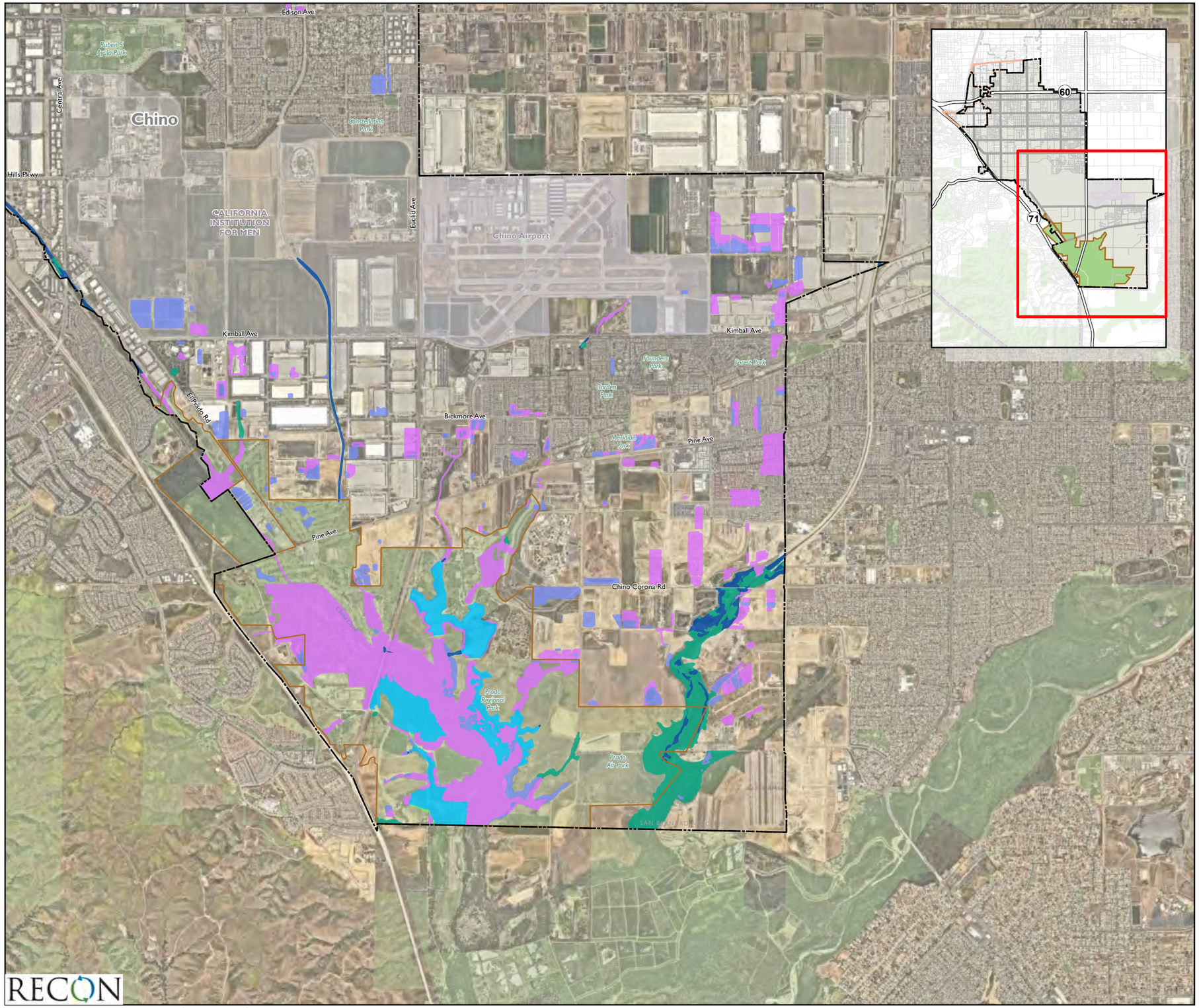
FIGURE 4.3-5a
Potential Jurisdictional Wetlands



City of Chino
Sphere of Influence
Prado Regional Park

California Aquatic Resources Inventory (CARI)

Depressional (Open Water)
Depressional (Wetland)
Fluvial Channel (Wetland)
Lacustrine (Open Water)
Lacustrine (Wetland)
Riverine Vegetated (Wetland)

0 Miles 0.75

RECON

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FIGURE 4.3-5b
Potential Jurisdictional Wetlands

f. Wildlife Movement Corridors

Wildlife corridors are essential to maintain populations of healthy and genetically diverse plant and wildlife species. Because the isolation of plant and wildlife populations can have many harmful effects on local and regional species' populations, and may contribute significantly to local species extinctions, wildlife corridors are important to sustain individual species distributions within these habitat fragments.

Most of the Planning Area consists of urban land surrounded by similarly developed areas, which restricts wildlife movement within the larger area. The City is bounded by State Route (SR) 60 to the north, SR-83 (Euclid Avenue) and Hellman Avenue along portions of the City to the east, and SR-71 along its entire western edge. Areas with less dense development, such as the areas around Chino Airport and the California Institute for Men, are bounded on all sides by urban development or disturbed/agricultural land uses which do not provide sufficient cover or foraging resources for wildlife species moving through the area. However, the southern portion of the City within Prado Regional Park likely serves as an important wildlife area for animals moving between the natural areas along the Santa Ana River to the south and east and the natural areas of Chino Hills State Park to the west. Development in Chino Hills directly to the west of Prado Regional Park likely restricts most wildlife movement to any remaining natural drainages under SR-71, such as Abacherli Canyon.

4.3.2 Applicable Regulatory Requirements

4.3.2.1 Federal Regulations

a. Federal Endangered Species Act

The Federal Endangered Species Act (FESA), as amended, provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for listed animal species. The FESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the FESA requires that federal agencies, prior to project approval, consult the USFWS and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

Within the Planning Area, USFWS Critical Habitat has been mapped in the vicinity of Prado Regional Park for southwestern willow flycatcher and least Bell's vireo and proposed Critical Habitat has been mapped for western yellow billed cuckoo (see Figure 4.3-4 above). Critical Habitat for Santa Ana sucker has been mapped just southeast of the City, along the Santa Ana River.

Section 7 of the Federal Endangered Species Act

Section 7 of the FESA provides that each federal agency undertaking a federal action that could significantly affect FESA species shall consult with the Secretary of Interior or Commerce, that any actions authorized, funded, or carried out by the agency are "not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of lands determined to be critical habitat" (16 United States Code [USC] Section 1536(a)(2)). The term "agency action" is broadly defined in a manner that includes nearly all actions

taken by federal agencies such as permitting or carrying out a project, as well as actions by private parties that require federal agency permits or approval (50 Code of Federal Regulations [CFR] Section 402.02). The consultation requirement of Section 7 is triggered upon a determination that a proposed action "may affect" a listed species or designated Critical Habitat (50 CFR Section 402.14(a)). If the proposed action is a "major construction" activity, the federal agency proposing the action must prepare a biological assessment to include with its request for the initiation of Section 7 consultation.

Included in the USFWS Biological Opinion is an Incidental Take Statement (ITS) that authorizes a specified level of take anticipated to result from the proposed action. The ITS contains "reasonable and prudent measures" that are designed to minimize the level of incidental take, adverse modification, or destruction to critical habitat, and that must be implemented as a condition of the take authorization (50 CFR Section 402.14(i)(5)).

The issuance of a Biological Opinion concludes formal consultation, but consultation can be reinitiated if the amount or extent of incidental take authorized is exceeded, the action changes, new information reveals effects of the action not previously considered, or a new species is listed, or Critical Habitat is designated (50 CFR Section 402.16). Once the Biological Opinion is issued, the project applicant must implement the terms, conditions, and conservation measures mandated by the USFWS. Monitoring and reporting are required to be coordinated with the USFWS during the implementation of conservation measures.

Section 9 of the Federal Endangered Species Act

Section 9 of the FESA prohibits any person from "taking" an endangered animal species. Regulations promulgated by USFWS and the National Oceanic and Atmospheric Administration make the "take" prohibition generally applicable to threatened animal species as well (50 CFR 17.71). Section 9 thus prohibits the clearing of habitat that results in death or injury to members of a protected species.

An authorization or permit to incidentally take listed species can be obtained either through the Section 7 consultation process or through the Section 10 incidental take permit process. In the context of Section 7, incidental take is authorized through an ITS that is issued consistent with a Biological Opinion. Measures required to conform to the ITS are contained in "reasonable and prudent measures," as are the terms and conditions necessary to implement those measures. In the context of Section 10, incidental take is authorized through an incidental take permit issued pursuant to Section 10(a)(1)(B). Measures contained in the incidental take permit reflect the measures set out in a habitat conservation plan developed by the applicant in conjunction with the USFWS.

Section 10 of the Federal Endangered Species Act

Under Section 10(a)(1)(B) of the FESA, the USFWS may permit the incidental take of listed species that may occur because of an otherwise lawful activity. To obtain a Section 10(a)(1)(B) permit, an applicant must prepare a habitat conservation plan that meets the following five criteria: (1) the taking will be incidental to an otherwise lawful activity; (2) the applicant will, to the maximum extent practicable, minimize and mitigate the impacts of such taking; (3) the applicant will ensure that adequate funding for the plan will be provided; (4) the taking will not appreciably reduce the likelihood of the survival

and recovery of the species in the wild; and (5) other measures, if any, that the USFWS requires as being necessary or appropriate for purposes of the plan will be met (16 USC Section 1539(a)(2)(A)).

b. Clean Water Act of 1972 (33 USC 1251 et seq.)

Sections 404 and 401 of the Clean Water Act (CWA) of 1972 apply to potential impacts to wetlands, waters of the U.S., and waters of the State. The U.S. Environmental Protection Agency administers the CWA; however, some sections of the CWA are administered by other agencies. Section 404 of the CWA regulates the discharge of dredged or fill material into navigable waters, including both wetlands and other waters of the U.S. The discharge of dredged or fill material is typically associated with a variety of development projects, agricultural activities, and water resource projects. The USACE administers Section 404 of the CWA and is responsible for issuing general and individual permits and for making jurisdictional determinations. Section 401 of the CWA requires a State Water Quality Certification or waiver for any activity requiring a Section 404 permit. The State Water Quality Certification ensures the activity will not violate any established state water quality standards. The State Water Resources Control Board, in conjunction with the nine California RWQCBs, administers Section 401 of the CWA and is responsible for issuing permits pursuant to the Section 401 Water Quality Certification Program. The Planning Area is within the jurisdiction of the Santa Ana RWQCB (Region 8).

Prior to any installation of any new storm drain connections to and/or discharges into the Santa Ana River watershed, the City or other project applicants shall (1) obtain a permit or other authorization from the USACE pursuant to Section 404 of the federal CWA; (2) obtain a Section 401 Water Quality Certification from the California RWQCB, Santa Ana region, pursuant to Section 401 of the CWA, which requires any applicant for a federal permit, such as a CWA Section 404 permit, to provide the licensing agency a certification from RWQCB that the project will comply with adopted water quality standards; and (3) provide notification to the CDFW of the project pursuant to Section 16-2 of the California Fish and Game Code and comply with any further actions required by the CDFW.

c. Migratory Bird Treaty Act (16 USC 703 through 711)

The Migratory Bird Treaty Act (MBTA) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species and any part, egg, or nest of such birds. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The take, possession, import, export, transport, sale, purchase, barter, or offering of these activities is prohibited, except under a valid permit or as permitted in the implementing regulations. Pursuant to U.S. Department of the Interior Memorandum M-37065, the federal MBTA is interpreted to cover incidental take of migratory birds (U.S. Department of the Interior 2021). Therefore, impacts that are incidental to implementation of an otherwise lawful project could still be considered significant.

d. United States Army Corps of Engineers

The USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the City, including the Santa Ana River and the Prado Dam Reservoir. In this regard, the USACE acts under two statutory authorities, the Rivers and Harbors Act (33 USC, Sections 9 and 10), which governs specified activities in navigable waters, and the CWA (Section 404), which governs specified activities in waters of the U.S., including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the U.S. and receive protection under Section 404 of the CWA. The USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the CWA (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. The USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the U.S.

e. Bald and Golden Eagle Protection Act (16 USC 668)

The Bald and Golden Eagle Protection Act provides protection for both the bald eagle (*Haliaeetus leucocephalus*) and the golden eagle (*Aquila chrysaetos*) by prohibiting the "take" of either of these species, including their parts, nests, or eggs. The MBTA defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" any bald or golden eagle. The Bald and Golden Eagle Protection Act is administered by the USFWS, and limited take authorizations are granted for qualifying activities. Persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle [or any golden eagle], alive or dead, or any part, nest, or egg thereof" without prior approval are subject to criminal penalties.

f. Fish and Wildlife Coordination Act (16 USC 661 et seq.)

The Fish and Wildlife Coordination Act (FWCA) of 1934, as amended, requires coordination with the USFWS and CDFW so that these agencies may evaluate impacts to fish and wildlife species that have the potential to result from proposed water resource development projects. Specifically, the FWCA requires that fish and wildlife species, as well as habitats that may support them, be given equal consideration to other project features. The FWCA also requires federal agencies that construct, license, or permit water resource development projects to first coordinate with the USFWS and CDFW to determine impacts that may occur to fish and wildlife resources and establish appropriate avoidance, minimization, and/or mitigation measures to reduce these potential impacts.

g. Floodplain Management and Protection of Wetlands (42 Federal Register (FR) 26961, 52 FR 34617)

Executive Order 11990, Protection of Wetlands, as amended, requires federal agencies to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance functions and values of these wetlands while carrying out their responsibilities pertaining to water supply, erosion and flood prevention, and maintenance of natural systems, among others.

h. Invasive Species (64 FR 6138)

Executive Order 13112, Invasive Species, as amended, requires federal agencies to coordinate efforts that prevent the introduction of invasive species (both plant and wildlife species not native to the U.S.), manage existing invasive species, and minimize the economic, ecological, and human health impacts that are caused by invasive species. This order defines invasive species, requires federal agencies to address invasive species concerns, and prohibits new actions that would cause or promote the introduction of invasive species. To comply with this order, all enhancement, restoration, and creation activities should use native plants and should include measures to prevent the introduction of invasive species.

4.3.2.2 State Regulations

a. California Endangered Species Act (California Fish and Game Code 2050 et seq.)

The California Endangered Species Act (CESA) parallels FESA and protects and/or preserves native plant and wildlife species and their habitats, especially those that are threatened with extinction and those that are experiencing significant decline that may lead to a threatened or endangered designation, within the state of California. CESA designates special status species that are protected from unauthorized "take," which is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

The CESA is administered by the CDFW. A state lead agency is required to consult with the CDFW to ensure that a project is not likely to jeopardize the continued existence of a special status species or result in the destruction or adverse modification of essential habitat for a species. The CESA allows for the issuance of incidental take permits for lawful development projects and emphasizes the benefits of early consultation between the lead agency and the CDFW to avoid potential impacts to special status species and to develop appropriate mitigation measures to reduce impacts to and avoid loss of a special status species.

b. California Environmental Quality Act: Treatment of Listed Plant and Animal Species

FESA and CESA protect only those species formally listed as threatened or endangered (or rare in the case of the state list). Section 15380 of the California Environmental Quality Act (CEQA) Guidelines independently defines "endangered" species of plants or animals as those whose survival and reproduction in the wild are in immediate jeopardy and "rare" species as those who are in such low numbers that they could become endangered if their environment worsens. Therefore, a project normally would have a significant effect on the environment if it would substantially affect a rare or endangered species of animal or plant or the habitat of the species. The significance of impacts to a species under CEQA must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

c. California Fish and Game Code

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.3 of the California Fish and Game Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (raptors) or Strigiformes (owls) or of their nests and eggs (State of California 1991). These laws apply anywhere where there is a potential for bird nesting.

Under Sections 1600–1607 of the California Fish and Game Code, the CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. The CDFW has jurisdiction over these watercourses and any riparian habitats associated with watercourses.

Section 2081

Section 2081 of the California Fish and Game Code allows for the issuance of an incidental take permit from the CDFW for projects that have the potential to take a special status species, including a state-listed species, if the impacts are minimized and fully mitigated and will not jeopardize the continued existence of a state-listed species. The measures required to minimize and fully mitigate impacts must be roughly proportional to the extent of the proposed impact to the species and must be capable of successful implementation while maintaining the applicant's objectives to the greatest extent feasible. The applicant must show that adequate funding is available to implement the required avoidance and mitigation measures and monitor the effectiveness of the mitigation measures.

Sections 1600 to 1616

Sections 1600 through 1616 of the California Fish and Game Code apply to all projects that would (1) substantially divert or obstruct the natural flow of, (2) substantially change or use any material from, or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement into the bed, channel, or bank of any river, stream, or lake. Sections 1600 through 1616 require any person, business, public utility, or state or local government agency that proposes any activity within or adjacent to a lake, river, or stream that flows at least intermittently through a bank or channel, including watercourses with a subsurface flow (e.g., ephemeral streams, desert washes) and some flood plains, to notify the regional CDFW office of the proposed activity. The CDFW will determine if the proposed activity may substantially adversely affect fish and wildlife resources and if a Streambed Alteration Agreement is necessary.

Other Sections

Additional sections of the California Fish and Game Code may apply to future projects proposed in the Planning Area, including, but not limited to, Sections 1900 through 1913; Sections 2511, 4700, 5050, and 5515; Sections 3503, 3503.5, and 3513; and Title 14, California Code of Regulations, Section 670.2 and 670.6. Sections 1900 through 1913 provide guidelines to preserve, protect, and enhance endangered or rare native plants within California. Sections 2511, 4700, 5050, and 5515 provide guidelines to protect wildlife species that are designated as "fully protected" by the CDFW, and

therefore cannot be harmed, taken, or possessed. Sections 3503, 3503.5, and 3513 state that it is unlawful to take, possess, or destroy the nest or eggs of any bird species, except otherwise allowed by California Fish and Game Code. Section 3503.5 provides protection specifically in the orders Falconiformes (hawks, eagles, and flacons) and Strigiformes (owls), and Section 3513 provides protection specifically for migratory, non-game birds designated by the MBTA. Title 14, California Code of Regulations, Section 670.2 and 670.6 list wildlife species that are designated as California Species of Concern or are state listed as threatened or endangered species.

d. California Porter-Cologne Water Quality Control Act

The California Porter-Cologne Water Quality Control Act was enacted in 1969 and is administered by either the State Water Resources Control Board and/or the RWQCB. This act provides protection for waters of the State, which are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." If a proposed project involves alteration to any waters of the State, the project proponent must file a Report of Waste Discharge with the appropriate RWQCB to obtain Waste Discharge Requirements, which serve as the project discharge permit.

4.3.2.3 Local Regulations

a. City Municipal Code

The City's Municipal Code (Section 20.19.040) requires that an arborist certified by the International Society of Arboriculture be retained prior to the removal of any tree(s) 10 inches or larger in diameter to make a recommendation as to the feasibility of maintaining or removing the tree(s). In addition, the removal of any existing trees requires the replacement of trees with a species designated by the Development Services Director or their designee. These replacement trees may be required on the property from which the tree(s) was removed, or at an off-site location.

b. The Preserve (Chino Sphere of Influence–Subarea 2)

The City approved The Preserve Specific Plan and certified The Preserve Environmental Impact Report (EIR) on March 25, 2003 (State Clearinghouse 2000121036). The Preserve Specific Plan covers approximately 5,435-acre area of former and existing farm and dairy property in the southeastern portion of the City. Approximately half of the Specific Plan area is designated residential, commercial, industrial and airport-related development while the other half is to remain as open space for natural, recreational and agricultural uses. Related to biological resources, The Preserve EIR includes a number of mitigation measures to minimize impacts associated with build-out of The Preserve. Key highlights from these measures include the following:

- All areas below the 566-dam inundation line except, such areas located north of Pine Avenue, will be retained within an open space or agricultural land use designation in order to provide protection to wildlife habitat and subject to habitat enhancement consistent with The Preserve Resources Management Plan (RMP).

- Any new development or expansions of existing land uses within the open space designations of The Preserve Specific Plan (i.e., Agriculture, Agriculture/Open Space-Natural, Open

Space-Recreation, Open Space-Natural and Open Space-Water) shall comply with the requirements and provisions of the RMP.

- Site-specific biological studies and mitigation measures in compliance with the RMP must be completed prior to development.

- A RMP was approved concurrent with certification of the Final EIR and defines the measures required to minimize impacts to biological resources including the development and implementation of wildlife habitat enhancement and restoration activities which are primarily funded by a mitigation fee imposed on all urban development within The Preserve Specific Plan. The RMP addresses the following:

    - Creation, restoration, enhancement and expansion of a 300-acre high quality wildlife habitat conservation area located below the 566-foot inundation line within the boundaries of The Preserve.

    - Burrowing Owls – specific requirements for burrowing owl surveys, exclusion, and relocation protocols are identified.

    - Creation of an Urban Buffer/Transition Area between the habitat areas below the 566-foot dam inundation line and the southern edge of urban development.

    - Measures to protect surface water and riparian habitat.

    - Retention of existing windrows to provide viable raptor habitat, where feasible. Or replacement of windrow trees in a manner supportive of raptor habitat

- Agricultural Easements – The City committed to participating in a Williamson Act Easement Exchange Program to mitigate for the loss of prime agricultural land. These easements would additionally protect biological resources as they would preserve land in agriculture that offers habitat value.

- Establishment of a mitigation fee to implement the RMP.

- Participation in regional efforts to pursue ongoing regional conservation.

- Administration and monitoring of RMP implementation.

c. Proposed General Plan Goals and Policies

Health and Environmental Quality Element

Goal HEQ-5: Clean Air, Water, and Soil. Reduce pollution and improve community health.

- Policy HEQ-5.13: Require construction projects that disturb 10,000 square feet of ground cover revegetate graded areas with native or locally appropriate vegetation to restore biological diversity, minimize erosion, and promote groundwater recharge.

Goal HEQ-8: Healthy Environment. Preserve, protect, and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

- Policy HEQ-8.8: Cooperate with federal, state, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the Planning Area.

- Policy HEQ-8.9: Ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.

- Policy HEQ-8.10: In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.

- Policy HEQ-8.11: Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to mitigate impacts to such areas.

- Policy HEQ-8.12: Promote the use of conservation easements and preserves as means to conserve natural habitats and protect natural resources.

Land Use and Community Character Element

Goal LCC-1: Balanced Community. Foster a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

- Policy LCC-1.10: Preserve agricultural and open space land within the Prado Regional Park and The Preserve, recognizing its scenic value as well as its contribution to biodiversity, healthy air quality, community character, and quality of life.

4.3.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for biological resources. A project would normally have a significant effect on the environment if the project would:

1) 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 CDFW or USFWS;

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;

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

4) 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;

5) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; or

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

4.3.4 Topic 1: Special Status Species

Would the project result in a substantial adverse impact, either directly or through habitat modifications, to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the CDFW or USFWS?

4.3.4.1 Impact Analysis

Buildout of the project would have the potential to directly and/or indirectly impact candidate, sensitive, or special status species. Potential direct impacts would include removal of habitat through future development and redevelopment projects that support sensitive species. The project has been designed to minimize impacts to sensitive species by primarily focusing on future development and redevelopment within the Key Opportunity Areas. Figure 4.3-6 presents the locations of the proposed Key Opportunity Areas in relation to mapped vegetation communities. Table 4.3-5 presents the maximum approximate acreage of impact that would occur through development of the Key Opportunity Areas. As shown in Figure 4.3-6 and Table 4.3-5, the majority of the land within the Key Opportunity Areas consists of urban/developed land. Therefore, focusing development and redevelopment within areas that consist primarily of developed and/or disturbed land would minimize adverse impacts to sensitive species. The Euclid/Bickmore Key Opportunity Area encompasses approximately 38.6 acres of mapped agricultural lanfd cover, which has the potential to impact sensitive species. However, approximately 18.1 acres of this land would be preserved as open space. Consequently, development within the Key Opportunity Areas would have a maximum impact on natural vegetation limited to approximately 20.5 acres of agricultural land.

Table 4.3-5
Acreage of Maximum Impacts to Vegetation Communities within Key Opportunity Areas

Vegetation Communities and Land Cover Types	Acres
Agriculture	38.6
Urban/developed (commercial/residential)	543.3

Figures 4.3-7 through 4.3-9 presents the locations of the Key Opportunity Areas in relation to recorded sensitive species observations and critical habitats within the Planning Area. As shown in Figure 4.3-7 through 4.3-9, most observations of sensitive species and critical habitat are located within surrounding conserved areas with habitat value. However, some sensitive species observations have occurred within the central and northern portions of the Planning Area, including within the Key Opportunity Areas.

Furthermore, future development and redevelopment may occur throughout the Planning Area, including on vacant parcels with habitat types that may support sensitive species. Additionally, future development and redevelopment may result in indirect impacts to sensitive plant or wildlife species due to excess noise, lighting, or runoff generated during construction of projects both within and outside the Key Opportunity Areas. Furthermore, project construction could result in direct impacts to nesting or migratory birds from the removal of mature trees and/or native vegetation within project areas during the typical bird breeding season (January 15 to September 15).

The Health and Environmental Quality Element includes policies that would seek to avoid impacts on sensitive species and critical habitats. Policy HEQ-5.13 would require construction projects that disturb 10,000 square feet of ground cover to revegetate graded areas with native or locally appropriate vegetation to restore biological diversity, minimize erosion and promote groundwater recharge. Policy HEQ-8.8 directs the City to cooperate with federal, state, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the Planning Area. Policy HEQ-8.9 would require the City to ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place. Policy HEQ-8.10 would require project proponents for development that has the potential for adverse effects on special-status species to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval. Nonetheless, since the biological resource mapping contained in this document is based on secondary source information rather than site-specific field surveys, potential impacts would need to be refined for individual projects.

4.3.4.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to sensitive species could be fully avoided, which would be considered a potentially significant impact.

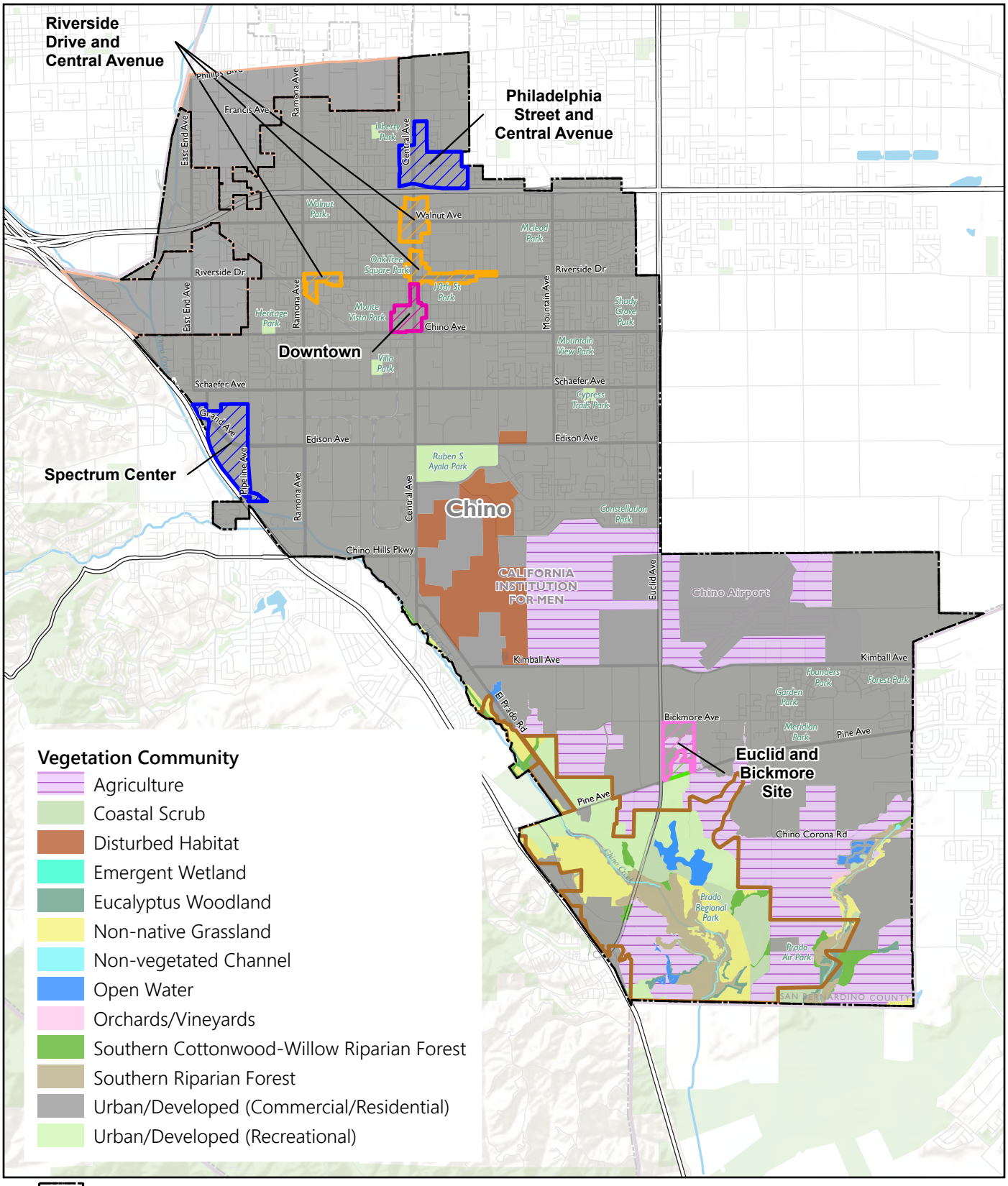

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FIGURE 4.3-6

Vegetation Communities and Land Cover Types Impacts

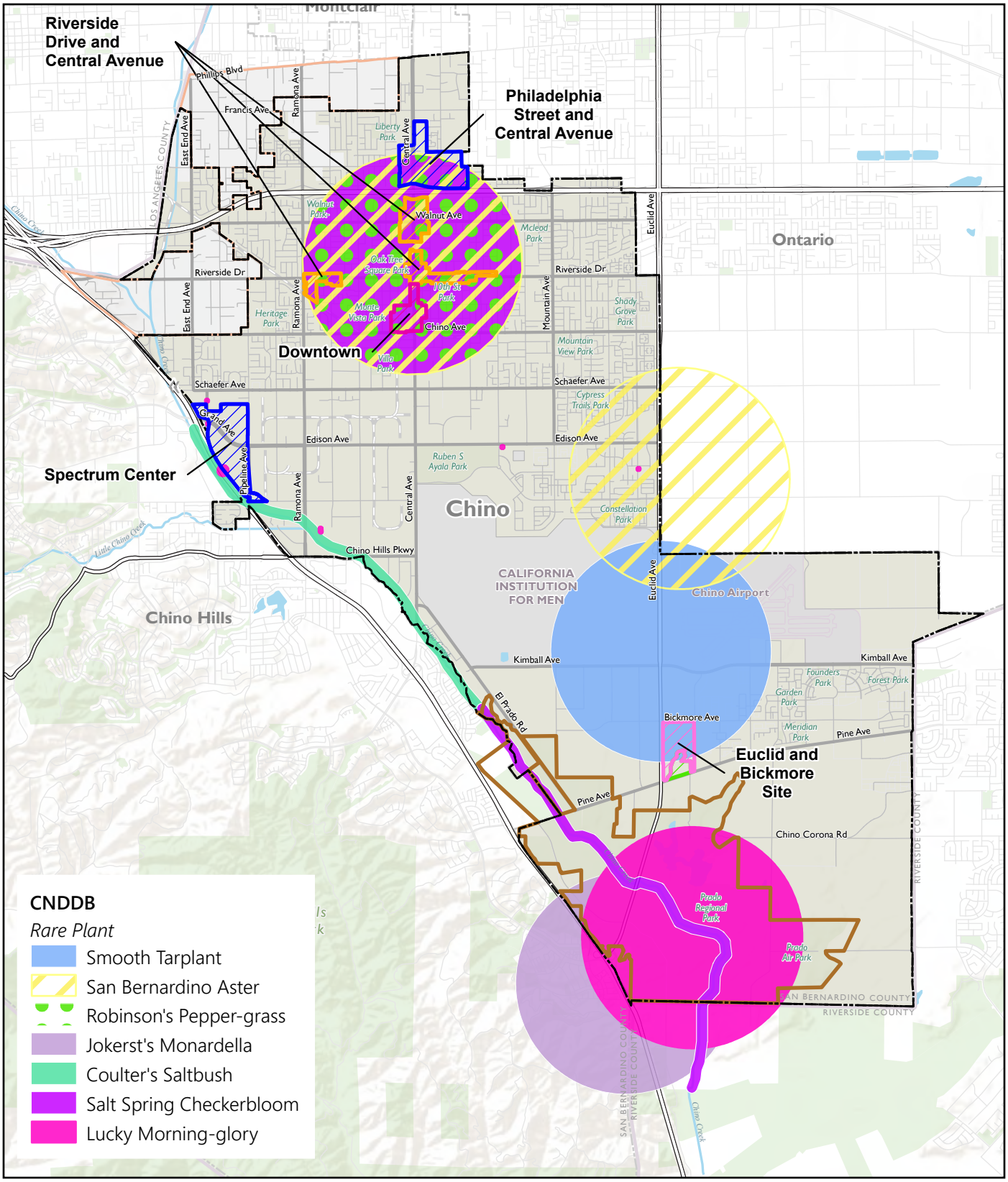

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FIGURE 4.3-7
Special Status Plant Species Impacts

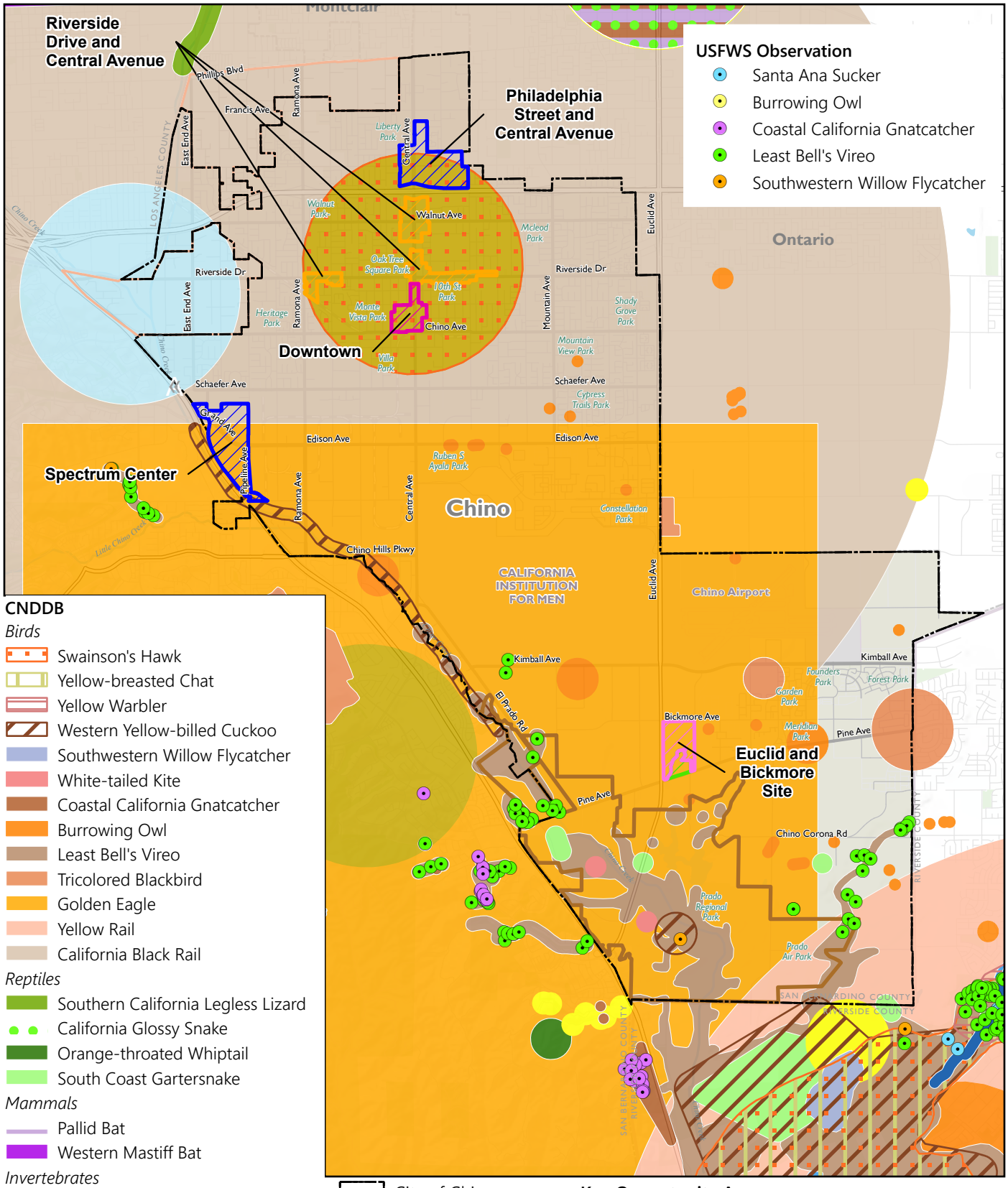

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FIGURE 4.3-8

Special Status Wildlife Species Impacts

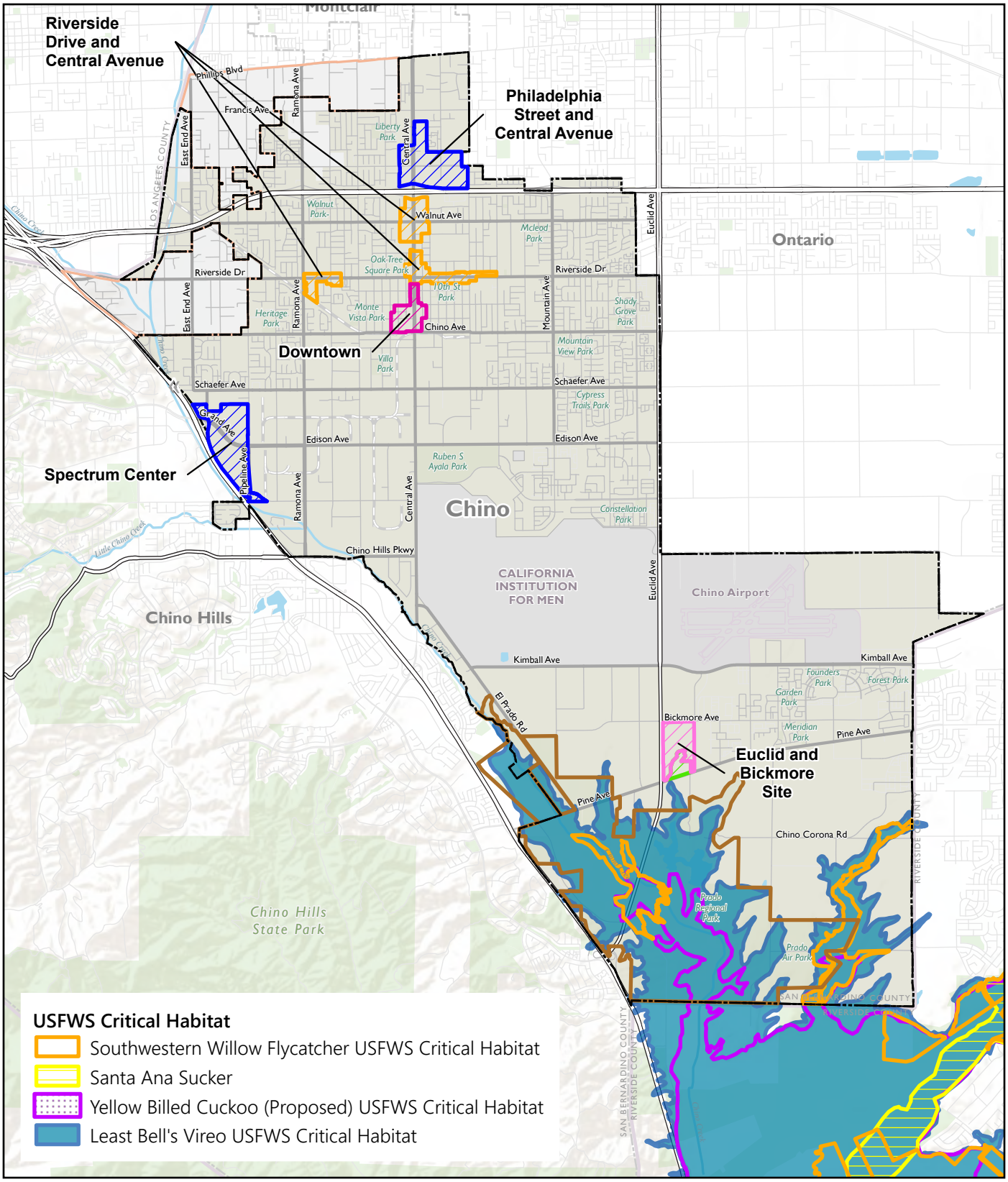

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FIGURE 4.3-9
Critical Habitat Impacts

4.3.4.3 Mitigation

BIO-1: Biological Assessment and Mitigation

Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.

BIO-2: Nesting Birds

Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests.

If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.

4.3.4.4 Significance of Impacts after Mitigation

Implementation of mitigation measures BIO-1 and BIO-2 would identify potential impacts to sensitive species and appropriate measures to reduce the impacts to below a level of significance. Implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts on sensitive and special status species to a less than significant level.

4.3.5 Topic 2: Sensitive Natural Communities and Riparian Habitat

Would the project result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

4.3.5.1 Impact Analysis

As shown in Table 4.3-5 above, the majority of the land within the Key Opportunity Areas consists of urban/developed land. Similarly, development within the Key Opportunity Areas would have a maximum impact on natural vegetation limited to approximately 20.5 acres of agricultural land. However, future development may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive natural communities and riparian habitat. Compliance with policies under the Health and Environmental Quality Element described in Section 4.3.4.1 above would avoid impacts on riparian and sensitive habitats. Nonetheless, since the biological resource mapping contained in this document is based on secondary source information rather than site-specific field surveys, potential impacts would need to be refined for individual projects.

4.3.5.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to riparian and sensitive habitats could be fully avoided, which would be considered a potentially significant impact.

4.3.5.3 Mitigation

See mitigation measure BIO-1 above.

4.3.5.4 Significance of Impacts after Mitigation

Implementation of mitigation measure BIO-1 would identify specific avoidance, minimization, and mitigation measures for impacts to riparian and sensitive habitats. Implementation of mitigation measure BIO-1 would reduce impacts on riparian and sensitive habitats to a level less than significant.

4.3.6 Topic 3: Jurisdictional Wetlands

Would the project result in substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

4.3.6.1 Impact Analysis

As described in Section 4.3.1.2(e) above, jurisdictional wetlands and waters have been identified within the Planning Area. The majority of Chino Creek has been converted to a concrete flood control channel within the City, but it does provide wetland and riparian habitats along portions of its course, particularly south of Central Avenue. Most of Cucamonga Creek within the City supports wetlands

and/or riparian habitat, although upstream portions within the City of Eastvale is within a concrete flood control channel.

The project has been designed to minimize impacts to jurisdictional wetlands and waters by primarily focusing future development and redevelopment within the Key Opportunity Areas. Figure 4.3-10 presents the locations of the proposed Key Opportunity Areas in relation to mapped wetlands. Table 4.3-6 presents the maximum approximate acreage of impact that would occur through development of the Key Opportunity Areas. The Euclid/Bickmore Key Opportunity Area encompasses approximately 4.2 acres of wetlands. However, approximately 0.5 acres of this land would be preserved as open space. Consequently, development within the Key Opportunity Areas would have a maximum impact on wetlands limited to approximately 3.6 acres Similarly, development within the Key Opportunity Areas would have a maximum impact on wetlands limited to 2,664.5 linear feet of National Hydrography Dataset streams.

Table 4.3-6
Acreage of Maximum Impacts to Wetlands within Key Opportunity Areas

Wetland Type	Acres
Depressional (Open Water)	1.5
Depressional (Wetland)	2.1
Total	**3.6**

In addition, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with jurisdictional wetlands and waters. Compliance with policies under the Health and Environmental Quality Element described in Section 4.3.4.1 above would avoid impacts on riparian and sensitive habitats. Nonetheless, since the biological resource mapping contained in this document is based on secondary source information rather than site-specific field surveys, potential impacts would need to be refined for individual projects. If warranted, a formal wetland delineation would be required in conjunction with future project applications to identify the precise boundaries of jurisdictional resources and determine the extent of any potential impacts. Future projects within The Preserve would be required to demonstrate a reduction in impacts on wetlands through implementation of the policies of the RMP. The RMP provides a detailed methodology for implementing the biological resources mitigation measures contained in The Preserve Specific Plan EIR and establishes a framework for development within the Specific Plan area to ensure compliance with the EIR's biological mitigation measures. However, at a program level of review, it is not possible to ensure wetland impacts of future projects would be fully mitigated.

4.3.6.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to jurisdictional wetlands and waters could be fully avoided, which would be considered a potentially significant impact.

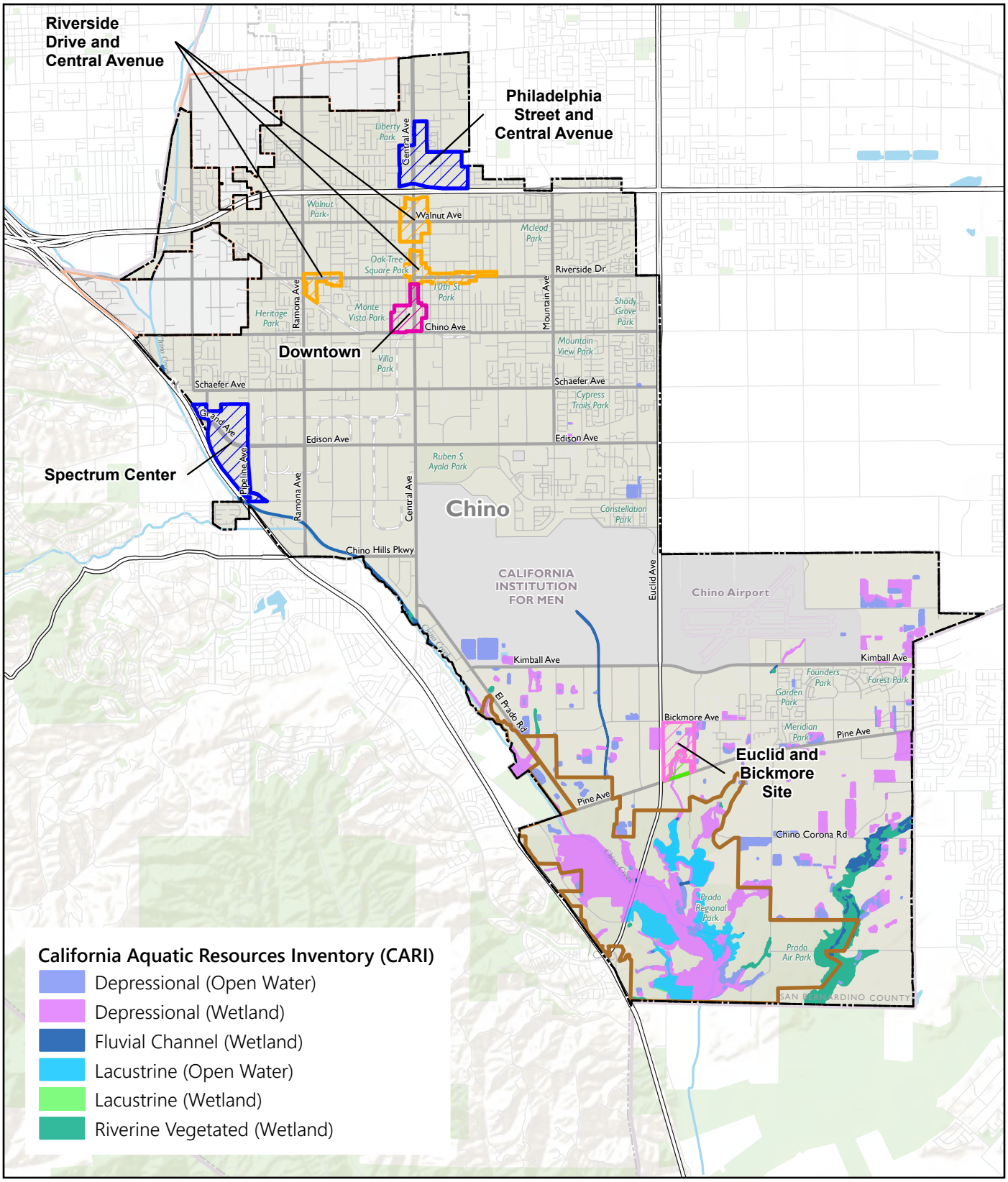

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FIGURE 4.3-10
Potential Jurisdictional Wetlands Impacts

4.3.6.3 Mitigation

See mitigation measure BIO-1 above.

4.3.6.4 Significance of Impacts after Mitigation

Implementation of mitigation measure BIO-1 would identify specific avoidance, minimization, and mitigation measures for impacts on wetlands. Implementation of mitigation measure BIO-1 would reduce impacts on wetlands to a level less than significant.

4.3.7 Topic 4: Wildlife Corridors and Native Wildlife Nursery Sites

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?

4.3.7.1 Impact Analysis

As described in Section 4.3.1.2(f) above, most of the Planning Area consists of urban land surrounded by similarly developed areas, which restricts wildlife movement within the larger area. Natural floodplain habitat along Chino Creek and Cucamonga Creek in the southern portion of the Planning Areas provides habitat for a high diversity of wildlife, including various species of mammals, birds, reptiles, amphibians, and invertebrates and potential sensitive wildlife species. Development would not be allowed in these areas of The Preserve that serve as known key wildlife corridors. The Preserve would require development to maintain an urban buffer or transition area in the southernmost portions of the development in The Preserve area. This buffer area would protect the open spaces to the south for use as wildlife habitat and for the movement of wildlife species. The project has been designed to minimize impacts to wildlife corridors by primarily focusing future development and redevelopment within the Key Opportunity Areas. In other areas of the Planning Area that contain a predominance of urban/developed land, wildlife species diversity provide habitat for species partially adapted to urban environments, such as opossum, raccoon, cottontail rabbits, rock dove, house finch, and American crows. Additionally, future development under the project, within and outside of the Key Opportunity Areas, would be required to demonstrate compliance with the policies of the Health and Environmental Quality Element described in Section 4.3.4.1 above that would protect wildlife species. Application of RMP contained within The Preserve Specific Plan EIR would also assist in the protection of existing wildlife corridors.

4.3.7.2 Significance of Impacts

Through implementation of certified mitigation measures with The Preserve and regulatory and policy compliance throughout the Planning Area, the project would not 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, and impacts would be less than significant.

4.3.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.7.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.8 Topic 5: Local Ordinances

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

4.3.8.1 Impact Analysis

Future development and redevelopment would be required to comply with the City's Municipal Code Section 20.19.040 which requires that an arborist certified by the International Society of Arboriculture be retained prior to the removal of any tree(s) 10 inches or larger in diameter to make a recommendation as to the feasibility of maintaining or removing the tree(s). In addition, the removal of any existing trees requires the replacement of trees with a species designated by the Development Services Director or their designee. Furthermore, adherence with the policies of the Health and Environmental Quality Element described in Section 4.3.4.1 above could support rare, endangered, or threatened plant and animal species would result in locating development away from sensitive habitats. In addition, any development in The Preserve area would be subject to consistency with the RMP, which provides a detailed methodology for implementing the biological resources mitigation measures contained in The Preserve Specific Plan EIR and establishes a framework for development within the Specific Plan area to ensure compliance with the EIR's biological mitigation measures.

4.3.8.2 Significance of Impacts

The project would not conflict with local policies and ordinances intended to protect biological resources, and impacts would be less than significant.

4.3.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.8.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.9 Topic 6: Habitat Conservation Plan

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?

4.3.9.1 Impact Analysis

a. Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan is a comprehensive multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats. The Planning Area is not within the boundaries of the Multiple Species Habitat Conservation Plan and therefore is not subject to its requirements.

b. San Bernardino County Riparian Plant Conservation Ordinance

The San Bernardino County Riparian Plant Conservation Ordinance protects riparian habitat on private land within the unincorporated areas of San Bernardino County, including within the City's SOI. This ordinance prohibits the removal of any vegetation within two hundred feet of the bank of a stream or in an area indicated as a protected riparian area. However, the City's SOI is mapped entirely as urban/developed and does not possess any riparian habitat.

c. Preserve Resources Management Plan

The Preserve is an area of approximately 5,435 acres of former and existing farm and dairy property located south of Kimball Avenue, north of SR-71, west of Hellman Avenue, and east of Euclid Avenue. The area was annexed to the City in July 2003. Approximately half of the area is designated residential, commercial, industrial and airport-related development. The other half will remain as open space, for natural, recreational, and agricultural uses (City of Chino 2024).

The City has committed to protect and manage The Preserve consistent with the RMP. The RMP addresses the creation, restoration, enhancement and expansion of a 300-acre, high-quality wildlife habitat conservation area, provides a detailed methodology for implementing the biological resources surveys, the creation of an urban buffer/transition area, measures to protect surface water and riparian habitat, the enhancement and protection of raptor habitat, and a program to mitigate for the loss of prime agricultural land.

Future development resulting from implementation of the project within The Preserve would be required to comply with the policies of the RMP. As part of the project approval process, each future site-specific project with the potential to impact biological resources would be required to conduct an initial site assessment to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project. Future development would be subject to consistency with the detailed methodology for implementing the biological resources mitigation measures contained in The Preserve Specific Plan EIR and would be subject to consistency with a framework for development within the Specific Plan area to ensure compliance with the EIR's biological mitigation measures.

4.3.9.2 Significance of Impacts

The project would not conflict with an adopted Habitat Conservation Plan intended to protect biological resources in The Preserve, and impacts would be less than significant.

4.3.9.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.9.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.10 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for biological resources. The study area for the assessment of cumulative impacts related to biological resources is inclusive of the Planning Area. The project would focus development and redevelopment within Key Opportunity Areas that consist primarily of urban/developed land with limited biological value. Future development and redevelopment would be required to demonstrate compliance with state and federal regulations regulate impacts on biological resources, including conditions associated with CWA Section 404 permits and Section 401 water quality certifications; and additional mitigation protection of wetlands during construction activities would reduce potential impacts. Implementation of mitigation measure BIO-1 would reduce impacts on sensitive species, riparian and sensitive habitats, and wetlands to a level less than significant. Implementation of mitigation measure BIO-2 would reduce impacts on nesting birds to a level less than significant. Completion of site-specific analyses that would identify the presence of sensitive species and appropriate mitigation would be applied to reduce potential impacts. Therefore, the project would not contribute to a cumulative impact on biological resources.

4.4 Cultural and Tribal Cultural Resources

This section analyzes potentially significant impacts related to cultural and tribal cultural resources that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon secondary source information and the review of existing cultural resources databases and literature.

4.4.1 Existing Conditions

Cultural resources are generally categorized into three subtopics: archaeological, historic, and tribal cultural resources. Archaeological resources (generally located below ground surface) are divided into two categories: prehistoric and historic age. Prehistoric archaeological resources date from before the onset of the Spanish Colonial period (1769 to 1848), and historic archaeological resources date from and after the onset of the Spanish Colonial period. An historic resource (generally located above ground) is any building, structure, or object that is at least 50 years of age and is, or may be, significant architecturally or culturally in local, state, or national history. Tribal cultural resources, as defined in Public Resources Code (PRC) Section 21074 are a site, feature, place, or 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.

4.4.1.1 Cultural Setting

a. Prehistoric Setting

The current City boundary includes the traditional territory of the Gabrieleno, also called Tongva. The Gabrieleno were Cupan speakers. The Cupan languages are part of the Takic family, which is part of the Uto-Aztecan linguistic stock. Their tribal territory included the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers, all of the Los Angeles Basin, the coast from Aliso Creek in the south to Topanga Creek in the north, and the islands of San Clemente, San Nicholas, and Santa Catalina. Villages or triblets were politically autonomous and made up of different lineages. Each lineage had its own leader, and the lineages would seasonally leave the village to collect resource items. The Gabrieleno traded with the Serrano to the east, and they also traded their coastal shells with tribes from the interior of southern California and the Southwest. Steatite, also known as soapstone, from Santa Catalina Island, was their main trade item (Bean and Smith 1978).

b. Historic Setting

Spanish Exploration

The Spanish Period in California (1769–1821) represents a time of European exploration and settlement. Military and religious contingents established the San Diego Presidio and the San Diego Mission in 1769, San Carlos Borromeo (Carmel) in 1770, and San Gabriel Arcángel in 1771. Mission

San Gabriel Arcángel claimed the areas around the City, the Santa Ana River, City of Riverside, Jurupa, San Jacinto, and the San Gorgonio Pass. The opening of the mission system created the need to link Alta California with Sonora. Juan Bautista de Anza of Tubac was commissioned to build a road across the Colorado Desert to San Gabriel and on to Monterey, Mexico. The first Anza Expedition took place between 1774 and 1775. Anza stopped in the vicinity of present-day Riverside at an Indian Village along the Santa Ana River southwest of Mount Rubidoux before reaching Mission San Gabriel (Bolton 1930).

Most scholars suggest that the Spanish mission system usually, but not always, used forced Native American labor to produce goods and provide services needed for European settlement. The mission system also introduced horses, cattle, sheep, and agricultural goods and implements and provided new construction methods and architectural styles. Many Native American lands were taken over by the Spanish for cattle grazing. Additionally, the arrival of the Spanish came with devastating epidemics and very high death rates (Cook 1976).

Mexican Period

During the Mexican Period (1821–1848), the missions were secularized, which opened vast tracts of former mission lands for private use and settlement. The numerous grants expanded the rancho system, and eight land grants were established in what would become San Bernardino County. Mexican Governor Pio Pico granted Rancho Santa Ana del Chino to Don Antonio Maria Lugo and his three sons in 1839; it represents what would become part of the present-day City (de Martino et al. 2011).

Isaac Williams, a member of the Kit Carson fur trappers, married Don Lugo's daughter Maria and bought the Rancho Santa Ana del Chino from Don Lugo. Mr. Williams bought an additional 9,000 acres and established the Williams Ranch (de Martino et al. 2011). Cattle ranching still dominated the economy, and the development of the hide and tallow trade with New England merchant ships increased during the early part of the Mexican Period.

American Period

The Mexican Period ended when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican–American War (1846–1848). California became a state in 1850, and San Bernardino County was created from parts of Los Angeles, San Diego, and Mariposa counties in 1853. After the discovery of gold, gold seekers traveling from Warner Hot Springs to Los Angeles used the Williams Ranch as a stop. In 1856, the area was leased to the Butterfield Stage Company. In 1881, Williams Ranch was bought by Richard Gird, a successful miner originally from Tombstone, Arizona. Gird became known as the father of modern-day Chino. He subdivided 23,000 acres into 10-acre plots around the square one-mile township of Chino. Speculators bought a large portion of the plots, and construction of the town began. The Chino Valley Railroad line began service in 1887, and the first school opened the following year. Gird opened the Sugar Beet Refining Factory in 1889 (de Martino et al 2011).

Modern Period

The City was a top dairy producer by 1940, and much of the land was used for agriculture. Local farmers grew walnuts, alfalfa, peaches, oranges, hay, barley, wheat, potatoes, and sweet corn. Agricultural development continued into the 1970s (de Martino et al. 2011). Construction of the Pomona Freeway (State Route [SR] 60) in 1970–1971, the Corona Expressway (SR-71) in 1971, and the Riverside Freeway (SR-91) in 1975 connected Chino to southern California's expanding highway network.

During the construction of SR-60, Central Avenue was widened, resulting in the removal of numerous walnut, palm, citrus, and pepper trees. In 1975, the City was the fastest growing City in southern California. Based on census data, the City went from a population of 10,305 in 1960 to a population of 40,165 in 1980. The California Institution for Men (CIM) was established in the southern portion of the City in 1941. Chino's land use shifted from agriculture to industrial and rehouse/distribution uses in the 1980s. Many of the existing buildings dating back to the early twentieth century are homes or are related to agriculture practices (City of Chino 2010).

4.4.1.2 Existing Prehistoric and Historic Resources

A self-search for archaeological and historic resources was completed on October 26, 2022, at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System to identify any previously recorded historic-era (built environment) resources and historic-era and prehistoric archaeological resources within the Planning Area. An updated search was completed by the SCCIC in December 2024. A review of the cultural resource information from the environmental impact report (EIR) prepared for the Adopted General Plan was also conducted.

a. Historic Resources

A review of the records search from SCCIC identified 55 historic built-environment resources within the Planning Area; the Built Environment Resources Directory (BERD), compiled by the California Office of Historic Preservation, lists 47 properties within the Planning Area. The types of historic resources include adobe buildings, barn/dairy/farm buildings, canals/aqueducts, wells, foundations, walls, farms/ranches, religious buildings, roadways, single-family properties, and transmission lines and poles. Five sites have the potential to meet historical significance criteria. The Yorba-Slaughter Adobe (P-36-002317) is listed on the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The Edward Lester Ranch (P-36-008091), a property that was part of the San Bernardino Dairy Preserve (primary number pending), the Pomona-Rincon Road (P-36-006817), and the Southern California Edison Chino Substation (P-36-031277) are eligible for listing on the NRHP, the CRHR, or local listings. Of the remaining sites, seven sites (P-36-010607, -010608, -013409, -013410, -026882, -028586, and -028587) have not been evaluated but have the potential to be listed on the NRHP, the CRHR, or local listings, and 42 are not eligible to be listed on the NRHP, the CRHR, or local listings. A description of each of these resources is provided in Table 4.4-1, and the locations of eligible resources are shown in Figure 4.4-1. The BERD includes six resources that are listed or eligible for the NRHP and the CRHR: the Yorba-Slaughter Adobe and Moyse Building are listed on the NRHP and the CRHR; the Chino Old School House Museum, First National Bank, and the SCE Substation are eligible for listing on the NRHP and are listed on the CRHR; and the Chino Community Building appears eligible for the NRHP.

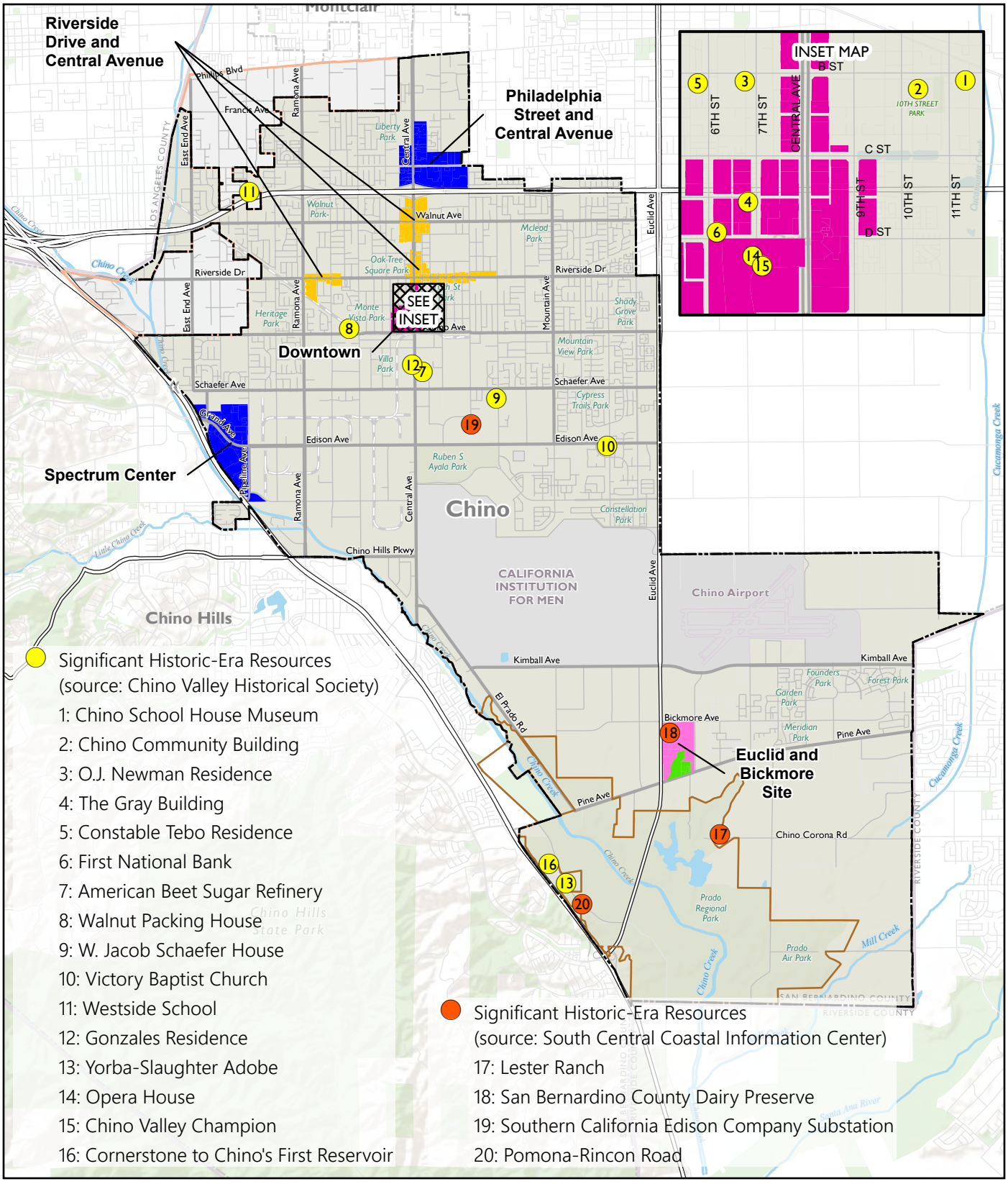

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FIGURE 4.4-1
Historic Resources

Table 4.4-1 Previously Recorded Built-Environment Resources					
Primary Number	Trinomial Number	Site Type	Notes	Recording Events	Eligible
Pending		Milking parlor, single-family house	San Bernardino County Dairy Preserve	2024	Eligible
P-36-002317	CA-SBR-2317	Adobe, barn, foundations, well, trash scatter	Yorba-Slaughter Adobe	1980	Eligible
P-36-006817		Road	Pomona-Rincon	1989, 1991, 2017	Eligible
P-36-007010		Road		1991	Not evaluated
P-36-007675	CA-SBR-7675	Ranch complex	Robles Flowers' House	1993	Not eligible
P-36-007676	CA-SBR-7676	Ranch complex	Ross Ranch	1993	Not eligible
P-36-007677	CA-SBR-7677	Ranch complex	Elbert Flowers Ranch	1993	Not eligible
P-36-008091		Ranch complex	Edward Lester Ranch	1995	Eligible
P-36-009895	CA-SBR-9895	Water conveyance: stand pipe		1999	Not eligible
P-36-010371	CA-SBR-10371	Nursery buildings		2001	Not eligible
P-36-010372	CA-SBR-10372	Government buildings		2001	Not eligible
P-36-010606		Farm complex	Fujiwara Farm	1998	Not eligible
P-36-010607		Single-family house, farm	Verberg Farm	1998	Not evaluated
P-36-010608		Single-family house, farm	Hettinga Farm	1998	Not evaluated
P-36-012494		Single-family house		2006	Not eligible
P-36-012520		Ranch complex		2006	Not eligible
P-36-013391		Barn		2007	Not eligible
P-36-013409		Single-family house		2007	Not evaluated
P-36-013410		Dairy farm		2007	Not evaluated
P-36-013412	CA-SBR-12573	Water conveyance ditch		2007, 2019	Not eligible
P-36-013596		Transmission tower		2006	Not eligible
P-36-013623		Single-family house, farm		2006	Not eligible
P-36-013728		Ranch complex	Stahl Dairy Ranch	1985, 2007, 2017	Not eligible
P-36-013729		Transmission poles		2007, 2017	Not eligible
P-36-014992		Religious building		2007	Not eligible
P-36-018775		Single-family house		1998	Not eligible

Table 4.4-1 Previously Recorded Built-Environment Resources					
Primary Number	Trinomial Number	Site Type	Notes	Recording Events	Eligible
P-36-019871		Farm building	Herman Haringa Dairy/Echeverria	2009, 2015	Not eligible
P-36-019872		Single-family house, farm	Echeverria Dairy	2009, 2015	Not eligible
P-36-020256		Single-family house, farm	Englesma Dairy	2004	Not eligible
P-36-020461		Single-family house, farm		2005	Not eligible
P-36-020462		Single-family house, farm		2005	Not eligible
P-36-020641		Single-family house, farm		2005	Not eligible
P-36-020642		Single-family house, farm		2005	Not eligible
P-36-020643		Single-family house, farm		2005	Not eligible
P-36-020644		Single-family house, farm		2005	Not eligible
P-36-020645		Farm complex		2005	Not eligible
P-36-023466		Farm complex		2010	Not eligible
P-36-023548		Farm complex	Van Vliet Dairy	2011	Not eligible
P-36-023551		Religious building		2011	Not eligible
P-36-024903		Water conveyance ditch		2012, 2017	Not eligible
P-36-025439		Transmission line		2010	Not eligible
P-36-025440		Transmission line		2010	Not eligible
P-36-026882		Water conveyance pipe		2010	Not evaluated
P-36-028586		Single-family houses, industrial building		2012	Not evaluated
P-36-028587		Single-family houses		2012	Not evaluated
P-36-029054		Single-family house, barn		2014	Not eligible
P-36-029055		Single-family house, barn		2014	Not eligible
P-36-029353		Single-family houses, well, corrals		2014	Not eligible
P-36-029457		Farm complex	Contains 36-019871 and 36-019872	2015	Not eligible
P-36-029722		Transmission tower		2013, 2019	Not eligible

Table 4.4-1 Previously Recorded Built-Environment Resources					
Primary Number	Trinomial Number	Site Type	Notes	Recording Events	Eligible
P-36-029788		Ranch complex	Barthelemy Dairy, district	2016	Not eligible
P-36-031277		Substation	Southern California Edison Chino Substation	2010	Eligible
P-36-032704		Foundations, water conveyance		2018	Not eligible
P-36-033114		Single-family house		2019	Not eligible
P-36-034676		Well		2018	Not eligible

In addition to the significant and potentially significant resources identified through the records search, the Chino Valley Historical Society has identified 13 buildings or homes (some of which were listed at the SCCIC) and three markers that are historically significant. Figure 4.4-1 shows the locations of each historic resource, and Table 4.4-2 provides a summary of each historic resource, as well as the historic listing for each resource. Any rehabilitation or remodeling proposed for resources listed on the NRHP and the CRHR must follow the Secretary of the Interior's Standards for treatment of historic properties (36 Code of Federal Regulations [CFR] part 67). Variances may be issued for the repair or rehabilitation of historic structures listed on the NRHP, CRHR, or a local inventory of historic places under the City's Municipal Code Title 8: Health and Safety, Section 7050, 8.60.270: Conditions and Variances.

Table 4.4-2 Existing Significant Historic-Era Resources				
Historic-Era Resource	Notes and Location	NRHP	CRHR	Local
Chino School House Museum*	Built in 1888 as the first schoolhouse; 11th and B Streets			X
Chino Community Building*	Built in 1937 by the Works Project Administration; 10th and B Streets			X
O.J. Newman Residence	Livery stable; southwest corner of 7th and B Streets			X
The Gray Building (also Moyse Building)*	Listed on the NRHP (#79000522) for significance as settlement of Chino between 1875 and 1899; 13150 7th Street	X	X	
Constable Tebo Residence	Built in 1910, is the place where the first child was born in Chino; southwest corner of 6th and B Streets			X
First National Bank*	Early 1900s architectural style; 13191 6th Street			X
American Beet Sugar Refinery	Began in 1891; 13613 Central Avenue			X
Walnut Packing House	Operated from 1920 through 1945, is the second largest packing house in California; north side of Chino Avenue, west of Monte Vista Avenue			X

Table 4.4-2 Existing Significant Historic-Era Resources				
Historic-Era Resource	Notes and Location	NRHP	CRHR	Local
W. Jacob Schaefer House	Built in 1889; west side of Oaks Avenue, one block south of Schaefer Avenue			X
Victory Baptist Church	Built in 1895, is the site of the original East Side School, southwest corner of San Antonio and Edison Avenues			X
Westside School	Built in 1885; 12279 Pipeline Avenue			X
Gonzales Residence	Built in 1923; 13526 Central Avenue			X
Yorba-Slaughter Adobe**	Listed on the CRHR No. 191 and the NRHP (#75000460) for its architecture between 1850 through 1874; 17127 Pomona-Rincon Road	X	X	
Opera House	Location of marker; north side of City Hall building		X	
Chino Valley Champion	Location of marker; 13220 Central Avenue			X
Cornerstone to Chino's First Reservoir	Location of marker; 17127 Pomona-Rincon Road			X

NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources
Sources: City of Chino, "Cultural and Paleontological Resources," General Plan Draft EIR, July 2010, Accessed at https://cityofchino.org/DocumentCenter/View/426/Chino-General-Plan-Draft-EIR---0405-Cultural-and-Paleontological-PDF; State of California, "California Historical Resources," Office of Historic Preservation, 2025, Accessed at https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=36. /
*listed in the Built Environment Resources Directory
** listed in the South Central Coastal Information Center search and Built Environment Resources Directory

b. Archaeological Resources

The records search from SCCIC identified 45 archaeological resources within the Planning Area (Table 4.4-3). This includes 13 isolated prehistoric artifacts, 12 prehistoric sites, 19 historic sites, and 1 multi-component site. The prehistoric sites included bedrock milling features, hearths, lithic scatters, ground stone scatters, shell scatters, and rock features. The historic archaeological sites include trash scatters, foundations, foundations with trash scatters, and one tree grove with a trash scatter (see Table 4.4-3). The multi-component archaeological resource (the Pate Ranch; P-36-001571) that has both prehistoric and historic remnants includes a ground stone scatter and trash scatter. The multi-component resource, and one prehistoric resource (P-36-001543) have previously been recommended eligible for listing on the NRHP, the CRHR, or local listings. Twelve historic and 18 prehistoric resources are not eligible for listing on the NRHP, the CRHR, or local listings. The remaining 6 prehistoric and 7 historic resources have not been evaluated but have the potential to be listed on the NRHP, the CRHR, or local listings.

Table 4.4-3 Previously Recorded Archaeological Resources						
2022 Primary Number	Trinomial Number	Site Type	Period	Notes	Recording Events	Eligible
P-36-001543	CA-SBR-1543	Lithic, ground stone, shell scatter	Prehistoric	Prado	1975, 1983	Eligible
P-36-001571	CA-SBR-1571	Ground stone scatter, trash scatter	Multi-component	Pate Ranch	1975, 1983	Eligible
P-36-002259	CA-SBR-2259	Ground stone scatter	Prehistoric		1975, 1984	Not evaluated
P-36-002260	CA-SBR-2260	Bedrock milling	Prehistoric		1975, 1984	Not evaluated
P-36-002845	CA-SBR-2845	Lithic, ground stone scatter	Prehistoric		1978, 1985, 2019	Not eligible
P-36-004032	CA-SBR-4032	Lithic, ground stone scatter	Prehistoric		1980, 1982	Not evaluated
P-36-005096	CA-SBR-5096	Lithic, ground stone scatter	Prehistoric		1980, 1982, 2017	Not evaluated
P-36-005241	CA-SBR-5241	Lithic scatter	Prehistoric	Moreno Site	1983, 2019	Not eligible
P-36-005242	CA-SBR-5242	Lithic, ground stone scatter	Prehistoric	destroyed	1983, 2103, 2017	Not eligible
P-36-005243	CA-SBR-5243	Lithic, ground stone scatter	Prehistoric		1983	Not evaluated
P-36-005244	CA-SBR-5244	Ground stone scatter	Prehistoric	destroyed	1983	Not eligible
P-36-005274	CA-SBR-5274	Lithic, ground stone scatter	Prehistoric	destroyed	1984	Not eligible
P-36-005573	CA-SBR-5573	Trash scatter, foundations	Historic	Britski Ranch	1988, 2006	Not evaluated
P-36-006024	CA-SBR-6024	Trash scatter, footings	Historic	Joseph Slaughter House	1987, 1988	Not evaluated
P-36-006025	CA-SBR-6025	Trash scatter, footings	Historic	Hode Slaughter	1987	Not evaluated
P-36-006026	CA-SBR-6026	Trash scatter, footings	Historic	Wells Ranch	1987	Not evaluated
P-36-007136		Trash scatter	Historic	Hartsborn Farm	1992	Not evaluated
P-36-007137		Ranch complex foundations	Historic	Greenfield	1992	Not evaluated
P-36-007678	CA-SBR-7678	Trash scatter	Historic	Robles Ranch	1993, 2006	Not eligible
P-36-007679	CA-SBR-7679	Olive grove, trash scatter	Historic	Le Gaye Ranch	1993	Not evaluated
P-36-012354		Isolate: metate, fire affected rock	Prehistoric	construction monitoring	2004	Not eligible
P-36-013411	CA-SBR-12572	Ground stone scatter	Prehistoric		2007	Not evaluated
P-36-029352		Isolate: handstone	Prehistoric		2015	Not eligible

Table 4.4-3
Previously Recorded Archaeological Resources

2022 Primary Number	Trinomial Number	Site Type	Period	Notes	Recording Events	Eligible
P-36-029380		Isolate: metate	Prehistoric		1983	Not eligible
P-36-029789		Isolate: flake	Prehistoric		2015	Not eligible
P-36-029790		Isolate: bottle	Historic		2015	Not eligible
P-36-029791	CA-SBR-29791	Agricultural foundations	Historic	Barthelemy Dairy	2015, 2019	Not eligible
P-36-031558		Isolate: metate	Prehistoric		2017	Not eligible
P-36-033052		Foundation	Historic	Pioneer School, demolished	1992	Not eligible
P-36-033053		Foundations	Historic	Cavanagh Ranch, demolished	1992	Not eligible
P-36-033054		Foundations	Historic	demolished	1992	Not eligible
P-36-033112	CA-SBR-33112	Foundations	Historic	Dairy	2019	Not eligible
P-36-033113	CA-SBR-33113	Foundations	Historic	Dairy	2019	Not eligible
P-36-033115	CA-SBR-33115	Foundation	Historic	Slaughterhouse	2019	Not eligible
P-36-033116	CA-SBR-33116	Foundation	Historic	Van Der Eyk & Sons Dairy	2019	Not eligible
P-36-033117	CA-SBR-33117	Foundation	Historic		2019	Not eligible
P-36-034526		Trash scatter	Historic		2020	Not eligible
P-36-060001		Isolate: metate	Prehistoric		n.d.	Not eligible
P-36-060002		Isolate: metate	Prehistoric		1983	Not eligible
P-36-060026		Isolate: mano	Prehistoric		n.d.	Not eligible
P-36-060027		Isolate: mano	Prehistoric		n.d.	Not eligible
P-36-060028		Isolate: flake tool	Prehistoric		n.d.	Not eligible
P-36-060029		Isolate: mano	Prehistoric		n.d.	Not eligible
P-36-060030		Isolate: mano, flake	Prehistoric		1982	Not eligible
P-36-060032		Isolate: mano	Prehistoric		n.d.	Not eligible

n.d. = no date

4.4.2 Applicable Regulatory Requirements

4.4.2.1 Federal

a. National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 established the NRHP as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. The NRHP, which is administered by the National Park Service, is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for

protection from destruction or impairment." Listing in the NRHP assists in preservation of historic properties through the following actions: recognition that a property is of significance to the nation, the state, or the community; consideration in planning for federal or federally assisted projects; eligibility for federal tax benefits; consideration in the decision to issue a federal permit; and qualification for federal assistance for historic preservation grants, when funds are available.

Properties may qualify for NRHP listing if they qualify under the following criteria:

Criterion A: Associated with events that have made a significant contribution to the broad patterns of history;

Criterion B: Associated with the lives of persons significant in the past;

Criterion C: Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history.

Structures and features must usually be at least 50 years old to be considered for listing on the NRHP, barring exceptional circumstances. According to the NRHP guidelines, a resource must retain its integrity, or the "ability to convey its significance." The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

b. Federal Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law that was established in 1990. NAGPRA provides a process for museums and federal agencies to return certain Native American cultural items–human remains, funerary objects, sacred objects, or objects of cultural patrimony–to lineal descendants, and culturally affiliated Native American tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and tribal lands, and penalties for noncompliance and illegal trafficking in these items. On March 15, 2010, the U.S. Department of the Interior issued a final rule on 43 CFR Part 10, of the NAGPRA Regulations – Disposition of Culturally Unidentifiable Human Remains. The final rule implements NAGPRA by adding procedures for the disposition of culturally unidentifiable Native American human remains in the possession or control of museums or federal agencies. The rule also amends sections related to purpose and applicability of the regulations, definitions, inventories of human remains and related funerary objects, civil penalties, and limitations and remedies. The rule became effective on May 14, 2010.

Federal curation regulations are also provided in 36 CFR 79, which apply to collections that are excavated or removed under the authority of the Antiquities Act (16 United States Code [USC] 431-433), the Reservoir Salvage Act (16 USC 469-469c), Section 110 of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16

USC 470aa-mm). Such collections generally include those that are the result of a prehistoric or historic resources survey, excavation or other study conducted in connection with a federal action, assistance, license, or permit.

4.4.2.2 State

a. CEQA Guidelines and California Register of Historical Resources

The California Code of Regulations (CCR), Title 14, Chapter 3, Section 15064.5 (the State California Environmental Quality Act [CEQA] Guidelines) establishes the procedure for determining the significance of impacts to archeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in State CEQA Guidelines Section 15064.5, as follows:

- A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4850 et seq.).

- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC, or identified as significant in a historical resource survey pursuant to the requirements of section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852) including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. 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; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in, the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or

identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

The CRHR may also include properties listed in local registers of historic properties. A "local register of historic resources" is broadly defined in Section 5020.1(k) as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current and (2) landmarks designated under local ordinances or resolutions (PRC Sections 5024.1, 21804.1, and 15064.5). The minimum age criterion for the CRHR is 50 years. Properties less than 50 years old may be eligible for listing on the CRHR, if "it can be demonstrated that sufficient time has passed to understand its historical importance" [Chapter 11, Title 14, Section 4842(d)(2)].

A tribal cultural resource may be considered significant if it is included in a local or state register of historical resources or determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; is a geographically defined cultural landscape that meets one or more of these criteria; or is a historical resource described in PRC Section 21084.1 or a unique archaeological resource described in PRC Section 21083.2, or a non-unique archaeological resource if it conforms with the above criteria.

b. California Health and Safety Code Sections 7050.5, 7051, and 7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has determined the origin and disposition pursuant to PRC Section 5097 et seq. described in Section 4.4.2.2.c below. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric (Native American), the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials.

c. Native American Historic Cultural and Sanctified Cemetery Sites (PRC Section 5097 et seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to

a year in jail to deface or destroy a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the CRHR. In 2006, the law was amended to revise the process for the discovery of Native American remains during land development. The revisions encourage culturally sensitive treatment of Native American remains, and to require meaningful discussions and agreements concerning treatment of the remains at the earliest possible time. The intent is to foster the preservation and avoidance of human remains during development. The changes in the law allow additional time to notify, consult, and confer with the MLD/Native American representatives on any given project. In addition, the new language provides more protection for re-interment sites.

Specifically, PRC Section 5097.9 states that no public agency, and no private party using or occupying public property or operating on public property, shall interfere with the free expression or exercise of Native American religion, nor shall any such agency cause severe or irreparable damage to any Native American Sanctified Cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require.

d. Assembly Bill 52

California Assembly Bill (AB) 52 specifies that a project that causes a substantial adverse change in the significance of tribal cultural resources may have a significant effect on the environment. AB 52 requires that a lead agency consult with California Native American tribes that are traditionally and culturally affiliated with geographic areas and that request notification. AB 52 applies to projects that have a notice of preparation or a notice of negative declaration or mitigated negative declaration on or after July 1, 2015. This bill also required the separate consideration of tribal cultural resources in the CEQA thresholds.

Assembly Bill 52 Consultation Process

Any project within the Planning Area that requires a notice of preparation, mitigated negative declaration, or environmental impact report requires AB 52 consultation, which would entail the following:

1. Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project and have requested to the lead agency, in writing, to be informed of projects.

2. Such California Native American tribes have 30 days of receipt of formal notification to request consultation. Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency must begin consultation with the tribe who requested consultation.

e. Senate Bill 18

California Senate Bill (SB) 18 helps tribes and jurisdictions define resources and sacred areas and incorporate protection of these places into the General Plan process. It is the first law in the nation

to mandate tribal consultation at the local level. SB 18 consultation applies to the adoption and amendment of general plans proposed on or after March 1, 2005. SB 18 consultation is a "government to government" interaction between tribal representatives and representatives of the local jurisdiction.

Senate Bill 18 Consultation Process

SB-18 consultation is triggered by a general plan amendment, which would entail the following:

1. Once a local government initiates a proposal to adopt or amend a general plan, the local government must send a written request to the NAHC asking for a list of tribes to consult.

2. Requests should clearly state that the local government is seeking information about tribes that are on the "SB 18 Tribal Consultation List."

3. The NAHC is mandated to provide local governments with a written contact list of tribes in the local government's jurisdiction in 30 days.

4.4.2.3 Local Regulations

a. Municipal Code

City of Chino Municipal Code

Municipal Code Title 8: Health and Safety, Section 7050: Definitions, defines historic structures as those buildings listed in the NRHP or listed on a state inventory of historic places or a local inventory of historic places. Variances may be issued for the repair or rehabilitation of historic structures under 8.60.270: Conditions of Variances.

San Bernardino County Municipal Code

The San Bernardino County Municipal Code addresses historic buildings and structures within the Sphere of Influence. Title 6: Building Regulations, Division 3, Chapter 11: Disaster Reconstruction, stipulates that damaged historic buildings shall be repaired in accordance with specific standards per the building's historical rating.

b. Proposed General Plan Goals and Policies

Land Use and Community Character Element

Goal LCC-2: Vibrant downtown. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

- Policy LCC-2.9: Recognize historic-age buildings, including the youth museum, green building, and Seventh Street Theater as integral components of downtown character.

Promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown.

Goal LCC-7: Ties to the past. Recognize the value of Chino's agricultural heritage, historic buildings, and the contributions of past generations for community identity and sense of place.

- Policy LCC-7.1: Celebrate and foster an awareness of Chino's history and heritage. Methods may include:
    - Naming of parks and places that reflect the contributions of past generations;
    - Public art and signage that provides a historical perspective including works by local artists;
    - Placemaking strategies that commemorate places of special social historical significance and incorporate elements reflective of Chino's agricultural roots;
    - Parks and recreation programming that increases awareness of local heritage and culture (including through interpretive displays);
    - Incorporation of traditional native plants into landscape design palettes; and
    - Cultural heritage festivals and events.
- Policy LCC-7.2: Work with the Chino Valley Historical Society, the Chino Valley Chamber of Commerce, local businesses, and others to promote heritage tourism in Chino.
- Policy LCC-7.3: Foster the preservation, restoration, and compatible reuse of historically significant structures and sites in Chino while accommodating new development.
- Policy LCC-7.4: Evaluate all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource.
- Policy LCC-7.5: Continue to encourage public participation in the process for evaluating and preserving historic and cultural resources.
- Policy LCC-7.6: Maintain opportunities for a dialogue with local Native American groups regarding cultural resources in Chino.
- Policy LCC-7.7: Continue to comply with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
- Policy LCC-7.8: Treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California PRC. The City shall collaborate with the MLD identified by the NAHC.

Health and Environmental Quality Element

Goal HEQ-8: Healthy Environment. Preserve, protect, and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

- Policy HEQ-8.7: Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.

4.4.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for cultural resource impacts. A significant impact related to cultural resources would occur if the project would:

1) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
3) Disturb any human remains, including those interred outside of dedicated cemeteries.

Additionally, a significant impact related to tribal cultural resources would occur if the project would:

4) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

    b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American.

4.4.4 Methodology

Preparation of this PEIR section began with a review of the record search results for the Planning Area completed in 2022 at the SCCIC and updated results from 2024 by the SCCIC, as well as existing cultural resources information from the EIR prepared for the Adopted General Plan. This data was used as a baseline to determine whether implementation of the project would impact existing cultural resources within the Planning Area. This included an evaluation of whether the Key Opportunity Areas overlapped with known cultural resources and whether proposed goals and policies under the project would serve to either impact or preserve cultural resources within the Planning Area.

4.4.5 Topic 1: Historic Resources

Would the project cause a substantial adverse change in the significance of a historic-era resource pursuant to CEQA Section 15064.5?

4.4.5.1 Impact Analysis

As shown in Figure 4.4-1 above, two key opportunity areas have historic resources located within their boundaries. The Downtown Key Opportunity Area has four resources (Gray Building, First National Bank, Opera House, and Chino Valley Champion), and the Euclid/Bickmore Key Opportunity Area includes a property that was once part of the San Bernardino County Dairy Preserve. The four resources within the Downtown opportunity area are listed as significant resources by the Chino Valley Historical Society and the resource in the Euclid/Bickmore opportunity area has been recommended a significant resource under NHRP and CRHR. The Land Use and Community Character Element includes policies intended to preserve historic resources. Policy LCC-2.9 directs the City to recognize historic-age buildings as integral components of downtown character, and to promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown. Policy LCC-7.3 directs the City to foster the preservation, restoration, and compatible reuse of historically significant structures and sites while accommodating new development.

Analysis of impacts from future development on the built environment would be required at the project level. Policy LCC-7.4 would require evaluations of all buildings and structures 50 years old and older for potential historic significance prior to approving a project that would demolish or significantly alter the resource. Any alteration, relocation, demolition, or excessive groundborne vibration associated with future development that would affect historic buildings, structures, objects, landscapes, and sites over 50 years of age would represent a significant impact to historic resources. Although there are no site-specific plans that would affect an identified historic resource, future developments, both within the key opportunity areas and outside of those areas, under the project would have the potential to impact known historic or potentially historic resources, including unrecorded historical resources that have not been evaluated or may become eligible for listing in the future. Furthermore, development within vacant lands may result in indirect impacts to the visual and setting integrity to significant historic resources.

4.4.5.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to historic resources could be fully avoided, which would be considered a potentially significant impact.

4.4.5.3 Mitigation

CUL-1: Historic Evaluation

Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant.

The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.

4.4.5.4 Significance of Impacts after Mitigation

Implementation of the mitigation measure CUL-1 described above would potentially reduce impacts on historic resources to a level less than significant. However, as no specific development projects have been identified at this time, there are no additional feasible mitigation measure to ensure that every future project could fully mitigate potentially significant impacts. Therefore, impacts to historic resources would remain significant and unavoidable at this program level of review.

4.4.6 Topic 2: Archaeological Resources

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?

4.4.6.1 Impact Analysis

As documented in Section 4.4.1.2.b above, the SCCIC records search identified 45 archaeological resources within the Planning Area. Future development would primarily be in urbanized areas and previous agricultural areas that have been disturbed and are therefore unlikely to possess native soil with intact buried archaeological resources. None of the key opportunity areas possess known archaeological resources. Additionally, the Land Use and Community Character Element and Health and Environmental Quality (HEQ) Element include policies intended to preserve historic resources. Policy LCC-7.7 directs the City to continue to comply with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. Similarly, Policy HEQ-8.7 would require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas. Nonetheless, future development and redevelopment within the Planning Area would have the potential to impact unrecorded archaeological resources that have not been evaluated or may become eligible for listing in the future. Therefore, implementation of future projects could result in ground-disturbing activities within vacant land that could unearth unknown buried archaeological resources. Grading, excavation, and other ground disturbing activities associated with future development could expose buried archaeological resources and features.

4.4.6.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to archaeological resources could be fully avoided, which would be considered a potentially significant impact.

4.4.6.3 Mitigation

CUL-2: Cultural Resources Assessment

Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals:

(1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations

(2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material,

3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and

4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.

4.4.6.4 Significance of Impacts after Mitigation

Implementation of mitigation measure CUL-2 would reduce impacts on cultural resources to a level less than significant.

4.4.7 Topic 3: Human Remains

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

4.4.7.1 Impact Analysis

There are no known burial sites or cemeteries within the key opportunity areas or any other locations within the Planning Area. However, future development associated with the project could disturb native soils and, therefore, could have the potential to encounter human remains. Therefore, although considered unlikely, the project would have the potential to impact human remains. All development in the Planning Area would be required to comply with all applicable laws related to the discovery of human remains, including but not limited to California Health and Safety Health and Safety Code Section 7050.5 and Public Safety Code Section 5097.98. Health and Safety Code Section 7050.5 protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures. Similarly, Public Safety Code Section 5097.98 establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. These actions would be consistent with Land Use and Community Character Element Policy LCC-7.8, which would require that Native American human remains be treated with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California PRC. The City shall collaborate with the MLDs identified by the NAHC.

4.4.7.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to human remains could be fully avoided, which would be considered a potentially significant impact. However, Compliance with California Health and Safety Health and Safety Code Section 7050.5 and Public Safety Code Section 5097.98 would ensure that inadvertent discovery of human remains would be handled properly. Adherence to these laws would ensure that impacts related to human remains, including those interred outside of dedicated cemeteries, would be less than significant.

4.4.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.4.7.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.4.8 Topic 4: Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, features, 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 CRHR, or in a local register 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 PRC Section 5024.1?*

4.4.8.1 Impact Analysis

While much of the key opportunity areas are urbanized or are former agricultural areas that have previously been disturbed, there is a potential for encountering buried resources associated within Native American culture. The potential for intact tribal cultural deposits at depth exists at many locations where undocumented fill or alluvial deposition may mask buried resources, or in proximity to known recorded archaeological resources, which can also be tribal cultural resources as defined in CEQA (PRC Section 21074). The NAHC sacred lands search indicated the results are positive. They recommended contacting the Gabrieleno/Tongva San Gabriel Band of Mission Indians.

Consistent with the requirements of AB 52, the City sent notification letters to 44 Native America tribes that are traditionally and culturally affiliated with the geographic scope of the Planning Area on June 22, 2022, and again on August 8, 2023. The City received eight responses to the notification letter. Table 4.4-4 provides a summary of the responses. The Gabrieleno Band of Mission Indians–Kizh Nation and the Gabrieleno Tongva San Gabriel Band of Mission Indians requested consultation. The City subsequently reached out to set up consultation with both tribes on March 3, 2025. The Gabrieleno Band of Mission Indians–Kizh Nation subsequently responded that since there would be no ground disturbance occurring under the project, they had no further concerns at this time and did not set up a meeting with the City. Thus, consultation was not required for the Gabrieleno Band of Mission Indians–Kizh Nation. Additionally, the Gabrieleno Tongva San Gabriel Band of Mission Indians did not respond within the 30-day time frame to set up consultation. Thus, consultation was not required for the Gabrieleno Tongva San Gabriel Band of Mission Indians. Overall, none of the tribes requested or followed through with AB 52 consultation for the project.

Table 4.4-4 Assembly Bill 52 Consultation Responses Summary Table		
Date Received	Tribe	Summary of Response
10/01/24	Agua Caliente Band of Cahuilla Indians	A records check of the Tribal Historic Preservation Office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.
10/01/24	Augustine Band of Cahuilla Indians	At this time, we are not aware of any specific cultural resources within the project area that would be affected by the proposed development. Therefore, we do not believe that formal consultation is necessary at this stage. If any cultural resources are discovered during the project, we ask that you contact the California Native American Heritage Commission immediately to take appropriate steps to evaluate and protect them.
10/01/24	Morongo Band of Mission Indians (MBMI)	The proposed project is not located within the boundaries of the ancestral territory or traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians. Thank you for notifying the MBMI about this project. MBMI encourages your consultation with tribes more closely associated with the lands upon which the project is located.
10/02/24	Gabrieleno Band of Mission Indians - Kizh Nation	The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail. Please contact us at your earliest convenience. Please Note: AB 52, "consultation" shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).
10/07/24	Yuhaaviatam of San Manuel Nation (YSMN)	The proposed project is located outside of Serrano ancestral territory and, as such, YSMN will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates.
10/22/24	Gabrieleno Tongva San Gabriel Band of Mission Indians	The Gabrieleno Tongva San Gabriel Band of Mission Indians would like to participate in consultation with the City of Chino regarding the Chino 2045 General Plan Update. Please consider that frequently historic properties of religious and cultural significance are located on ancestral, aboriginal, or ceded lands of Indian tribes. The Tribe/Band request to continue with the AB-52 consultation process and to assist with establishing preventable mitigation measures as referenced in the PRC Section 21080.3.2 & 21084.3. to establish within the city's general plan.

Table 4.4-4 Assembly Bill 52 Consultation Responses Summary Table		
Date Received	Tribe	Summary of Response
10/24/24	Ft. Yuma Quechan Indian Tribe	This email is to inform you that we do not wish to comment on this project. The Ft. Yuma Quechan Tribe Historic Preservation Office defers to the more local Tribes on this matter
11/6/24	Pala Band of Mission Indians	We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we decline AB-52 consultation at this time, but do not waive our right to request consultation under other applicable laws in the future. At this point we defer to the wishes of Tribes in closer proximity to the project area.

As described in Section 4.4.6.1 above, construction of future site-specific development and redevelopment under the project would have the potential to unearth unknown cultural resources, including religious or sacred uses. The Land Use and Community Character Element and HEQ Element include policies intended to preserve historic resources. Policy LCC-7.7 directs the City to continue to comply with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources. Similarly, Policy HEQ-8.7 would require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas. Additionally, where required under AB 52, future site-specific development under the project would be subject to further consultation, which may identify unknown tribal cultural resources that have not been formally recorded during the consultation for the project. Nonetheless, grading or excavation within native soils could also expose unknown buried tribal cultural resources and features, including sacred sites.

4.4.8.2 Significance of Impacts

At a program level of analysis, it cannot be known with certainty that impacts to tribal cultural resources could be fully avoided, which would be considered potentially significant.

4.4.8.3 Mitigation

Implementation of the regulations described above and mitigation measure CUL-2 would reduce impacts on tribal cultural resources to a less than significant level.

4.4.8.4 Significance of Impacts after Mitigation

Implementation of the regulations described above and mitigation measure CUL-2 would reduce impacts on tribal cultural resources to a level less than significant.

4.4.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for cultural resources. The study area for the assessment of cumulative impacts related to cultural and tribal cultural resources is defined as the Planning Area. However, implementation of mitigation measure CUL-2 would reduce impacts on cultural resources to a level less than significant. Compliance with California Health and Safety Code Section 7050.5 and Public Safety Code Section 5097.98 would ensure that inadvertent discovery of human remains would be handled properly. Therefore, impacts associated with human remains, including those interred outside of dedicated cemeteries, would be less than significant. Similarly, implementation of mitigation measure CUL-2, along with AB 52 consultation early during the development review process when applicable, would reduce impacts on tribal cultural resources to a level less than significant. The project would implement mitigation measure CUL-1, which would potentially reduce impacts on historic resources to a level less than significant. However, as no specific development projects have been identified at this time, it is not possible to ensure that every future project could fully mitigate potentially significant impacts on historic resources. Therefore, impacts to historic resources would remain significant and unavoidable, and would be cumulatively considerable.

4.5 Geology/Soils

This section analyzes potentially significant impacts related to geology and soils that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon secondary information, such as the Adopted General Plan, Adopted General Plan Environmental Impact Report, and other local planning related documents.

4.5.1 Existing Conditions

4.5.1.1 Faults and Ground Shaking

A seismic event, or earthquake, is the movement of the Earth's crust along a fault. The impact of a seismic event on any given location depends on two factors: geologic setting and geologic conditions. Geologic setting refers to an area's proximity to active earthquake faults, which are fractures in the earth's crust forming a boundary between rock masses that have shifted. For planning purposes, an active fault is usually defined as a fault that shows surface movement within the last 13,000 years. Ground shaking is the effect of surface motion generated by an earthquake that results in most of the damage during seismic events. Several factors control how ground motion interacts with structures, making the hazard of ground shaking difficult to predict. Seismic waves propagating through the Earth's crust are responsible for the ground vibrations normally felt during an earthquake.

The Planning Area lies within the geologically active southern California region, which is subject to earthquakes of varying magnitudes. As shown in Figure 4.5-1, there is one active fault within the Planning Area: the Chino-Central Avenue Fault. The Chino-Central Avenue Fault runs roughly south-east to north-west along the western edge of the City. This fault is a sub-surface fault that is not expected to rupture and therefore is not mapped according to the Alquist-Priolo Act (see subsection 4.5.2.1). The Chino Fault, located outside the Planning Area, is considered an Alquist-Priolo Act zone.

In addition to the Chino-Central Avenue and Chino faults, the Planning Area is located in proximity to other major regional faults, including the Sierra Madre, San Jacinto, and the San Andreas Faults located approximately 12 miles, 20 miles, and 43 miles from the Planning Area, respectively. Any moderate activity along these faults could result in ground shaking within the Planning Area. Unreinforced masonry buildings, which are built of brick, stone, or concrete without structural steel reinforcements, represent a particular earthquake hazard since they can easily collapse during an earthquake. Most of the City's buildings are single-story wood frame homes, which are relatively earthquake resistant.

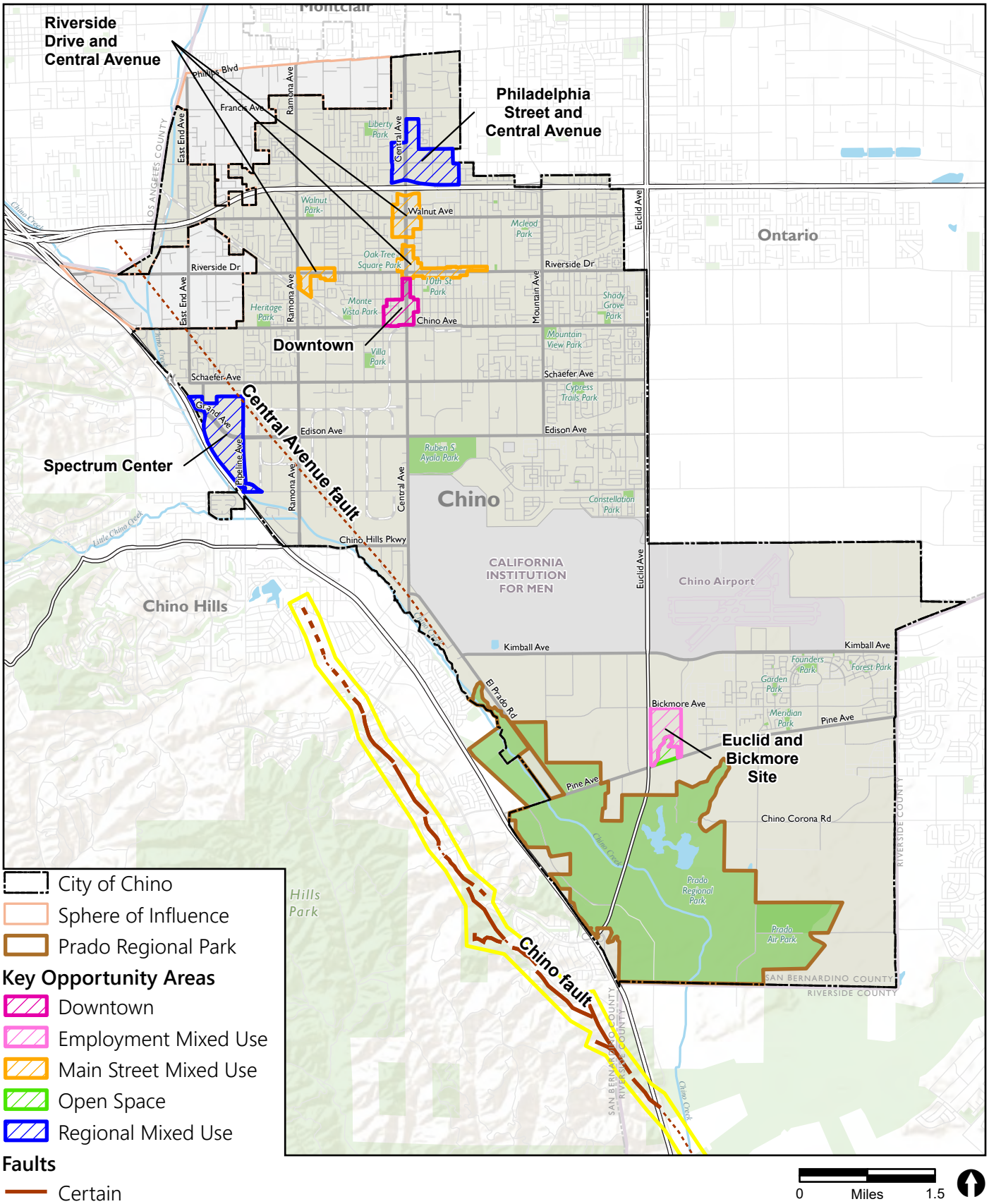

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FIGURE 4.5-1
Seismic Hazards

4.5.1.2 Soils

The soils underlying the Planning Area are shown on Figure 4.5-2 with the most prevalent soil types summarized in Table 4.5-1. Each soil type has characteristics that affect susceptibility to erosion, and shrink-swell potential, which are factors in a site's suitability for development. Most of the soils underlying the Planning Area are categorized as sandy loam or clay loam soils. Sandy loam soils have good drainage capacity and are less prone to erosion; these soils are present throughout the northern and central portion of the Planning Area. Clay loam soils, which are more expansive and have moderate to high erodibility characteristics, are present in the southern portion of the Planning Area.

Table 4.5-1
Soils Information

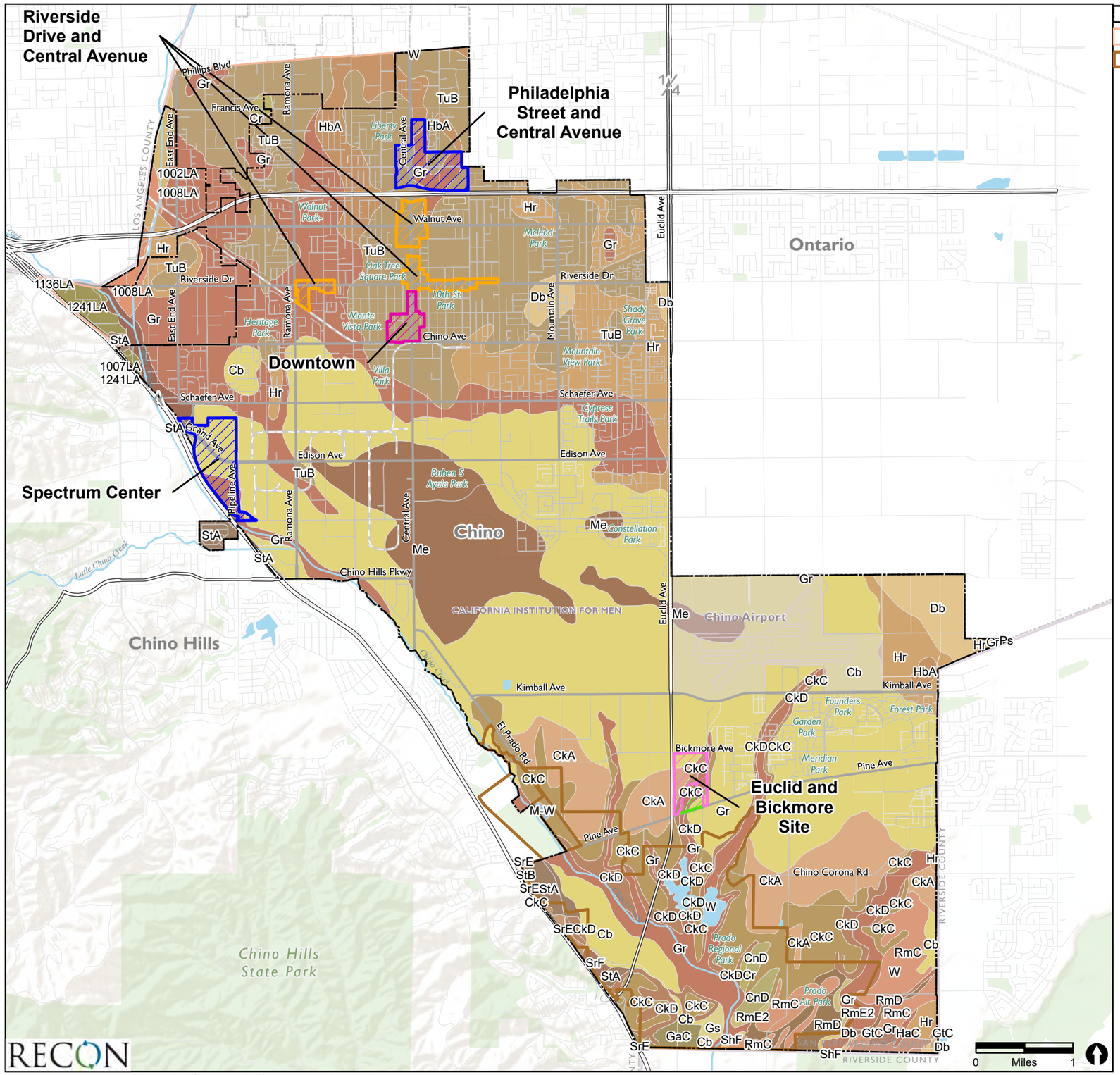
Soil Type	Acreage	Expansive Properties	Erosion Potential
Chino Silt Loam Saline	6,879.82	Moderate to High	High
Chualar Clay Loam	2,398.22	Moderate	Moderate to High
Grangeville Fine Sandy Loam	3,2,76.85	Low	Moderate to High
Hilmar Loamy Fine Sand	1,336,30.00	Low	Moderate
Merrill Silt Loam	1,295.48	Low to Moderate	Moderate to High
Ramona Sandy Loam	534.79	Low	Moderate to High
Tujunga Loamy Sand	3,280.66	Low	Moderate
SOURCE: U.S. Department of Agriculture 2024			

4.5.1.3 Septic System Support

City wastewater services consist entirely of public sewer. However, the city has plans to annex two San Bernadino County areas within the City's SOI that are currently on septic. The City intends to construct new sewer mains to collect and support the increased sewer flows (see Section 4.14 below). There is no current data relating to septic systems within annexed properties within the SOI. However, the National Pollutant Discharge Elimination System requires all permittees with septic systems in their jurisdiction to develop an inventory of septic systems within its jurisdiction and establish a program to ensure that failure rates are minimized. Under the National Pollutant Discharge Elimination System permit, the City would be required to ensure adequate septic systems are maintained for all annexed properties.

4.5.1.4 Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to fluid when subject to high intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, non-cohesive (granular) soils; and (3) high-intensity ground motion. Liquefaction is typified by a buildup of pore-water pressure (pressure exerted by water within the pores of soil or rock) in the affected soil layer to a point where a total loss of shear strength occurs, causing the soil to behave as a liquid. Generally, saturated, loose- to medium-dense, near surface, cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.



City of Chino
Sphere of Influence
Prado Regional Park

Key Opportunity Areas
- Downtown
- Employment Mixed Use
- Main Street Mixed Use
- Open Space
- Regional Mixed Use

Soil Type
- 1002LA | URBAN LAND-PALMVIEW-TUJUNGA COMPLEX, 0 TO 5 PERCENT SLOPES
- 1007LA | URBAN LAND-BISCAILUZ-PICO COMPLEX, 0 TO 2 PERCENT SLOPES
- 1008LA | URBAN LAND-PICO-METZ COMPLEX, 0 TO 2 PERCENT SLOPES
- 1136LA | URBAN LAND-SORRENTO-ARBOLADO COMPLEX, 2 TO 9 PERCENT SLOPES
- 1241LA | COUNTERFEIT-NACIMIENTO, WARM-URBAN LAND ASSOCIATION, 20 TO 55 PERCENT SLOPES
- Cb | CHINO SILT LOAM
- CkA | CHUALAR CLAY LOAM, 0 TO 2 PERCENT SLOPES
- CkC | CHUALAR CLAY LOAM, 2 TO 9 PERCENT SLOPES
- CkD | CHUALAR CLAY LOAM, 9 TO 15 PERCENT SLOPES
- CnD | CIENEBA SANDY LOAM, 9 TO 15 PERCENT SLOPES
- Cr | CIENEBA-ROCK OUTCROP COMPLEX
- Db | DELHI FINE SAND
- GaC | GARRETSON VERY FINE SANDY LOAM, 2 TO 9 PERCENT SLOPES
- Gr | GRANGEVILLE FINE SANDY LOAM
- Gs | GRANGEVILLE FINE SANDY LOAM, SALINE-ALKALI
- GtC | GREENFIELD SANDY LOAM, 2 TO 9 PERCENT SLOPES
- HaC | HANFORD COARSE SANDY LOAM, 2 TO 9 PERCENT SLOPES
- HbA | HANFORD SANDY LOAM, 0 TO 2 PERCENT SLOPES
- Hr | HILMAR LOAMY FINE SAND
- M-W | MISCELLANEOUS WATER
- Me | MERRILL SILT LOAM
- Ps | PSAMMENTS AND FLUVENTS, FREQUENTLY FLOODED
- RmC | RAMONA SANDY LOAM, 2 TO 9 PERCENT SLOPES
- RmD | RAMONA SANDY LOAM, 9 TO 15 PERCENT SLOPES
- RmE2 | RAMONA SANDY LOAM, 15 TO 30 PERCENT SLOPES, ERODED
- ShF | SAUGUS SANDY LOAM, 30 TO 50 PERCENT SLOPES
- SrE | SOPER GRAVELLY LOAM, 15 TO 30 PERCENT SLOPES
- SrF | SOPER GRAVELLY LOAM, 30 TO 50 PERCENT SLOPES
- StA | SORRENTO CLAY LOAM, 0 TO 2 PERCENT SLOPES
- StB | SORRENTO CLAY LOAM, 2 TO 5 PERCENT SLOPES
- TuB | TUJUNGA LOAMY SAND, 0 TO 5 PERCENT SLOPES
- W | WATER

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FIGURE 4.5-2
Soil Types

There are no potential liquefaction zones mapped within the Planning Area. Nonetheless, due to the loosely compacted, silty, sandy alluvial soil and shallow groundwater, liquefaction would present one of the most significant hazards during an earthquake. The danger of liquefaction is greatest in the southern portion of The Preserve, near Prado Dam, corresponding to the reduced depth in groundwater in this area (City of Chino 2010).

4.5.1.5 Landslides

Landslides occur when earth on slopes become destabilized, typically after heavy rains, when the precipitation saturates the soil and makes it less stable, or when significant erosion from rainfall destabilizes the ground. Slopes that have recently burned face a greater risk from rain-induced landslides, as the fires burn up many of the trees, brush, and other vegetation that help stabilize the earth. Earthquakes may also be a source of landslides as the shaking can destabilize already loosened soil. The Planning Area is relatively flat and has very few areas with steep slopes. As shown in Figure 4.5-3, there are no landslide zones mapped within the Planning Area. The nearest landslide zone is west of the Planning Area, within Chino Hills State Park, where landslide susceptibility is ranked as high as Class X (highest ranking).

4.5.1.6 Erosion and Expansive Soils

The U.S. Department of Agriculture rates all soils for susceptibility to erosion from water as well as wind. Soils are ranked on three different scales for their susceptibility to erosion. According to these indicators, soils within the Planning Area are moderately susceptible to wind or water erosion (City of Chino 2010).

Certain types of soil are inherently expansive, meaning they can expand and contract as the water content fluctuates within the soil. This expansion and contraction, also called "shrink-swell," can damage structures that are not properly designed to withstand such activity. The U.S. Department of Agriculture analyzes shrink-swell potential of each soil type, and categorizes it as "Low," "Moderate," "High," or "Very High." Most soils underlying the Planning Area have low shrink-swell potential, but areas of moderate shrink-swell potential are present in the southern and northwestern portions of the Planning Area. (City of Chino 2010).

4.5.1.7 Paleontological Resources

As shown in Figure 4.5-2 the primary geologic formations underlying the Planning Area are Quaternary Younger Alluvial Fan Deposits (Qyf) and Quaternary Older Alluvial Fan Deposits (Qvof). The paleontological sensitivity of the Qyf is generally considered low to negligible due to relatively recent deposits (less than 2.6 million years old, associated with Holocene to Late Pleistocene ages) meaning they have not had much time to preserve or accumulate significant fossil material. However, where Qyf overlies older, more fossil-rich formations, there could be a moderate sensitivity if excavation reaches underlying deposits with richer paleontological history. Qvof is associated with the Pleistocene age (approximately 11,700 to 2.6 million years old). As an older deposit there is an increased potential for fossil preservation and is therefore considered as having high paleontological sensitivity. As shown in Figure 4.5-2, these high sensitivity areas are located primarily in the southern portion of the Planning Area.

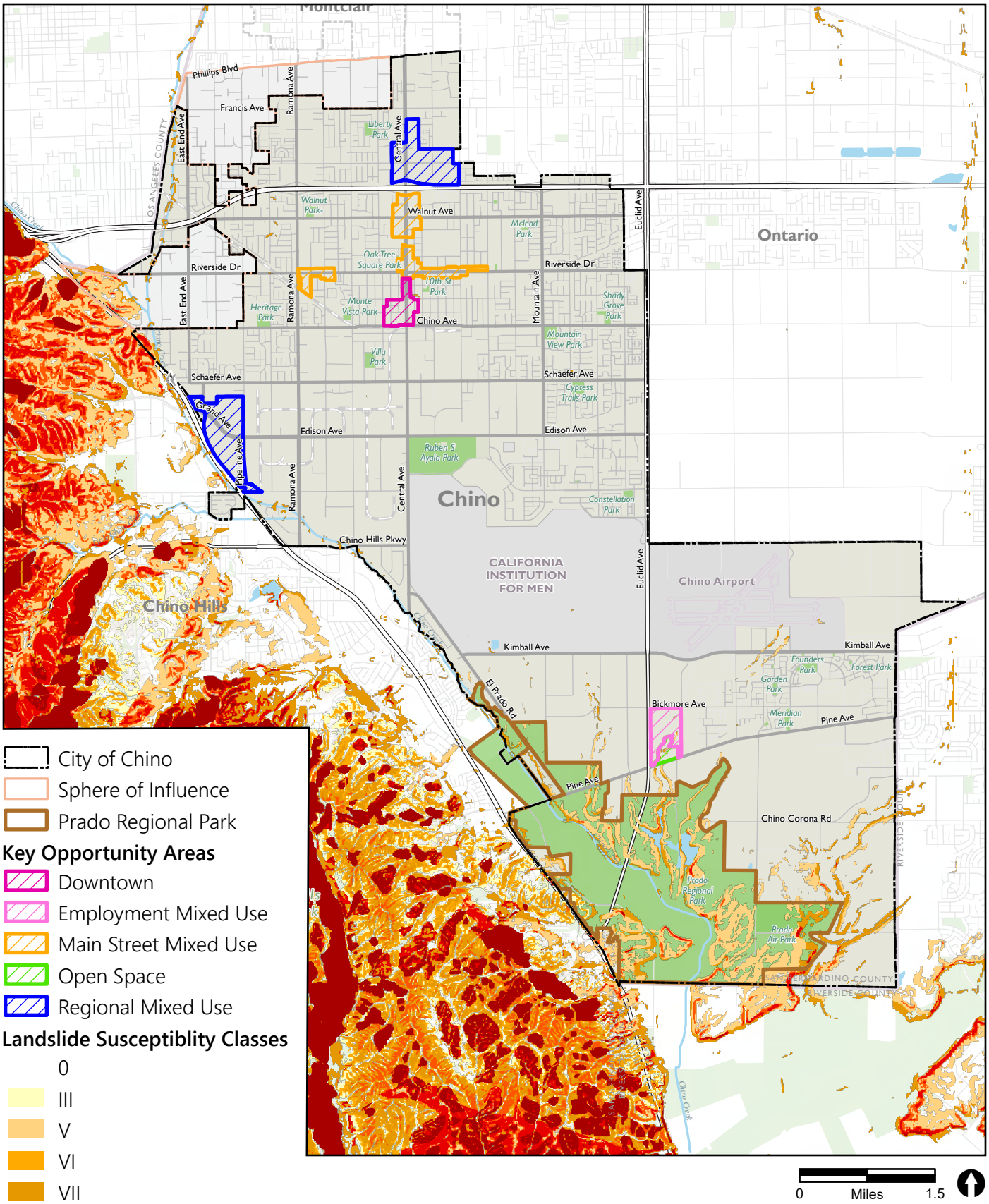

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FIGURE 4.5-3
Landslide Susceptibility

4.5.1.8 Unique Geology

Unique geology refers to geologic features that are rare, distinctive, or scientifically significant, often due to their age, formation process, composition, or paleontological resources. Additional definitions could include an uncommon or rare geologic formation, or a geologic feature with aesthetic, cultural, or recreational importance. The topography of the Planning Area is relatively flat offering minimal diverse topographic features; it does not support unique geology as defined above.

4.5.2 Applicable Regulatory Requirements

4.5.2.1 State Regulations

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the state geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the state of California, that is directed to the problem of potential surface fault displacement through a project site.

b. Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act (SHMA) was adopted in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey is the primary agency responsible for the implementation of the SHMA. The California Geological Survey prepares maps identifying seismic hazard zones and provides them to local governments, which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

c. California Building Standards Code (Title 24)

Title 24 of the California Code of Regulations (CCR) provides state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code Section 18909). Cities and counties are required by state law to enforce CCR Title 24 and may adopt ordinances making more restrictive requirements than provided by CCR Title 24 due to local climatic, geological, or topographical conditions. Title 24 includes California Building Code (CBC) Section 3417: Earthquake Evaluation and Design for Retrofit of Existing Buildings. The City has adopted the 2022 CBC, which

outlines standards for seismic design, foundations, and drainage, and requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. The City Public Works Department utilizes the 2024 California Building Standards Code to regulate the infrastructure in the Planning Area. For new buildings, the City includes earthquake safety provisions, with enhancements for essential services buildings, hospitals, and public schools.

d. California Public Resources Code Section 5097.5(a)

California Public Resources Code Section 5097.5 prohibits excavation, removal, destruction, injury, or defacement of historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological sites, and other related features on public lands without express permission from the public agency having jurisdiction over the lands.

4.5.2.2 Regional Regulations

a. South Coast Air Quality Management District Rules 402 and 403

Rules 402 and 403 require that fugitive dust be controlled during construction activities to limit exposure of nearby sites to fugitive dust resulting from construction activities. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. This would reduce erosion potential during construction.

4.5.2.3 Local Regulations

a. City Municipal Code

Title 15 Buildings and Construction

Title 15, Buildings and Construction, of the Municipal Code codifies the City's adoption of the 2022 CBC with some amendments and contains requirements that address the effects of earthquakes on buildings through design requirements.

Title 19 Subdivisions

Title 19, Subdivisions, of the Municipal Code requires the submission of Soil and Geological Hazards Reports to be provided prior to submission of a tentative map or tentative vesting map. The reports are required to include a soil investigation addressing expansive soils, and a geological hazards report addressing the presence of a potential geological hazard with a geologic mitigation plan, as needed.

b. Draft 2025 City of Chino All-Hazard Mitigation Plan

At the time of publication of the Draft Program Environmental Impact Report in June 2025, the City had completed a draft update of its Local Hazard Mitigation Plan (LHMP), titled the Draft 2025 City of Chino All-Hazard Mitigation Plan (Draft 2025 LHMP). The final step will be to present the updated

plan to the City Council for adoption. The Draft 2025 LHMP identifies key hazards such as earthquakes, floods, and wildfires, includes refined strategies with new risk data, identifies completed actions, and summarizes community input gathered through surveys, public meetings, and stakeholder engagement. The Draft 2025 LHMP has also been designed to coexist and coordinate with existing City plans, fostering a collaborative approach to enhance the City's resilience. The risk assessment findings of the Draft 2025 LHMP were used to inform development of the Hazards, Safety, and Noise Element prepared as a part of the project. Similarly, The Emergency Operations Plan (EOP) could incorporate LHMP strategies, like critical facility enhancements, to support emergency response, if deemed appropriate by its administrators.

Table 4.5-2 provides a summary of Action Plans related to earthquake hazards and the applicability to Mitigation Goals. Mitigation Action 7.3.14 calls for the City to seismically retrofit City buildings constructed prior to 2000. Under this program, the City would retrofit critical facilities throughout the City as needed based on a review of structures and vulnerabilities. The City would also apply for grant funding where appropriate to assist with this effort.

Table 4.5-2
Draft 2025 City of Chino All-Hazard Mitigation Plan Earthquake Goals and Actions

Mitigation Goals	Mitigation Action 7.3.7	Mitigation Action 7.3.14
	Project: Research/Purchase backup generators or other types of resources to provide backup power to City facilities	Mitigation Project: Seismically Retrofit City buildings constructed prior to 2000
Goal 1: Life Safety		X
Goal 2: Preventative Actions	X	X
Goal 3: Property Protection		X
Goal 4: Emergency Services	X	
Goal 5: Structural Projects	X	
SOURCE: City of Chino 2025		

c. Emergency Operations Plan (2014)

The EOP addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and natural security emergencies. The EOP considers earthquakes and geologic hazards Priority 1 hazards, requiring a "Level 3" Emergency Operations Center activation. This level includes staffing most of most, if not all, of the positions within the Management, Operations, Planning/Intelligence, Logistics and Finance/Administration Standardized Emergency Management Systems Sections. During a Level 3 Activation, the Emergency Operations Center operates on a 24-hour basis.

d. Proposed General Plan Policies

The following goals, policies, and actions are proposed to address geologic hazards.

Hazards, Safety, and Noise Element

Goal HSN-1: Hazard Protection. Protect life and property from natural and human-made hazards.

- Policy HSN-1.1: Require that new development be sited and designed to minimize risks from seismic events, including fault rupture and seismic shaking.

- Policy HSN-1.2: Require that buildings intended for human occupancy and critical facilities be set back a safe distance (as determined by a qualified geologist) from surface traces of active and potentially active faults. As appropriate, require that proponents of projects in high-risk areas submit geotechnical investigation reports prepared by qualified professionals and demonstrate that the project conforms to all mitigation measures recommended by the reports prior to City approval.

- Policy HSN-1.3: Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the CBC.

- Policy HSN-1.4: In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.

4.5.3 Significance Determination Thresholds

The City has adopted Appendix G of the State California Environmental Quality Act Guidelines as the significance thresholds for geological resources. A significant impact would occur if the project would:

1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

    b. Strong seismic ground shaking,

    c. Seismic-related ground failure, including liquefaction,

    d. Landslides;

2) Result in substantial soil erosion or the loss of topsoil;

3) 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;

4) 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;

5) 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;

6) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.5.4 Methodology

The potential for significant impacts associated with the project has been determined based upon review of existing secondary source information and data relative to the geology and soils resources available for the Planning Area. The analysis includes a comparison of existing conditions within the Planning Area and that which could result from the implementation of the project.

4.5.5 Topic 1: Seismic Hazards and Topic 3: Geologic Instability

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

(ii) strong seismic ground shaking?

(iii) seismic-related ground failure, including liquefaction; or

(iv) landslides?

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?

4.5.5.1 Impact Analysis

Due to the Planning Area's proximity to major regional faults, hazards related to seismic activity are considered a priority hazard. Development facilitated by the project would result in increased density and intensity of uses primarily within the Key Opportunity Areas, as well as elsewhere throughout the Planning Area, which could increase potential impacts associated with earthquake damage. While

it is not possible to prevent earthquakes, the loss and damage resulting from their impacts can be minimized through proper design and construction of structures. The City's Municipal Code, Titles 15 and 19, which include requirements related to grading activities and construction to address geologic hazards. Specifically, individual development projects are required to submit site-specific soil investigations and geological hazards reports addressing the presence of a potential geological hazard with a geologic mitigation plan. Additionally, implementation of Mitigation Actions 7.3.7 and 7.3.14 (summarized in Table 4.5-2 above) would allow the City to best prepare and proactively minimize hazards from earthquakes (City of Chino 2025). Future projects under the project would also adhere to proposed goals, policies and actions enumerated in the updated Hazards, Safety, and Noise Element including the requirement that all new development is designed to minimize risks from seismic events. This specifically includes supporting the City's Standard Conditions of Approval and Municipal Code through the demonstration that the project design, construction plan, and structural components conforms to all mitigation measures recommended by geotechnical reports prior to City approval (see Policies HSN-1.2 through HSN-1.4).

There are no potential liquefaction zones mapped within the Planning Area. As shown in Figure 4.5-3, mapped landslides zones within the Key Opportunity Area, are limited to the Euclid/Bickmore area. However, the majority of the mapped potential landslides are located within the open spaces designation that would not be developed, and development within the remainder of the Key Opportunity Area would be subject to local and state regulations to prevent risk associated with landslides.

4.5.5.2 Significance of Impacts

Although specific design features of future projects are not known at this program level of review, future development would be required to conform with regulatory and policy standards requiring preparation of site-specific soil and geologic reports that provide provisions to reduce the potential impacts associated with seismic hazards. Therefore, the project would not result in any impacts related to seismic hazards (rupture, shaking, liquefaction, and landslides), or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and impacts would be less than significant.

4.5.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.6 Topic 2: Soil Erosion

Would the project result in substantial soil erosion or the loss of topsoil?

4.5.6.1 Impact Analysis

New development and redevelopment facilitated by the project would have the potential to increase the amount of impervious surfaces such as rooftops, driveways, sidewalks, and roadways, thereby increasing the amount and rate of urban storm runoff, which can increase soil erosion. Additionally, as shown in Figure 4.5-3, a portion of the Key Opportunity Areas, as well as elsewhere throughout

the Planning Area, are located within or adjacent to areas supported by soils with moderate to high erosion potential. Therefore, grading, excavation, demolition, and construction activities associated with future development would increase the potential to expose topsoil to erosion. Adherence to proposed goals, policies and actions enumerated in the updated Hazards, Safety, and Noise Element, including Policy HSN-1.4, would ensure future development would maximize soil stability and erosion prevention through minimizing excavation, grading, cutting, or filling during construction; grade only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies. Additionally, future development and redevelopment projects would be required to adhere to safety requirements in the Municipal Code requirements related to preparation and approval of site-specific geotechnical studies, which would ensure that structures would be designed with geologic conditions in mind to reduce risks associated with erosion.

4.5.6.2 Significance of Impacts

Future site-specific projects would be required to comply with existing City regulations, Standard Conditions of Approval, applicable General Plan goals, policies, and actions focused on the minimization of soil erosion. Compliance would ensure that future development facilitated by the project would not result in any impacts related to substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

4.5.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.6.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.7 Topic 4: Expansive Soils

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

4.5.7.1 Impact Analysis

Most soils within the Planning Area have low shrink-swell potential, but areas of moderate shrink-swell potential are present in the southern and northwestern portions of the Planning Area. As shown in Figure 4.5-2, a portion of the Key Opportunity Areas, as well as elsewhere throughout the Planning Area, are located within or adjacent to areas supported by soils with moderate expansive qualities. Future development facilitated by the project would be required to comply with Municipal Code regulations requiring the preparation and approval of site-specific soil and geologic hazard studies, which would ensure that structures would be designed to reduce risks associated with expansive soils. Additionally, adherence to proposed goals, policies, and actions enumerated in

the updated Safety Element, including Policy HSN-1.4, require soils testing and soil stabilities measures to be included in project designs to reduce risks associated with expansive soils.

4.5.7.2 Significance of Impacts

Future site-specific projects would be required to comply with existing City regulations, applicable Standard Conditions of Approval, and General Plan goals, policies, and actions focused on the minimizations of hazards related to expansive soils. Compliance would ensure that the project would not result in any impacts related to expansive soils, and impacts would be less than significant.

4.5.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.7.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.8 Topic 5: Septic Tanks

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?

4.5.8.1 Impact Analysis

The project does not propose the use of septic tanks or alternative wastewater disposal systems. The City relies on the existing public wastewater collection system. Future site-specific development facilitated by the project would be required to connect to the public wastewater collection system. Although existing land uses within the SOI more than 200 feet from a public sewer main could remain on septic if they located more 200 feet from a public sewer main, future land uses developed under the project would be connected to the public wastewater collection system.

4.5.8.2 Significance of Impacts

All future development would be served by wastewater utility providers. Therefore, the impacts related to the use of septic tanks or alternative wastewater disposal systems would be less than significant.

4.5.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.9 Topic 6: Paleontological Resources and Unique Geology

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

4.5.9.1 Impact Analysis

As shown in Figure 4.5-4, high sensitivity areas for paleontological resources are located primarily in the southern portion of the Planning Area. The project has been designed to minimize impacts on paleontological resources by focusing future development and redevelopment within the Key Opportunity Areas. However, development throughout the Planning Area has the potential to disturb native soils where undiscovered paleontological resources reside.

4.5.9.2 Significance of Impacts After Mitigation

At a program level of analysis, it cannot be known with certainty that impacts to paleontological resources could be fully avoided, which would be considered a potentially significant impact.

4.5.9.3 Mitigation

GEO-1: Paleontological Resources Evaluation

Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.

4.5.9.4 Significance of Impacts

Implementation of mitigation measure GEO-1 would reduce impacts on paleontological resources to a level less than significant.

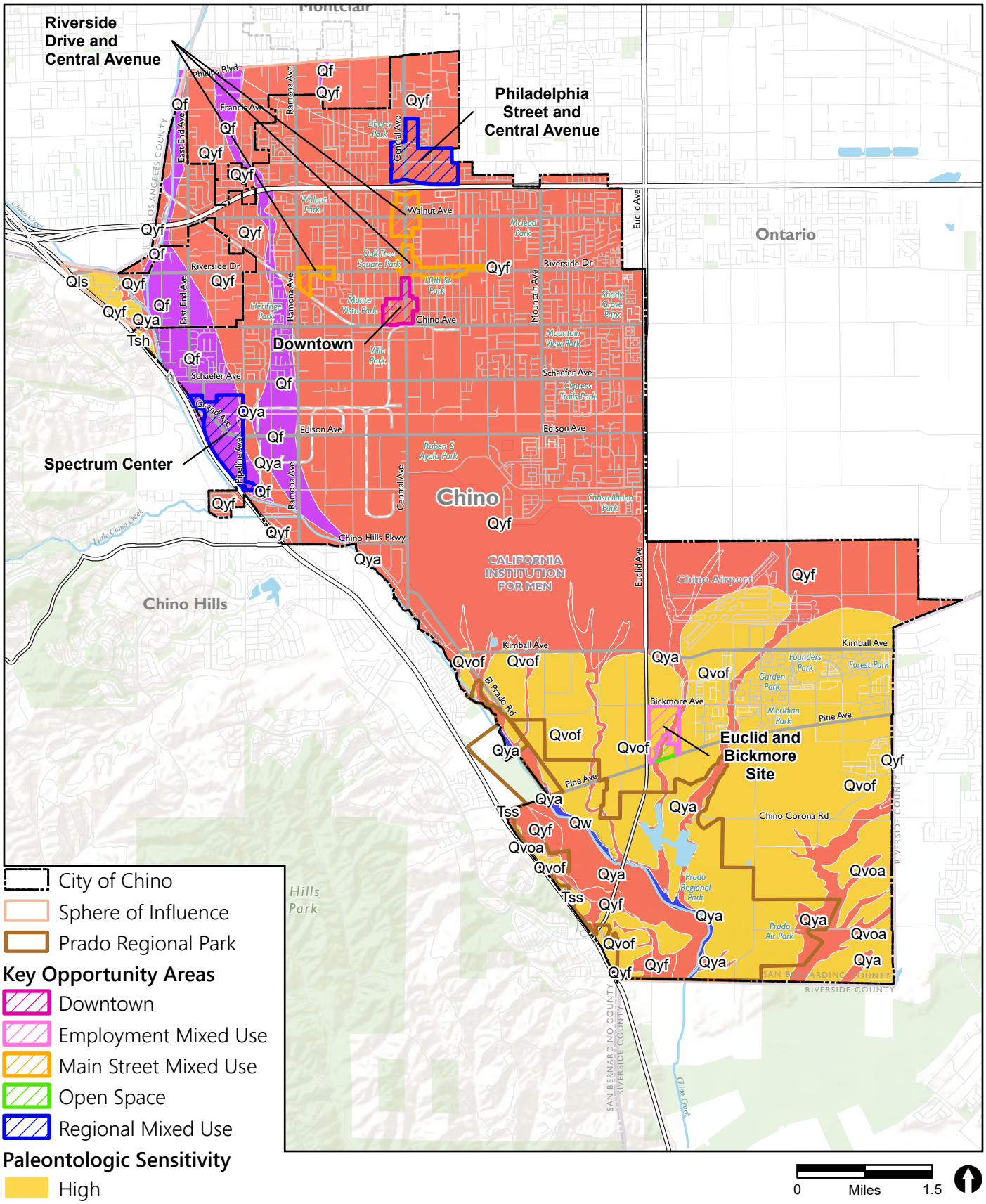

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FIGURE 4.5-4
Paleontological Sensitivity

4.5.10 Cumulative Analysis

As defined in Section 15130 of the State California Environmental Quality Act Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for geology and soils. The study area for the assessment of cumulative impacts related to geologic resources is defined as the Planning Area. Future development and redevelopment could increase the number of people exposed to seismic and geologic hazards, and erosion rates could be accelerated by earthwork for new construction. However, future site-specific projects would be required to comply with applicable City regulations, including the adopted Building Code, Municipal Code, and project policies that would reduce seismic-related risks and minimize soil erosion. Additionally, implementation of mitigation measure GEO-1 would reduce potentially significant impacts on paleontological resources to a level less than significant. Therefore, the project would not contribute to a cumulative impact related to geology and soils.

4.6 Greenhouse Gas Emissions

This section analyzes potentially significant impacts related to greenhouse gas (GHG) that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon GHG modeling prepared for the project (Appendix B), the City's 2020 Climate Action Plan (CAP), the 2022 Scoping Plan Update for Achieving Carbon Neutrality (2022 Scoping Plan), and guidance and methodology provided by the South Coast Air Quality Management District (SCAQMD).

4.6.1 Existing Conditions

4.6.1.1 Greenhouse Gases and Climate Change

There are numerous GHGs, both naturally occurring and resulting from human activities. Each GHG has variable atmospheric lifetime and global warming potential (GWP). The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon dioxide (CO_2). Because CO_2 is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH_4) has a shorter atmospheric lifetime than CO_2, it has a 100-year GWP of 28; this means that CH_4 has 28 times more of an effect on global warming than CO_2 on a molecule-by-molecule basis.

GHG emissions estimates are typically represented in terms of equivalent metric tons of CO_2 equivalent (MT CO_2E). CO_2E emissions are the product of the amount of each gas by its GWP. The effects of several GHGs may be discussed in terms of MT CO_2E and can be summed to represent the total potential of these gases to warm the global climate. Table 4.6-1 presents some of the most common GHGs. All of the gases in Table 4.6-1 are produced by both biogenic (natural) and anthropogenic (human) sources. The GHGs of primary concern in this analysis are CO_2, CH_4, and nitrous oxide (N_2O).

Table 4.6-1 Global Warming Potentials and Atmospheric Lifetimes (years)			
Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO_2)	50–200	1	1
Methane (CH_4)	12.4	28	84
Nitrous oxide (N_2O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF_4	50,000	6,630	4,880
C_2F_6	10,000	11,100	8,210
C_3F_8	2,600	8,900	6,640
C_4F_{10}	2,600	9,200	6,870
c-C_4F_8	3,200	9,540	7,110
C_5F_{12}	4,100	8,550	6,350
C_6F_{14}	3,100	7,910	5,890
SF_6	3,200	23,500	17,500
SOURCE: Intergovernmental Panel on Climate Change (IPCC) 2007 and 2014 GWP = growth warming potential			

4.6.1.2 GHG Inventories

a. State

The California Air Resources Board (CARB) performs statewide GHG inventories. The inventory is divided into the following sectors of economic activity: electricity generation, transportation, industrial, commercial, residential, agriculture and forestry. Emissions are quantified in million metric tons (MMT) of CO_2E. Table 4.6-2 presents the estimated statewide GHG emissions for the years 1990, 2016, and 2022. Although annual GHG inventory data is available for years 2000 through 2022, the years 1990, 2016, and 2022 are highlighted in Table 4.6-2 because 1990 is the baseline year for established reduction targets, 2016 corresponds to the year for which inventory data for the City is available, and 2022 is the most recent data available.

Table 4.6-2 California Greenhouse Gas Emissions by Sector in 1990, 2019, and 2021			
Sector	1990[1] Emissions in MMT CO_2E (% total)[2]	2016[3] Emissions in MMT CO_2E (% total)[2]	2022[3] Emissions in MMT CO_2e (% total)[2]
Electricity Generation	110.5 (25.7%)	71.0 (17.1%)	59.8 (16.1%)
Transportation	150.6 (35.0%)	169.3 (40.9%)	143.6 (38.7%)
Industrial	105.3 (24.4%)	92.1 (22.2%)	83.8 (22.6%)
Commercial	14.4 (3.4%)	22.1 (5.3%)	23.4 (6.3%)
Residential	29.7 (6.9%)	27.4 (6.6%)	30.7 (8.3%)
Agriculture and Forestry	18.9 (4.4%)	32.1 (7.8%)	29.7 (8.0%)
Not Specified	1.3 (0.3%)	--	--
TOTAL[4]	**430.7**	**414.0**	**371.1**

SOURCE: California Air Resources Board (CARB) 2007 and 2024
MMT CO_2E = million metric tons of carbon dioxide equivalent
[1]1990 data was obtained from the CARB 2007 source and are based on Intergovernmental Panel on Climate Change fourth assessment report Global Warming Potentials.
[2]Percentages may not total 100 due to rounding.
[3]2016 and 2022 data was retrieved from the CARB 2024 source and are based on Intergovernmental Panel on Climate Change fourth assessment report Global Warming Potentials.
[4]Totals may vary due to independent rounding.

As shown in Table 4.6-2, statewide GHG source emissions totaled about 430.7 MMT CO_2E in 1990, 414.0 MMT CO_2E in 2016, and 371.1 MMT CO_2E in 2022. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. However, transportation related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

b. Local

A 2016 GHG emissions inventory was conducted in conjunction with preparation of the City's CAP. The inventory covers GHG emissions from seven economic sectors within the City. The results are summarized in Table 4.6-3.

Table 4.6-3 City of Chino Greenhouse Gas Emissions in 2016		
Source	2016 Baseline Emissions	
	MT CO_2E	Percent
On-road Transportation	390,212	53.0
Off-road Equipment	10,210	1.4
Building Energy	243,393	33.1
Agriculture	26,295	3.6
Solid Waste Management	52,509	7.1
Wastewater Treatment	2,547	0.3
Water Transportation, Distribution, and Treatment	11,049	1.5
TOTAL	**736,215**	**100.0**

SOURCE: City of Chino 2020
MT CO_2E = metric tons of carbon dioxide equivalent

4.6.2 Applicable Regulatory Requirements

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the international, national, and state levels with the aim of reducing GHG emissions. The following is a discussion of the federal, state, and local plans and regulations most applicable to the project.

4.6.2.1 Federal Regulations

a. U.S. Environmental Protection Agency

In 2009, the U.S. Environmental Protection Agency (U.S. EPA) issued its science-based finding that the buildup of heat-trapping GHGs in the atmosphere endangers public health and welfare. The "Endangerment Finding" reflects the overwhelming scientific evidence on the causes and impacts of climate change. It was made after a thorough rulemaking process considering thousands of public comments and was upheld by the federal courts.

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the project is the Energy Star program, which establishes energy efficiency specifications and seeks to identify and promote energy-efficient products. Products that meet these energy efficiency specifications are eligible to display the Energy Star logo. Products that would be utilized in future site-specific projects that are eligible for the Energy Star Program include appliances, building products, heating and cooling equipment, and other energy-efficient equipment.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy that promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2020, which provides information on exceptional products that represent the leading edge in energy-efficient products in the year 2020 (U.S. EPA 2024a).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy–Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2024b).

b. Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. The National Highway Traffic Safety Administration sets CAFE standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance,

thereby reducing nationwide GHG emissions associated with vehicle travel. The most recent standards require an industry-wide fleet average of approximately 50.4 miles per gallon for passenger cars and light trucks in model year 2031. The final CAFE standards increase at a rate of two percent per year for passenger cars in model years 2027 to 2031 and two percent per year for light trucks in model years 2029 to 2031.

4.6.2.2 State Regulations

a. Statewide GHG Emission Targets

Executive Order S-3-05 – Statewide GHG Emission Targets

Executive order (EO) S-3-05 establishes the following GHG emissions reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has since been updated every two years.

Executive Order B-30-15 – 2030 Statewide GHG Emission Goal

EO B-30-15, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan: A Framework for Change (Scoping Plan) to address the 2030 goal.

Assembly Bill 1279

Assembly Bill (AB) 1279, approved in September 2022, requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels. The bill would require the state board to work with relevant state agencies to ensure that updates to the Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

b. Assembly Bill 32 – California Global Warming Solutions Act of 2006

In response to EO S-3-05, the California Legislature passed AB 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

c. Senate Bill 32 – California Global Warming Solutions Act Update

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. This is equivalent to an emissions level of approximately 260 MMT CO_2E for 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

d. Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, CARB adopted the Scoping Plan in 2008, which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy (SCS), Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands. The 2022 Scoping Plan Update for Achieving Carbon Neutrality (2022 Scoping Plan; CARB 2022) was adopted in December 2022. The 2022 Scoping Plan assesses the progress towards the 2030 GHG emissions reduction target identified in the 2017 Scoping Plan and lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan identifies strategies related to clean technology, energy development, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

e. Regional Emissions Targets – SB 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan (RTP). Southern California Association of Governments (SCAG) is the region's MPO. In 2018, CARB set targets for the SCAG region of an 8 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 19 percent reduction by 2035. These targets are periodically reviewed and updated.

f. Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

g. California Building Standards Code (Title 24)

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility and so on. Of particular relevance to GHG emissions reductions are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 6 – Energy Code

CCR, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current 2022 Title 24 Building Energy Efficiency Standards went into effect on January 1, 2023. The 2022 Energy Code increases on-site renewable energy generation from solar sources, increases

electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and encourages adoption of environmentally beneficial efficient electric technologies.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2022 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements. The mandatory measures are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The 2022 CALGreen also includes two tiers of residential and nonresidential voluntary measures that encourage local jurisdictions to raise the sustainability goals: Tier 1 adds additional requirements beyond the mandatory measures, and Tier 2 further increases the requirements.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen mandatory requirements must be demonstrated through completion of compliance forms and worksheets.

4.6.2.3 Local Regulations

a. South Coast Air Quality Management District

The SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the South Coast Air Basin. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document–Interim California Environmental Quality Act (CEQA) GHG Significance Thresholds for Stationary Sources, Rules, and Plans, which could be applied by lead agencies. The working group

met again in 2010 to review the guidance. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach (SCAQMD 2008 and 2010):

- Tier 1 – The project is exempt from CEQA.
- Tier 2 – The project is consistent with an applicable regional GHG emissions reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 – Project GHG emissions represent an incremental increase below or mitigated to less than Significance Screening Levels, where
    - Residential/Commercial Screening Level
        - Option 1: 3,000 MT CO_2E screening level for all residential/commercial land uses
        - Option 2: Screening level thresholds for land use type acceptable if used consistently by a lead agency:
            - Residential: 3,500 MT CO_2E
            - Commercial: 1,400 MT CO_2E
            - Mixed-Use: 3,000 MT CO_2E
    - 10,000 MT CO_2E is the Permitted Industrial Screening Level
- Tier 4 – The project achieves performance standards, where performance standards may include:
    - Option 1: Percent emission reduction target. SCAQMD has no recommendation regarding this approach at this time.
    - Option 2: The project would implement substantial early implementation of measures identified in the CARB's Scoping Plan. This option has been folded into Option 3.
    - Option 3: SCAQMD Efficiency Targets.
        - 2020 Targets: 4.8 MT CO_2E per service population for project-level analyses or 6.6 MT CO_2E per service population for plan level analyses where service population includes residential and employment populations provided by a project.
        - 2035 Targets: 3.0 MT CO_2E per service population for project-level analyses or 4.1 MT CO_2E per service population for plan level analyses.
- Tier 5 – Offsets along or in combination with the above target Significance Screening Level. Offsets must be provided for a 30-year project life, unless the project life is limited by permit, lease, or other legally binding condition.

If a project complies with any one of these tiers, its impacts related to the generation of GHG emissions would be considered less than significant.

The SCAQMD's interim thresholds used the EO S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the EO's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 parts per million, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if future site-specific projects would include stationary sources of emissions subject to SCAQMD permits. Notwithstanding, if future site-specific projects require a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009, includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high-quality, certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

b. Southern California Association of Governments

In April 2024, SCAG adopted Connect SoCal 2024, the Regional Transportation Plan/Sustainable Communities Strategy. The horizon year for Connect SoCal 2024 is 2050. The Connect SoCal plan identifies land use strategies that focus on new housing and job growth in areas with a variety of destinations and mobility options that would support and complement the proposed transportation network. The overarching strategy in Connect SoCal is to provide for a plan that allows the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2024). The Connect SoCal plan contains transportation projects to help more efficiently distribute population, housing, and employment growth as well as projected development that promotes active transport and reduces GHG emissions.

c. Climate Action Plan

The City's CAP was adopted on November 17, 2020 (City of Chino 2020). The CAP serves as a comprehensive roadmap to outline strategies that the City will implement to achieve GHG emissions reductions into the year 2030 and beyond. The CAP includes an emissions inventory, emission projections, and measures and strategies to achieve a reduction goal of 46 percent below 2008 levels by 2030 which is in line with statewide goals.

The CAP establishes the following GHG reduction goals and measures:

Energy

Goal Energy-1: Improve the efficiency of existing buildings by focusing on increasing community awareness and education about energy efficiency; and promoting emissions reduction and existing incentive programs.

- Measure Energy-1: Increase Energy Efficiency in Existing Buildings: Outreach and Incentives

  City Implementation Actions:

  1. Review the energy efficiency programs for existing buildings offered by utility companies serving Chino.
  2. Create outreach materials highlighting the efficiency programs that are most relevant to Chino residents.
  3. Track the energy efficiency programs to understand how they change and identify new programs relevant to Chino.

Goal Energy-2: Partner with community services agencies, utilities, nonprofits, and other entities to incentivize weatherization program for low-income residents, with a goal to weatherize 40 percent low-income homes by 2030.

- Measure Energy-2: Promote Energy Efficiency in Low-Income Residences

  City Implementation Actions:

  1. Track the implementation of City's low-income home improvement loan and grants program.

Goal Energy-3: Incentivize energy efficiency tune-ups of existing non-residential buildings with a goal to optimize energy and water performance by identifying low- or no-cost actions related to building operations and maintenance that generate energy savings.

- Measure Energy-3: Promote Energy Efficiency Tune-Ups of Existing Commercial Units

  City Implementation Actions:

  1. Partner with local utility (Southern California Edison [SCE]) to take advantage of energy audit programs for municipal buildings and promote awareness of these programs for private commercial buildings.

Goal Energy-4: Continue to upgrade 50 percent or more outdoor lighting fixtures in residential and commercial settings, and 100 percent of traffic signals to use light-emitting diodes (LEDs).

- Measure Energy-4: Upgrade Outdoor Lights and Traffic Signals to LED

  City Implementation Actions:

  1. Continue to pursue grant funding and participation in utility incentive programs for outdoor lighting upgrades.

2. Continue to monitor costs of outdoor lighting upgrades for City facilities to achieve the most cost effectiveness for replacement and schedule upgrade activities through the annual budget process.

Goal Energy-5: Achieve a target of 40 percent of existing residential units (homes built prior to 2020) to incorporate solar components through the promotion of incentive programs offered by utility companies and other funding entities to be achieved by 2030.

- Measure Energy-5: Promote Installation of Solar Panels Within Existing Residential Units

  City Implementation Actions:

  1. Identify funding sources from state, county, and utility programs for solar energy projects.
  2. Prepare handouts for the public, provide information on the City's website, and identify City events such as the farmers markets, New Business Reception, job fairs, etc. where staff can distribute information.

Goal Energy-6: Achieve a target of 40 percent of existing commercial/industrial buildings (built before 2020) to incorporate solar components through the promotion of incentive programs offered by utility companies and other funding entities by 2030.

- Measure Energy-6: Promote Installation of Solar Panels Within Existing Commercial/Industrial Units

  City Implementation Actions:

  1. Identify funding sources from state, county, and utility programs for solar energy projects.
  2. Prepare handouts for the public, provide information on the City's website, and identify City events such as the farmers markets, New Business Reception, job fairs, etc. where staff can distribute information.

<u>On-Road Transportation</u>

Goal Onroad-1: Promote awareness and incentives among the local employers and businesses, especially the ones employing 200 or more staff to develop programs to encourage the use of mass transit, carpooling, ridesharing, and telecommuting as potential strategies for commute trip vehicle miles traveled (VMT) reduction.

- Measure On-Road-1: Promote Awareness and Incentives Among Local Employers and Businesses to Implement Commute Trip Reduction Programs

  City Implementation Actions:

  1. Encourage local businesses employing more than 250 or more employees to develop incentives and programs such as flexible work schedule to promote commute trip reduction strategies.
  2. Encourage the new development to require carpool/vanpool parking spaces to promote rideshare among building users.

Goal On-Road-2: Continue Implementing a Transportation Demand Management (TDM) and signal synchronization program.

- Measure On-Road-2: Continue Implementing TDM and Signal Synchronization Program Within the City

  City Implementation Actions:

  1. City to implement a condition of approval for commercial development projects that would employ 250 or more employees to develop and implement a TDM program in compliance with SCAQMD Rule 2202.
  2. City to implement alternative work schedule such as 9/80 program to improve traffic congestion.
  3. City traffic engineers study all signalized intersections throughout the City and develop a signal timing optimization plan based on the recently implemented Central Traffic Control System.

Goal On-Road-3: Expand Bike Routes per the City's Bicycle and Pedestrian Master Plan

- Measure On-Road-3: Implement Pedestrian and Bicycle Master Plan

  City Implementation Actions:

  1. Starting in 2020, with completion by 2030, the City will implement recommended bikeway projects to improve bike transit, which would implement City's Pedestrian and Bicycle Master Plan. [Note that the updated Infrastructure Element includes Action ING-4.d that calls for an update to the City's Bicycle and Pedestrian Master Plan].

Goal On-Road-4: Promote the installation of community charging stations.

- Measure On-Road-4: Promote the installation of zero emission vehicle (ZEV) community charging stations for new development and public places throughout the City.

  City Implementation Actions:

  1. Work with San Bernardino Council of Governments to promote and develop the ZEV charging stations at public places.
  2. Encourage new commercial and residential development to install e-chargers.

<u>Solid Waste</u>

Goal Waste-1: Meet the waste diversion goal (50 percent) recommended by AB 939 and CALGreen by adopting Citywide waste goals of at least 70 percent of waste diversion from construction and demolition activities.

- Measure Waste-1: Reduce Waste at Landfills

  City Implementation Actions:

  1. Require solid waste collector to provide recycling containers for all customers in compliance with State law and facilitate waste diversion requirements mandated on all solid waste facilities.

2. Starting in 2020, require all development during construction and demolition activities to recycle construction and demolition waste.
3. Coordinate with the County to help achieve countywide 48 percent waste diversion goals.

Wastewater

Goal Waste-1: Meet the waste diversion goal (50 percent) recommended by AB 939 and CALGreen by adopting citywide waste goals of at least 70 percent of waste diversion from construction and demolition activities.

- Measure Wastewater-1: Reuse Recycled Water for Irrigation and Other Non-Potable Uses

  City Implementation Actions:

  1. Develop public educational materials that support and encourage the use of recycled water and other water conservation measures.
  2. Work with the Inland Empire Utilities Agency to identify new locations/uses for recycled water.
  3. Identify barriers to the use of recycled water and address those to increase the opportunities for recycled water use

Water Consumption

Goal Water Consumption-1: Develop and promote water efficiency and conservation programs geared towards educating residents to implement water efficiency and conservation measures.

- Measure Water Consumption-1: Develop programs and informational material to promote water efficiency and conservation measures.

  City Implementation Actions:

  1. Develop promotional efforts on water efficiency and conservation.

Goal Water Consumption-2: The City to continue to promote water-efficient landscaping practices for homeowners, businesses, and non-residential property owners.

- Measure Water Consumption-2: Promote Water-Efficient Landscaping Practices.

  City Implementation Actions:

  1. Create awareness and incentives for residents to use water-efficient landscaping practices.
  2. Transition to drought-tolerant landscaping in all municipal buildings.
  3. Promote installation of dual plumbing in all new development, allowing gray water to be used for landscape irrigation where purple pipe is not an option.

GHG Performance Standards for New Development

Goal Design Review Process-1: Continue to Decrease GHG Emissions from New Development through Performance Standards implementing screening tables.

- Measure Design Review Process-1: Development Review Process Setting Standards for New Development.

  City Implementation Actions:

  1. Educate City staff, developers, etc., on how the screening tables work and advantages in using the screening tables. Include screening tables in submittal packages for development projects and have developers select their choices of reduction measures within the screening tables to include in as a project's conditions of approval.
  2. Establish online permitting to facilitate upgrades.

Adaptation Measures

The CAP also establishes the following climate adaptation measures:

- Adaptation Measure 1: Provide Community Cooling Centers:
  - Identify City-owned or operated public facilities (e.g., libraries, community centers, parks, and recreational facilities) as potential Community Cooling Centers. Prioritize areas within the City with low-income, elderly, and young populations because these are the populations most severely affected by extreme heat.
  - Assess the capacity and condition of the air conditioning and ventilation systems of the identified facilities to determine whether they are able to provide adequate cooling during extreme heat days.
  - Develop maintenance and repair plans for the identified cooling centers to ensure the facilities are adequately prepared for extreme heat days.
  - Communicate to the public the locations of the Community Cooling Centers so that more people can access them. This is particularly important in the low-income neighborhoods.
- Adaptation Measure 2: Provide public outreach, education, and engagement pertaining to the risks of extreme heat and preventative measures by implementing the following actions:
  - Communicate heat warning information and appropriate responses to the public (e.g., encourage staying indoors and provide symptom reminders).
  - Encourage citizens and non-profit organizations within the City (church groups, clubs, etc.) to check on their family, friends, and neighbors to ensure they have access to air conditioning.
  - Establish systems such as hotlines to alert public health officials about high-risk or distressed individuals.

  - Develop a volunteer system to check on the elderly, especially in the instances of extreme heat days. The volunteers could also undertake a food delivery program to assist the elderly and vulnerable population.

- Adaptation Measure 3: Develop an extreme heat transportation management strategy by implementing the following actions:
  - Identify older roadways and bridges within the City that are vulnerable to high heat due to structural buckling and asphalt softening.
  - Implement load restrictions for the older roads and bridges that have been identified as being vulnerable to extreme heat to reduce traffic on vulnerable transportation infrastructure during extreme heat days.
  - Establish a communications system to alert the public to the load restrictions of the roadways identified above during extreme heat days.
  - Provide an engineering assessment of the older vulnerable roadways and bridges identified above and prioritize these roadways for reasonable improvements that can be phased in based on budget limitations.

- Adaptation Measure 4: Restrict land use development within Flood Zones A and AE by implementing the following actions:
  - Restrict new land use development within Flood Zones A and AE unless land is modified.
  - Identify existing land uses within Flood Zones A and AE and provide flooding mitigation, including providing sandbags prior to storm events. Assess properties for flooding vulnerabilities.

- Adaptation Measure 5: Provide public outreach, education, and engagement pertaining to flooding and extreme weather events by implementing the following action:
  - Communicate flood warning and severe weather event information and appropriate responses to the public (e.g., discourage travel in flood-prone areas and avoid flood control channels).

- Adaptation Measure 6: Develop an Emergency Evacuation Plan for flooding through the following actions:
  - Using the map in Figure 12 and the list of roadways in Table K [of the CAP], determine the safe evacuation routes to use during flooding events.
  - Using the defined evaluation routes, determine the evacuation route capacity and time it would take to evacuate during a flood or severe weather event.
  - Develop an emergency evacuation notification system and initiate criteria to evacuate the areas of flooding.

d. Municipal Code

15.45.070 – GHG Performance Standards for New Development

Section 15.45.070 of the City's Municipal Code establishes standards related to GHG, which states the following:

> All new development in the City shall contribute to the reduction of greenhouse gas emissions by demonstrating consistency with the climate action plan by implementing one or a combination of the following three options:
>
> 1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or
>
> 2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or
>
> 3. Provide other equivalent greenhouse gas (GHG) reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.
>
> Applicants that choose Option 1 described above will be required to verify that their project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above will be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod [California Emissions Estimator Model] or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.

e. Proposed General Plan Goals and Policies

Land Use and Community Character Element

Goal LCC-1: Balanced Community. Foster a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

- Policy LCC-1.1: Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the City to support a complete community.

- Policy LCC-1.2: Ensure logical City boundaries that facilitate the efficient delivery of City services, address economic development needs, and optimize municipal costs and revenues.

- Policy LCC-1.3: Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino.

- Policy LCC-1.4: Promote infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods.

- Policy LCC-1.5: Locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.

- Policy LCC-1.8: Integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions in Chino, including Chaffey College and the Chino Valley Medical Center. Such uses and amenities may include the following: retail, restaurants, lodging, neighborhood services, arts/culture venues, athletic facilities, and other publicly accessible facilities.

Goal LCC-2: Vibrant Downtown. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

- Policy LCC-2.3: Focus the highest intensity of development along D Street and Seventh Street to create a distinctive, walkable mixed-use core between Sixth Street and Central Avenue, south of C Street.

- Policy LCC-2.6: Promote a mix of commercial, office, and residential uses along Central Avenue to strengthen its role as a mixed-use corridor at the heart of Chino.

- Policy LCC-2.13: Within the core area, orient new buildings to the street, minimize setbacks along street frontages, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.

- Action LCC-2.g: Provide direct pedestrian connections between the Transit Center and the downtown core.

Goal LCC-3: Revitalized Commercial Centers. Transform Chino's shopping centers into vital activity hubs and gathering places that enhance quality of life for residents and attract visitors.

- Policy LCC-3.1: Within commercial centers where permitted on sites identified in the Zoning Code, foster mixed-use development and the co-location of residential and commercial uses within site distance of one another on the site to promote day and evening vitality.

- Policy LCC-3.3: Promote the integration of amenities, events, and programming into regional, community and neighborhood shopping centers that strengthen their role as places for area residents to shop and gather. Features to integrate should include the following:

    - Pedestrian amenities;
    - Electric vehicle charging;
    - Bike parking;
    - Traffic-calming features;
    - Plazas and public areas;
    - Shade trees;
    - Lighting;
    - Public art;
    - Farmers markets;
    - Retail and other services that provide for everyday needs; and
    - Community events.

- Policy LCC-3.5: Ensure that commercial and residential uses within centers are designed to incorporate ground floor transparency and encourage pedestrian activity.

- Action LCC-3.c: Adopt a community benefits program that:

    - Provides regulatory incentives in exchange for the provision of on-site amenities in commercial centers such as outdoor dining; mini-parks, plazas, and seating areas; family-friendly facilities; electric vehicle (EV) fast charging stations; entertainment programming; and public art; and

    - Allows for transfer of floor area ratio (FAR) between parcels on the same site or within the Boulevard Mixed Use district in exchange for the provision of additional community benefits on-site. Transfers must be recorded and monitored to ensure the total permitted FAR along the corridor is never exceeded. The maximum permitted FAR on any one site should be limited to 1.25 FAR.

- Policy LCC-3.16: Foster attractive, human-scaled mixed-use development that contributes to local character and enhances "small town" sense of place along key segments of Riverside Drive and Central Avenue.

- Policy LCC-3.17: Provide for a mix of commercial-retail and services in commercial centers on Riverside Drive and Central Avenue that cater to the daily needs of local residents together with multifamily housing where permitted under zoning.

- Policy LCC-3.18: Focus efforts to attract essential services such as medical clinics, grocery stores, banks, and dry cleaners to commercial centers in order to provide for the needs of area residents and ensure the vitality of the site over time.

- Policy LCC-3.23: Provide bicycle and pedestrian connections to retail and restaurants from surrounding residential areas.

- Policy LCC-3.24: Incorporate on-site amenities into the commercial area, such as outdoor dining; landscaped gardens, plazas, and seating areas; play areas and family-friendly facilities; EV fast charging stations; event spaces and entertainment programming; public art.

Goal LCC-4: Attractive Corridors and Gateways. Promote distinctive corridors and gateways with well-designed buildings and streetscapes that build sense of place and local pride.

- Policy LCC-4.5: Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved cross-walks, and City-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.

- Policy LCC-4.8: Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.

Infrastructure Element

The proposed Infrastructure Element contains numerous goals, policies, and actions related to transportation infrastructure within the Planning Area. The following is a summary of those most related to the reduction of GHGs.

Goal INF-1: Regional Connectivity. Strengthen connections to the regional transportation network.

- Policy INF-1.1: Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.

- Policy INF-1.3: Pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.

- Policy INF-1.4: Work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from Chino to major regional destinations, such as the Ontario International Airport, Metrolink rail stations, and large employment centers.

- Action INF-1.a: Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and I-71 and improve regional access for Chino residents and businesses, including the Pine Avenue Bridge Connector, Pine Avenue and SR-71 Interchange Project, Euclid Avenue (SR-83) Relinquishment, and the Euclid Avenue Bridge Project.

- Action INF-1.b: Pursue grant funding, including for major regional projects that strengthen connectivity to the regional network and enhance safety and accessibility in Chino.

- Action INF-1.c: Coordinate regularly with Caltrans to ensure efficient traffic flows between interchanges and local roadways including signal timing and operations.

Goal INF-2: Comprehensive Transportation System. Plan, design, build, and maintain a local transportation network that provides safe and efficient access throughout Chino and optimizes travel by all modes.

- Policy INF-2.1: Maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive complete streets approach that enables safe, convenient travel for all roadway users.

- Policy INF-2.2: Foster a cohesive circulation system through a "layered network" approach that promotes complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas. Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.

- Policy INF-2.5: Plan and invest to foster a transportation system that improves the health of Chino residents through actions that make active transportation, non-motorized modes, and high-occupancy vehicles viable, attractive alternatives to the private automobile.

- Policy INF-2.6: Ensure the design of new streets and the retrofit of existing streets minimizes traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:

    - Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;

    - Short block lengths, reduced street widths, and/or traffic calming measures; and

    - Providing pedestrians and bicyclists with options where motorized transportation is prohibited.

- Policy INF-2.7: Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.

- Policy INF-2.10: Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and signal coordination.

- Policy INF-2.11: As part of street redesigns, plan for the needs of different modes–such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.

- Policy INF-2.12: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.

- Policy INF-2.14: Explore the use of green infrastructure in the design of new roadways and retrofit existing roadways where appropriate.

- Policy INF-2.15: Incorporate traffic calming design into local and collector streets to promote safe vehicle speeds.

Goal INF-3: Efficient Circulation. Manage the City's transportation system to maximize the efficiency of the network, minimize congestion and air pollution, and reduce VMT.

Transportation System Management

- Policy INF-3.5: Require development projects to prepare traffic impact studies, including VMT analysis and level of service assessments as appropriate per the City's adopted Traffic Impact Analysis Guidelines.

- Policy INF-3.6: Support regional efforts for the development of a VMT Mitigation Bank in coordination with San Bernardino County Transportation Authority.

- Policy INF-3.7: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts, including through payment of Development Impact Fees.

- Policy INF-3.8: Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.

- Action INF-3.b: Update the Traffic Impact Analysis Guidelines to establish the following VMT thresholds for Land Use Plans, including General Plan amendments and specific plans:

    - Project threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted RTP/SCS.

    - Cumulative threshold: A significant impact would occur if project would exceed the VMT/service population of the horizon year of the current adopted RTP/SCS.

- Action INF-3.f: Develop and implement a comprehensive wayfinding program serving all modes of transportation to improve navigation and optimize travel time for residents, visitors, and employees.

- Action INF-3.h: Evaluate opportunities to incorporate new materials, technologies, or design features that improve the transportation system, including materials that will have a longer life cycle, require less maintenance, and are climate friendly.

- Action INF-3.i: In mixed-use activity centers and other appropriate locations, identify and designate passenger pick-up/drop-off locations within the public right-of-way for transit, autonomous vehicles, ridesharing services, and micro-transit to limit traffic disruptions, reduce congestion, and increase safety.

Transportation Demand Management

- Policy INF-3.14: Promote the greater use of TDM strategies by employers and large residential developments to reduce dependence on single-occupancy vehicles.
- Policy INF-3.15: Use public outreach to encourage alternative modes of travel and inform the community about the benefits of participation in new programs, approaches, and strategies.
- Policy INF-3.16: As a TDM strategy, encourage large-scale employers to provide on-site childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.
- Policy INF-3.17: Encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.
- Policy INF-3.18: Partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens.
- Action INF-3.j: Adopt and implement a TDM Program.
- Action INF-3.k: With the objective of reducing congestion, improving air quality, and enhancing the overall efficiency and sustainability of Chino's transportation network, assess the feasibility of requiring that large employers develop TDM plans to incentivize alternatives to single-occupancy vehicle commuting.

Parking Management

- Policy INF-3.19: Balance on-street and off-street parking supply with objectives for reducing VMT, improving air quality, supporting economic vitality, and fostering a high quality of life throughout the City.
- Policy INF-3.20: Through the development review process, encourage applicants proposing projects in mixed-use areas and activity centers to explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.
- Policy INF-3.21: Require traffic and parking management plans for major events that utilize travel demand management strategies encouraging transit and other alternatives to single occupant vehicles to limit the impact to City Streets.
- Policy INF-3.22: Lead by example by continuing to incentivize the use of electric vehicles and hybrids, such as by expanding the availability of EV charging infrastructure in City parking lots and structures and/or providing priority parking locations for electric and hybrid vehicles.

Goal INF-4: Connected City. Provide safe and convenient connections between neighborhoods and destinations within Chino for pedestrians, cyclists, and transit riders.

Active Transportation

- Policy INF-4.1: Strengthen active transportation circulation routes between residential neighborhoods, parks, schools and mixes use areas.

- Policy INF-4.2: As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a half-mile walk of mixed-use areas.

Pedestrian Circulation

- Policy INF-4.4: Design streets to promote walking by including design elements such as the following:

    - grid networks that provide high levels of connectivity;
    - closely spaced intersections;
    - frequent and low-stress crossings;
    - wide, unobstructed walkable sidewalks;
    - street trees that provide shading; and
    - minimize curb cuts to only required access areas.

- Policy INF-4.5: Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.

- Policy INF-4.6: Work to complete the network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially near important destinations, such as schools, parks, and mixed-use areas.

- Policy INF-4.7: Require pedestrian-friendly traffic signal accessories, such as Accessible Pedestrian Signals which include countdown information in both a visual and auditory format, and similar technologies at all significant pedestrian crossings.

- Policy INF-4.8: Require that new subdivisions, new multi-family developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers.

- Policy INF-4.9: Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:
    - Provision of curb ramps, crosswalks, and overpasses;
    - Relocation of infrastructure or street furniture that impedes travel pathways;
    - Reducing or consolidating driveways and curb cuts; and
    - Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- Policy INF-4.10: When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.

Bicycle Circulation

- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.
- Policy INF-4.12: Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.
- Policy INF-4.13: When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
- Policy INF-4.14: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

Transit Access

- Policy INF-4.15: Encourage the routing of buses to the Chino Airport, Chaffey College, and other major destinations to facilitate transit access for workers, students, and airport passengers.
- Policy INF-4.16: Work with Omnitrans to expand bus service to additional areas of the City and improve north-south connections. Prioritize connections to/from job centers in Chino and between The Preserve and the northern part of the City.
- Action INF-4.a: Identify opportunities to implement enhancements to pedestrian crossings at key locations across minor arterials, boulevards, and collectors with a target of providing pedestrian crossings no further than 600 feet apart in appropriate areas and in accordance with State standards.

- Action INF-4.b: Work with neighboring cities and the County to seek grants for bicycle routes and facilities that span jurisdictions.

- Action INF-4.c: Using a safe system approach, conduct a Safe Streets and Roads for All (SS4A) assessment to identify a network of designated corridor-level segments where the highest concentrations of collisions occur (High Injury Network) and develop a suite of actions to eliminate collisions resulting in fatalities and serious injuries. The High Injury Network should be used to help prioritize resources for safety improvements on roads where collisions, particularly those resulting in fatal and serious injuries, are most prevalent.

- Action INF-4.d: Update the Bicycle and Pedestrian Master Plan and continue to use it as the primary resource for planning and implementing bikeway and pedestrian improvements. Integrate the High Injury Network and associated actions to reduce crashes and fatalities. Incorporate improvements to address roadway segments with overlapping truck routes and existing or proposed bicycle facilities, with appropriate prioritization. Consider the potential for repurposing equestrian trails as multi-use trails.

- Action INF-4.e: Periodically evaluate opportunities and collaborate with Omnitrans to support transit by incorporating features such as bus bulbs, traffic signal priority, queue jumps, and other solutions into priority corridors to improve transit speed, reliability, and operating efficiency while reducing passenger delay.

- Action INF-4.f: Review and update the City's Americans with Disabilities Act Transition Plan to ensure compliance with the Americans with Disabilities Act.

- Action INF-4.g: Work with Omnitrans to implement bus shelter design that encourages transit use.

Goal INF-5: Safe, Efficient Goods Movement. Provide for safe, efficient goods movement by road, air, and rail.

- Policy INF-5.5: Support implementation of new technologies that result in logistics operations that are cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle censors and communications.

- Policy INF-5.7: Coordinate with public agencies in the region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and support development of shared charging hubs and resources, and prioritization of ZEV technologies for goods movement in the City.

- Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.

- Action INF-5.b: Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic. Support and plan for electrification and autonomy of the truck fleet.

Health and Environmental Quality Element

The proposed Health and Environmental Quality Element contains goals, policies, and actions related to clean air within the Planning Area. The following is a summary of those most related to the reduction of GHGs.

Goal HEQ-5: Clean Air, Water, and Soil. Reduce pollution and improve community health.

- Policy HEQ-5.1: Coordinate air and water quality planning efforts with other local, regional, and State agencies.
- Policy HEQ-5.2: Cooperate with the SCAQMD and San Bernardino County Transportation Authority in efforts to promote public awareness about air pollution and control measures.
- Policy HEQ-5.4: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.
- Policy HEQ-5.6: Work with existing industrial and transportation-related business in Chino to improve outdoor air quality through improved operations and practices, such as planning for zero emissions trucks and vans.
- Policy HEQ-5.7: Promote the incorporation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts.
- Policy HEQ-5.8: Support and encourage on-site alternative energy production, such as thermal systems, on-site photovoltaic, wind turbines, and other emerging technologies that do not emit air pollutants.
- Policy HEQ-5.9: Continue to purchase or lease of fuel-efficient and low emissions vehicles for City fleet vehicles.
- Action HEQ-5.a: Use the CAP to guide City actions and investments aimed at reducing GHG emissions community-wide.

4.6.3 Significance Determination Thresholds

Thresholds used to evaluate impacts to GHG emissions are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.

There are currently no published statewide thresholds of significance for measuring the impact of GHG emissions generated by a proposed project. CEQA Guidelines Section 15064.7 indicates only that "each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." SCAQMD has published draft thresholds that, when finalized, jurisdictions within the SCAQMD boundary can use if they do not have their own thresholds and GHG mitigation plans. However, the City's CAP addresses cumulative GHG emissions, has a set of measures that achieves the reduction targets, and provides an implementation plan to implement the reduction measures.

To address the state's requirement to reduce GHG emissions, the City's CAP has a target of reducing GHG emissions within the City by 46 percent below 2008 baseline by 2030. The City's target is consistent with SB 32 and ensure that the City is providing GHG reductions locally that will complement State and international efforts of stabilizing climate change. Because the CAP addresses GHG emissions reduction in concert with SB 32 and includes specific local requirements that would substantially lessen the cumulative problem, compliance with the CAP would fulfill the description of mitigation found in CEQA Guidelines Sections 15130(a)(3) and 15183.5.

GHG emissions are only important in the context of cumulative emissions; therefore, the focus of the analysis is on answering the question of whether incremental contributions of GHGs would make a cumulatively considerable contribution to climate change impacts. The CAP includes a set of reduction measures designed to substantially lessen cumulative impacts associated with GHG emissions as described in CEQA Guidelines Section 15130(a)(3), in determining if a project's effects would result in significant impacts. The CAP has the following components that fulfill cumulative mitigation for GHG emissions:

1. Provides a communitywide GHG emissions reduction target that would substantially lessen the cumulative impact;

2. Provides measures that new development projects shall follow to meet the City's reduction target and substantially lessen the cumulative impact;

3. Provides a set of GHG emission inventories that provide quantitative facts and analysis for how the measures within the CAP meet the reduction targets that substantially lessen the cumulative impact; and

4. Provides an implementation, monitoring, and update program to ensure that the reduction target is met.

The CAP fulfills the first condition by adopting targets of reducing GHG emissions within the City by 46 percent by 2030. The 2030 reduction target is compliant with SB 32. The CAP satisfies the second condition through the implementation of the reduction measures for new development. The City's GHG Screening Tables Implementing Performance Standards (Screening Tables), included as Appendix A of the CAP, supplies the specific criteria that new development shall follow to ensure that the reduction measures associated with new development are implemented and the reduction targets are met.

The CAP satisfies the third criterion by providing a set of communitywide GHG emissions inventories for existing conditions (2008 baseline) and future 2030 and 2045 GHG emissions that are anticipated without the reduction measures (Adjusted Business-As-Usual). The CAP also demonstrates reduced levels of 2030 and 2040 GHG emissions that demonstrate how the implementation of reduction measures achieves the reduction targets.

Analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. The purpose of the Screening Tables is to provide guidance in measuring the reduction of GHG emissions attributable to certain design and construction measures incorporated into site-specific projects. The Screening Tables assign points for each option incorporated into a site-specific project as mitigation or a project design feature. The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how site-specific projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2017 emission levels of efficiency. Site -specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Consistent with CEQA Guidelines, such site-specific projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions.

For the purposes of this analysis, significance is based on consistency with the City's CAP. It includes GHG emission quantification for the existing year 2024 condition, buildout of the City's Adopted General Plan (No Project Alternative), and buildout of the project.

4.6.4 Methodology

GHG emissions were calculated using CalEEMod Version 2022.1 (California Air Pollution Control Officers Association [CAPCOA] 2022) and CARB's 2021 EMission FACtor model (CARB 2021). GHG emissions are estimated in terms of total MT CO_2E. The analysis methodology and input data are described in the following sections. CalEEMod output is provided in Appendix B.

4.6.4.1 Mobile Emissions

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. Mobile source operational emissions are based on the trip rate, trip length, and vehicle mix. Regional mobile-source emissions were estimated using CalEEMod, which is based on CARB's 2021 EMission FACtor model (CARB 2021), and the VMT analysis prepared for the project by Fehr & Peers (see Appendix C). The Planning Area was estimated to have generated 3,315,103 VMT in the baseline year 2024 condition. Buildout of the Adopted General Plan would generate 3,858,652 VMT in the Planning Area, and buildout of the project would generate 3,843,480 VMT in the Planning Area. Emissions due to mobile sources were calculated using CalEEMod Version 2022.1 using year 2024 emission factors for the baseline condition and year 2045 emission factors for the buildout conditions.

4.6.4.2 Energy Use Emissions

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's overall operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, it is considered a direct emissions source associated with the building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and nonresidential energy consumption by the quantities of residential units and nonresidential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

The CEC adopted the 2022 Energy Code in August 2021, and it took effect January 1, 2023. The Energy Code contains energy conservation standards applicable to particular end-use categories for all new or altered residential and nonresidential buildings throughout California. Energy consumption values are based on the CEC's 2018–2030 Uncalibrated Commercial Sector Forecast and the 2019 Residential Appliance Saturation Survey. GHG emissions were calculated using the default CalEEMod Version 2022.1 emission factors.

Future site-specific projects within the Planning Area would be served by SCE. Therefore, SCE's specific energy-intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) are used in the calculations of GHG emissions. Current and forecasted year 2045 SCE energy-intensity factors are included in CalEEMod version 2022.1. Emissions were modeled using year 2024 energy-intensity factors for the baseline condition and forecasted year 2045 energy-intensity factors for the buildout conditions. Statewide RPS goals are summarized in Section 4.6.2.2(f). As SCE continues to procure renewable energy sources in line with state goals, the energy-intensity factors will decrease.

4.6.4.3 Area Source Emissions

Area sources include criteria pollutant and GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits criteria pollutants and GHGs associated with the equipment's fuel combustion. Default statewide emission rates from landscaping equipment were developed using the CARB Small Off-Road Engines Model v1.1. Area sources also include consumer products and architectural coatings. However, only criteria pollutant emissions are associated with these sources and not GHG emissions. All model defaults associated with these sources were used with the exception of fireplaces. The CalEEMod default number of wood-burning fireplaces were modeled as natural gas fireplaces.

4.6.4.4 Water and Wastewater Emissions

The amount of water used and wastewater generated by a site-specific project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH_4 and N_2O.

CalEEMod Version 2022.1 calculates outdoor water use based the Department of Water Resources Model Water Efficient Landscape Ordinance and calculates nonresidential indoor water used based on the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2022). Wastewater treatment is based on the region-specific distribution of wastewater treatment methods. Water and wastewater emissions were calculated using default CalEEMod data.

4.2.4.5 Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by the California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the IPCC method, using the degradable organic content of waste. GHG emissions associated with waste disposal were calculated using default parameters.

4.2.4.6 Refrigerants

Small amounts of GHG emissions result from refrigerants used in air conditioning and refrigeration equipment. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Emissions due to refrigerants were calculated using CalEEMod default values which are based on industry data from the U.S. EPA.

4.2.4.7 Construction Emissions

No specific development is proposed at this time. At a program level, it would be speculative to estimate the schedule and construction requirements of each individual site-specific project that could occur as a result of the project. Based on the City's GHG inventory shown in Table 4.6-3, off-road construction equipment emissions are estimated as 1.4 percent of the total GHG emissions inventory. Thus, for the purposes of this analysis, construction emissions were calculated as 1.4 percent of the total operational emissions.

4.6.5 Topic 1: GHG Emissions

Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

4.6.5.1 Impact Analysis

Based on the methodology summarized in Section 4.6.4, the primary sources of direct and indirect GHG emissions have been calculated. The results are summarized in Table 4.6-4. CalEEMod output is provided in Appendix B.

Table 4.6-4
Project Greenhouse Gas Emissions

Source	Existing Year 2024	Buildout (year 2045) of Existing General Plan	Buildout (year 2045) of Proposed GPU	GPU Change Over Existing Condition	GPU Change Over Buildout of Existing General Plan
Mobile	449,154	396,562	395,003	-54,151	-1,559
Energy	297,915	283,385	286,163	-11,752	2,778
Area	7,865	9,968	9,991	2,126	23
Water/Wastewater	39,837	36,941	37,307	-2,529	366
Solid Waste	31,227	34,552	34,961	3,734	409
Refrigerants	2,288	2,356	2,379	91	23
Construction	--	10,693	10,721	10,721	29
Total	**828,286**	**774,456**	**776,526**	**-51,760**	**2,069**
Service Population (Residents + Employees)	*163,484*	*178,060*	*179,843*	*16,359*	*1,783*
GHG Emissions per Service Population	*5.07*	*4.35*	*4.32*	*-0.75*	*-0.03*

SOURCE: Appendix B
NOTE: Totals may vary due to independent rounding.
GHG = greenhouse gas; GPU = General Plan Update

When compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. This increase in development would also result in an increase in VMT. Even though the project would result in an increase in development compared to the existing condition, GHG emissions associated with mobile, energy, and water sources would decrease. This is due to regulations that result in cleaner mobile sources over time and implementation of RPS that results in cleaner energy sources over time.

When compared to buildout of the Adopted General Plan, the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area; however, the increase in commercial and light industrial uses would lead to an increase in all other sources

emissions. The modeled reduction in VMT indicates that the project would be a more efficient plan than the Adopted General Plan in terms of vehicular trips. The updated Infrastructure Element includes goals, policies, and actions that promote reduced mobile source emissions and reduced VMT. These include policies and actions to improve regional connectivity (Policies INF-1.1 through INF-1.4); create a comprehensive transportation system that supports all modes of travel (Policies INF-2.1 through ING-2.15; manage an efficient circulation system through transportation system management (Policies INF-3.5 through INF-3.8), TDM (Policies INF-3.14 through INF-3.18), and parking management (Policies ING-3.19 through INF-3.22); and create a connected city with safe and convenient connections between neighborhoods and destination through active transportation (Policies INF-4.1 and INF-4.2), pedestrian circulation (Policies INF-4.4 through INF-4.10), bicycle circulation (Policies INF-4.11 through INF-4.14), and transit access (Policies INF-4.15 and INF-4.16); and provide for safe and efficient goods movement with clean technology (Policies INF-5.5, INF-5.7, and INF-5.10). Health and Environmental Quality Element policies also encourage the reduction of pollution and GHGs from industrial and transportation-related business (Policy HEQ-.57) and the purchase of fuel-efficient and low emissions vehicles for City fleet vehicles (Policy HEQ-5.9). In regards to construction activities, Policy HEQ-5.5 requires the implementation of mitigation measures and best practices during construction and grading activities. Additionally, land use policies that promote an efficient development pattern with a balanced mix of land uses and revitalization of underused sites in order to provide for pedestrian friendly neighborhoods and gathering places would reduce vehicle travel in the Planning Area (see Goals LCC-1 through LCC-4 and supporting policies in Section 4.6.2.3.e above). Through Action HEQ-5.a, the City would use the CAP to guide actions and investments aimed at reducing GHG emissions community-wide.

The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. At the time of their initiation, new developments would be required to comply with applicable federal, state, and local regulations regarding GHG emissions, and would be required to demonstrate consistency with the City's CAP using either the Screening Tables or a project-specific GHG analysis. Additionally, future development facilitated by the project would also be required to meet the mandatory energy requirements of CALGreen and the Energy Code (CCR Title 24, Part 6) in effect at the time of development. These regulations require that new development incorporate design features to capture energy efficiencies associated with building heating, ventilating, and air conditioning mechanical systems, water heating systems, and lighting. Compliance with updated Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of reducing GHG emissions by providing an efficient development pattern with a mix of land uses and reduce VMT through improved regional connectivity, implementation of TDM programs, and improving pedestrian circulation, bicycle circulation, and transit access (see policies referenced above).

Despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP.

4.6.5.2 Significance of Impacts

The project would result in an increase in the growth and emission assumptions used in the City's CAP. Thus, impacts would be considered significant and would require mitigation.

4.6.5.3 Mitigation

GHG-1: Greenhouse Gas

All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions.

Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP by implementing one or a combination of the following three options:

1. Exceed the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of application submittal by five percent; or

2. Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code, Title 24, Part 11 (CALGreen) in effect at the time of development application submittal for discretionary review; or

3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (zero emission vehicle) infrastructure or other incentives, waste diversion, water conservation, tree planting, renewable energy option packages, or any combination of these or other measures such that GHG emissions are reduced by 0.074 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.

4.6.5.4 Significance after Mitigation

Although project implementation would support CAP goals to reduce GHG emissions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Future site-specific projects would be required to demonstrate consistency with the CAP. However, despite adherence to mitigation measure GHG-1, impacts associated with GHG emissions would remain significant and unavoidable at this program level of review.

4.6.6 Topic 2: GHG Plans

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?

4.6.6.1 Impact Analysis

Applicable plans, policies, and regulations include statewide GHG emission targets established by AB 32 and SB 32; a longer-term statewide policy goals established by EO S-3-05; the 2017 Scoping Plan (which establishes a specific statewide plan to achieve the 2030 target); the 2020 Scoping Plan (which establishes targets for carbon neutrality by 2045); SCAG's RTP/SCS; regulations regarding increased use renewables for electricity production (RPS); and the California Energy Code.

a. State Plans

The Scoping Plan, approved by CARB on December 12, 2008, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. As such, the Scoping Plan is not directly applicable to specific projects. In the Final Statement of Reasons for the Amendments to the CEQA Guidelines, the California Natural Resources Agency observed that "[t]he [Scoping Plan] may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (California Natural Resources Agency 2009). However, the Scoping Plan includes several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law. Table 4.6-5 summarizes the project's consistency with 2017 Scoping Plan actions.

AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals. The following are key project attributes for residential and mixed-use projects (e.g., housing anticipated as part of the project) that can be used to qualitatively determine consistency with the 2022 Scoping Plan. A summary of the 2022

Scoping Plan Priority Strategies and the project's consistency with those strategies is provided in Table 4.6-6.

Table 4.6-5
Project Consistency with 2017 Scoping Plan

Actions	Responsible Parties	Consistency
Implement Senate Bill 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	California Public Utilities Commission, California Energy Commission (CEC), California Air Resources Board (CARB)	**Consistent.** Future development and redevelopment implemented under the project would use energy from Southern California Edison (SCE) which has committed to diversifying the portfolio of energy sources by increasing energy from wind and solar sources. The project would not interfere with or obstruct SCE energy source diversification efforts. Future development and redevelopment would also potentially enroll in SCE's Green Rate program, which gives the opportunity to purchase more energy from renewable sources.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		**Consistent.** Future development and redevelopment implemented under the project would be constructed in compliance with current California Building Code requirements. Currently, new buildings must achieve compliance with 2022 Title 24 Building Energy Efficiency Standards and the 2022 CALGreen requirements. Each version of the California Building Code improves the energy efficiency standards. Future development and redevelopment would be consistent with statewide energy requirements.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles (EVs) by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, Governor's Office of Land Use and Climate Innovation (LCI), Local Agencies	
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030		
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		

Table 4.6-5 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
GHG Phase 2 GHG emission standards for medium-duty/heavy-duty vehicles and trailers, Innovative Clean Transit, Advanced Clean Trucks, Ocean Going Vessels at Berth, Airport Shuttle.		**Consistent.** These strategies are a part of the CARB Mobile Source Strategy. The project would not obstruct or interfere with the implementation of these strategies. As these are CARB enforced standards, vehicles within the Planning Area are required to comply with the standards, and would therefore comply with these strategies.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		**Not Applicable.** This strategy is not specifically applicable to the project. However, the Planning Area is served by the Omnitrans which is the public transit agency serving San Bernardino Valley. In accordance with CARB's Innovative Clean Transportation regulation, Omnitrans has a rollout plan to transition its bus fleet to 100 percent zero-emission by 2040
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		**Not Applicable.** This strategy is not specifically applicable to the project. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last-mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		**Consistent.** The project would be consistent with Connect SoCal (see Table 4.6-7 below), which is the region's SCS, and would therefore be consistent with SB 375. The project would support the goals of these strategies by implementing development that reduces VMT.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).		

Table 4.6-5 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, LCI, CARB, Governor's Office of Business and Economic Development, California Infrastructure and Economic Development Bank, Department of Finance, California Transportation Commission, California Department of Transportation (Caltrans)	**Consistent.** Although this is directed towards CARB and Caltrans, the project would support an increase in the use of transit and active transportation modes through updated Infrastructure Element goals, policies, and actions (see Section 4.6.2.3[e]).
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts)	CalSTA, Caltrans, California Transportation Commission, LCI, SGC, CARB	**Not applicable.** This measure is not within the purview of the project.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, California Environmental Protection Agency (CalEPA), California Natural Resources Agency, CARB, Caltrans, CEC, Governor's Office of Business and Economic Development	**Not applicable.** These measures are not within the purview of the project.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.		
Implement the Short-Lived Climate Pollutant Strategy by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, California Department of Resources Recycling and Recovery, California Department of Food and Agriculture, California State Water Resource Control Board, Local Air Districts	**Not applicable.** These measures are not within the purview of the project.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.		
Implement the post-2020 Cap-and-Trade Program with declining annual caps.		
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	California Natural Resources Agency, Departments Within California Department of Food and Agriculture, CalEPA, CARB	**Not applicable.** These measures are not within the purview of the project.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		
Establish scenario projections to serve as the foundation for the Implementation Plan.		

Table 4.6-5 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Implement Forest Carbon Plan	California Natural Resources Agency, California Department of Forestry and Fire Protection, CalEPA and Departments Within	
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies and Local Agencies	
SOURCE: CARB 2017		

Table 4.6-6 Project Consistency with 2022 Scoping Plan Key Prioritization Strategies		
Priority Area	Key Project Attribute	Project Consistency
Transportation Electrification	Provides electrical vehicle (EV) charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	**Consistent.** The project includes policies in the Land Use and Community Character Element and Infrastructure Element that promote EV parking. Policy LCC-3.3, Policy LCC-3.24, and Action LCC-3.c promote the installation of EV fast charging stations. Policy INF-3.22 incentivizes the use of EV parking in City parking lots and structures. Policy INF-5.5 supports the implementation of new, clean technologies in logistics operations including electric truck charging stations.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	**Consistent.** The project would support infill and mixed-use development on underutilized sites. The project would concentrate future development and redevelopment within key opportunity areas, which consist primarily of vacant or underutilized land, as well as a number of City-owned parcels. Policy LCC-1.4 promotes infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods. Policy LCC-3.1 also promotes mixed-use development within commercial centers. The Climate Action Plan (CAP) Screening Tables, which would be utilized by future development and redevelopment, also promote mixed-use and infill developments.
	Does not result in the loss or conversion of natural and working lands.	**Consistent.**The project includes policies that would support continued agricultural cultivation within the Planning Area. Policy HEQ-4.4 would direct the City to engage with local growers and community based organizations on ways to expand regional community supported agriculture as an alternative source of fresh and

Table 4.6-6 Project Consistency with 2022 Scoping Plan Key Prioritization Strategies		
Priority Area	Key Project Attribute	Project Consistency
		healthy fruits and vegetables for City residents, particularly those with limited mobility, limited income, or those furthest from existing grocery stores. HEQ-8.1 would preserve existing open space and agricultural land in Chino, recognizing its habitat value as well as its contribution to healthy air quality, community character, local quality of life. Policy HEQ-8.2 would support regional efforts to preserve, protect, and enhance environmentally sensitive areas, including riparian corridors, wetlands, and native grasslands in and adjacent to the planning area, and Policy HEQ-8.3 would seek to maximize public access to natural resource areas where appropriate, to enhance environmental awareness and provide recreational opportunities.
	• Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or • Is in proximity to existing transit stops (within a half mile), or • Satisfies more detailed and stringent criteria specified in the region's SCS.	**Consistent.** These strategies implement the goals of the region's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), Connect SoCal. The project would support focusing development within established communities and creating pedestrian amenities(see Policies LCC-2.1–2.8), integration of mixed-use and commercial uses with existing residential areas (see Policies LCC-2.11–2.15), promote the inclusion of multi-modal amenities with local and regional shopping centers, including EV charging and bike parking (see Policies LLCC-3.c and LCC-3.24), and encourage upgrades and development of neighborhood and community centers (see Policies LCC-3.16–3.24). Through these, and other policies, the project would provide the City with the means to meet the goals of the Southern California Association of Governments (SCAG) RTP/SCS.
	Reduces parking requirements by: • Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or • Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or • For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	**Consistent.** Future development and redevelopment would be subject to allowances for reduced parking standards in exchange for affordable housing. Policy LCC-3.15 includes strategies to catalyze redevelopment and incentivize the provision of on-site amenities within regional centers including reduced parking requirements and shared parking provisions.

Table 4.6-6 Project Consistency with 2022 Scoping Plan Key Prioritization Strategies		
Priority Area	Key Project Attribute	Project Consistency
	At least 20 percent of units included are affordable to lower-income residents.	**Consistent.** The City's 2021-2029 Housing Element identifies five major goals including the provision of adequate housing opportunities to meet the affordable housing needs of the community, including those groups with special housing needs. The Affordable Housing Overlay Zone applies to 44 sites in the City and the Mixed-Use Overlay Zone applies to 44 sites in the City. These designations would encourage the development of low-income housing and allow residential development up to 30 dwelling units per acre on top of the base zoning. [Insert policies related to affordable housing, if any]
	Results in no net loss of existing affordable units.	**Consistent.** Approval of the project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated Regional Housing Needs Allocation (RHNA) allocation of 6,978 units. Because the housing assessment in the RHNA is based on SCAG projections, future development and redevelopment under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 6,978 units as well as accommodate future population growth and housing needs projected in SCAG's growth projections. the project would exceed the state RHNA allocations assigned to the City, providing a buffer in all income categories. This exceedance of the City's RHNA allocation would provide additional housing that would accommodate residents displaced by future redevelopment projects, ensuring no net loss of housing.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	**Consistent.** The CAP Screening Tables, which would be utilized by future development, promote all-electric development.
SOURCE: California Air Resources Board 2022		

b. Regional Plans

The project was evaluated for consistency with the SCS strategies contained in Connect SoCal. As discussed in Table 4.6-7 below, the project would be consistent with applicable Connect SoCal strategies due to the City's focus on adding housing within Key Opportunity Area that are proximate

to transit, and support a balanced mix of housing, employment, educational, civic, entertainment, and recreational uses in the City to support a complete community.

Table 4.6-7
Project Consistency with Connect SoCal Strategies

Strategy	Project Consistency
Mobility: Build and maintain an integrated multimodal transportation network	
• Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions. • Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities. • Support planning for people of all ages, abilities and backgrounds.	**Consistent.** The project would not interfere with the Southern California Association of Governments' efforts to support investments and provide travel options for all people. The project would support the goals of these strategies by implementing sustainable infill development that reduces vehicle miles traveled and supports walkable, bikeable, transit-oriented communities. This is supported by policies that create a connected city with safe and convenient connections between neighborhoods and destination through active transportation (Policies INF-4.1 and INF-4.2), pedestrian circulation (Policies INF-4.4 through INF-4.10), bicycle circulation (Policies INF-4.11 through INF-4.14), and transit access (Policies INF-4.15 and INF-4.16).
Communities: Develop, connect and sustain livable and thriving communities	
• Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. • Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	**Consistent.** The project would support focusing development within established communities and creating pedestrian amenities (see Policies LCC-2.1–2.8), integration of mixed-use and commercial uses with existing residential areas (see Policies LCC-2.11–2.15), promote the inclusion of multi-modal amenities with local and regional shopping centers, including electric vehicle charging and bike parking (see Policy LU-3.3), and encourage upgrades and development of neighborhood and community centers (see Policies LCC-3.16–3.24). Additionally, the City's 2021-2029 Housing Element identifies five major goals including the provision of adequate housing opportunities to meet the affordable housing needs of the community, including those groups with special housing needs.
Environment: Create a healthy region for the people of today and tomorrow	
• Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change. • Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. • Conserve the region's resources.	**Consistent.** The City would continue to implement and periodically update its Climate Action Plan that includes climate adaptation measures that provide community cooling centers; provide outreach, education, and engagement pertaining to climate risks including extreme heat, flooding, and extreme weather events; develop an extreme heat transportation management strategy; restrict development in flood zones, and develop an Emergency Evacuation Plan. Additionally, the project would result in a reduction in vehicle miles traveled when compared to buildout of the Adopted General Plan. The project includes transportation policies and actions to improve regional connectivity (Policies INF-1.1 through INF-1.4); create a comprehensive transportation system that supports all modes of travel (Policies INF-2.1 through ING-2.15; manage an efficient circulation system through transportation system management (Policies INF-3.5 through INF-3.8), transportation demand management (Policies INF-3.14 through INF-3.18), and parking management (Policies ING-3.19 through INF-3.22); and create a connected City with safe and convenient connections between neighborhoods and destination through active transportation (Policies INF-4.1 and INF-4.2), pedestrian circulation (Policies INF-4.4 through INF-4.10), bicycle circulation (Policies INF-4.11 through INF-4.14), and

Table 4.6-7 Project Consistency with Connect SoCal Strategies	
Strategy	Project Consistency
	transit access (Policies INF-4.15 and INF-4.16); and provide for safe and efficient goods movement with clean technology (Policies INF-5.5, INF-5.7, and INF-5.10). The Infrastructure Element also includes a goal to provide for reliable, efficient water, sewer, stormwater, energy, and telecommunications services. The project includes policies that would preserve the region's natural resources. Policy HEQ-5.13 would require construction projects that disturb 10,000 square feet of ground cover to revegetate graded areas with native or locally appropriate vegetation to restore biological diversity, minimize erosion and promote groundwater recharge. HEQ-8.1 would preserve existing open space and agricultural land in Chino, recognizing its habitat value as well as its contribution to healthy air quality, community character, local quality of life. Policy HEQ-8.2 would support regional efforts to preserve, protect, and enhance environmentally sensitive areas, including riparian corridors, wetlands, and native grasslands in and adjacent to the planning area, and Policy HEQ-8.3 would seek to maximize public access to natural resource areas where appropriate, to enhance environmental awareness and provide recreational opportunities. Policy HEQ-8.8 directs the City to cooperate with federal, state, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the Planning Area. Policy HEQ-8.9 would require the City to ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region	
• Improve access to jobs and educational resources. • Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities	**Consistent.** The project would foster a balanced mix of housing, employment, educational, civic, entertainment, and recreational uses in the City to support a complete community (see Policy LCC-1.1), ensure logical City boundaries that facilitate the efficient delivery of City services, address economic development needs, and optimize municipal costs and revenues (see Policy LCC-1.2), and direct new growth to promote a land and resource efficient development pattern (see Policy LCC-1.3). The project would also locate manufacturing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses (see Policy LCC-1.5). Additionally, the project would integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions in the Planning Area, including Chaffey College and the Chino Valley Medical Center. Such uses and amenities may include the following: retail, restaurants, lodging, neighborhood services, arts/culture venues, athletic facilities, and other publicly accessible facilities (see Policy LCC-1.7).
SOURCE: Southern California Association of Governments 2024	

c. Local Plans

As discussed in Section 4.6.2.3.c above, the City has adopted a CAP that includes measures and strategies to achieve a reduction goal of 46 percent below 2008 levels by 2030 which is in line with statewide goals. Implementation of the project would support the CAP's goals by reducing VMT and focusing housing within Key Opportunity Areas. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. At the time of their initiation, new development and redevelopment would be required to comply with applicable federal, state, and local regulations regarding GHG emissions, and would be required to demonstrate consistency with the City's CAP using either the Screening Tables or a project-specific GHG analysis. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP.

4.6.6.2 Significance of Impacts

Although the General Plan policy framework includes various objectives and implementation measures that would support GHG emission reductions, the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP. The project would therefore conflict with the implementation of the CAP and does not ensure statewide emission goals can be achieved by 2045. Impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs would be considered significant.

4.6.6.3 Mitigation

See mitigation measure GHG-1 above.

4.6.6.4 Significance after Mitigation

Although project implementation would support CAP goals to reduce GHG emissions, the project would conflict with implementation of the CAP and, despite application of the proposed mitigation framework, does not ensure statewide emission goals can be achieved by 2045. Therefore, impacts would remain significant and unavoidable.

4.6.7 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for greenhouse gas emissions. The issue of global climate change is inherently a cumulative issue, as GHG emissions of individual projects cannot be shown to have a material effect on global climate change. Impacts would be cumulative in nature if they lead to a substantial increase in GHG emissions, when combined with other

development. As discussed, the framework for assessing GHG emissions in the state has been created through AB 32, SB 32, EO S-3-05, the 2017 and 2022 Scoping Plan. If a project demonstrates that it is sufficiently reducing its overall GHG emissions consistent with statewide goals, the project's impact can be determined not to be cumulatively considerable as it would contribute to the state's GHG emission reduction targets. As discussed, project implementation would support CAP goals to reduce GHG emissions, the project would conflict with implementation of the CAP and does not ensure statewide emission goals can be achieved by 2045. Therefore, cumulative impacts would be considered potentially significant. Despite implementation of mitigation measure GHG-1, which requires project-specific GHG evaluations, it is anticipated that impacts related to GHG emissions would remain cumulatively significant and unavoidable.

4.7 Hazards and Hazardous Materials

This section analyzes potentially significant impacts related to hazards and hazardous materials that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entirety of the City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon the Adopted General Plan, the Airport Comprehensive Land Use Plan (ACLUP) for the Chino Airport (San Bernardino County Airport Land Use Commission [ALUC] 1991), Chino Airport Master Plan (County of San Bernardino 2011), and hazardous material databases.

4.7.1 Existing Conditions

4.7.1.1 Hazardous Materials

Hazardous material sites can include any business or operation that has previously used, or currently uses, hazardous materials on a routine basis. It can also include any site where hazardous materials have been spilled. The State Water Resources Control Board (SWRCB) has a general database that indicates where hazardous materials are known to exist. As discussed further in this section, developers and builders are obligated to conduct thorough surveys, identification, and, if needed, remediation of their project sites in accordance with federal, state, and local regulations. Additionally, retail, commercial, and industrial sites involved in handling hazardous materials are also subject to regulation by local, state, and federal laws.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document that provides information about the location of hazardous materials release sites in the state. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List that is contained in their Envirostor database.

The other main source of information for sites in the Cortese List is the SWRCB's Geotracker Database (Geotracker). Geotracker is SWRCB's internet-accessible database system used by the state board, regional boards, and local agencies to track and archive compliance data from authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks. This system consists of a relational database, online compliance reporting features, a geographical information system interface, and other features that are utilized by the state board, regional boards, local agencies, regulated industry, and the public to input, manage, or access compliance and regulatory tracking data.

Figure 4.7-1 presents the location of active Envirostor and Geotracker hazardous materials sites. As shown on Figure 4.7-1, there are 11 active Envirostor and 15 active Geotracker hazardous materials sites within the Planning Area. Table 4.7-1 lists each site location and describes the site listing. Identified hazardous sites include a number of former and/or current dairy farms. Sites are generally undergoing remediation or monitoring to avoid adverse risks to the public.

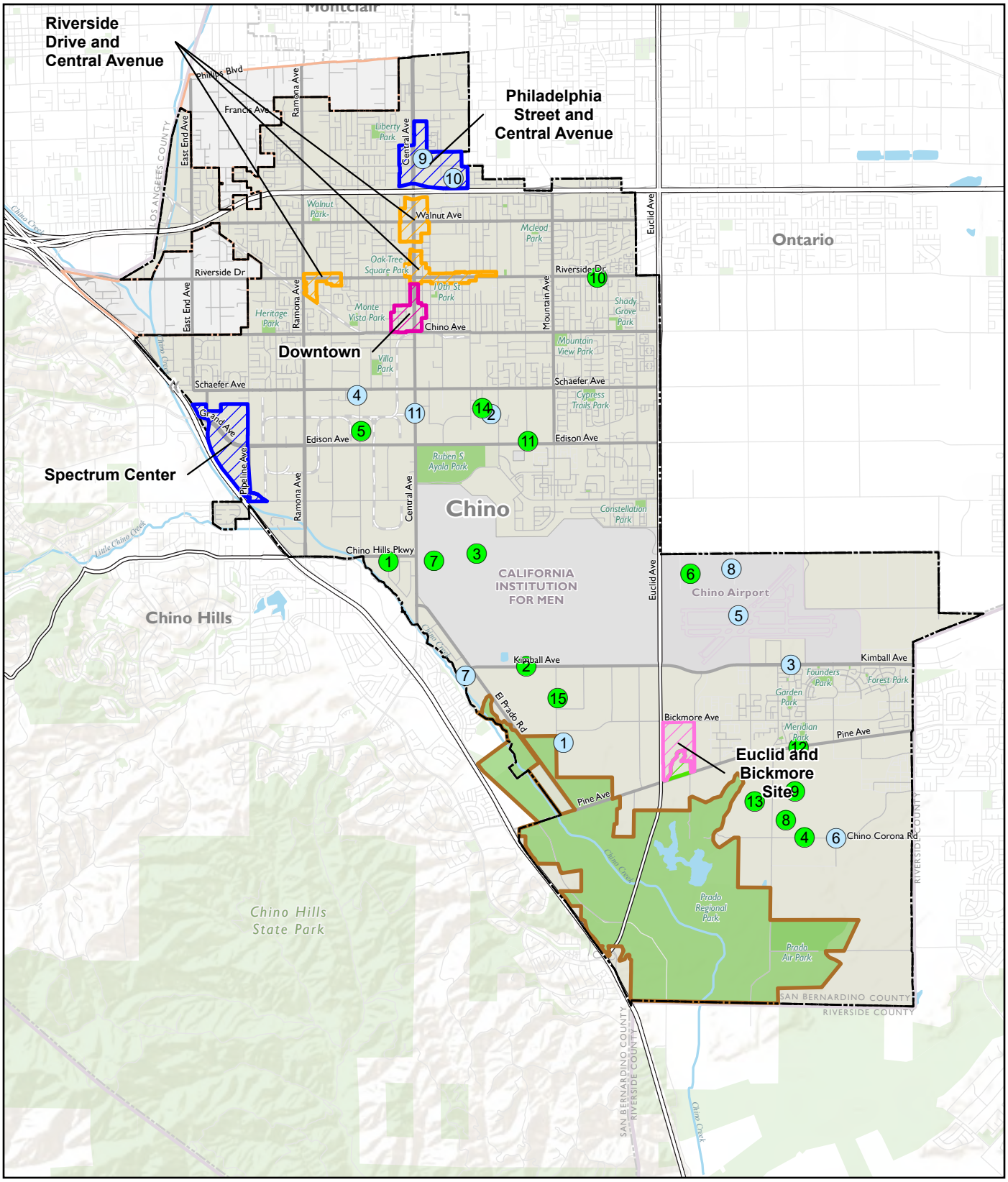

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FIGURE 4.7-1
Hazardous Materials Sites

Table 4.7-1 Active Hazardous Materials Sites within the Planning Area			
Site No.	Sites	Description	Location
Envirostor			
1	Durrington Site	School Investigation	8107 Kimball Avenue
2	Circuit Manufacturing Technology	Tiered Permit	7303 Madison Street
3	Viega Dairy Farm	Evaluation	16195 Mountain Avenue
4	Kimball Avenue Crash Site	School Cleanup	Kimball Avenue/Bickmore Avenue
5	College Park School	School Investigation	Eucalyptus/Mountain Avenue
6	Yorba Avenue School	School Investigation	Yorba Avenue/Chino Avenue
7	Sunshine Metal Products	Historical	13822 Oaks Avenue
8	Englesma Dairy	Evaluation	8011 Kimball Avenue
9	Western Analytical Laboratories Inc	Corrective Action	13744 Monte Vista Avenue
10	Cal-Aero Airport	Military Evaluation	7000 Merrill Avenue
11	Te Velde Elementary School No. 22e	School Investigation	San Antonio Avenue/ Schaefer Avenue
Geotracker Sites			
1	Inland Empire Utilities Agency Carbon Canyon Water Recycling Facility	NPDES	14950 Telephone Avenue
2	Inland Empire Utilities Agency Regional Plant No. 5	NPDES	6068 Kimball Avenue
3	California Institution for Men, Garage	LUST Cleanup Site	14901 Central Avenue
4	Harvest/Sierra Vista Nursery	Land Disposal Site	8100 Chino-Corona Road
5	Ornyte Fiberglass	Cleanup Program Site	14000 Monte Vista Avenue
6	Chino Airport	Cleanup Program Site	7000 Merrill Avenue
7	California Institution for Men (Brine Pond)	Land Disposal Site	14901 Central Avenue
8	Red Star Plant Foods–Composting	Land Disposal Site	8100 Chino Corona Road
9	Agromin Chino Composting Facility	Land Disposal Site	8100 Chino Corona Road
10	Foss Brothers Dairy	LUST Cleanup Site	6641 Riverside Drive
11	Mission Landscape Environmental Resource	Land Disposal Site	14025 Magnolia Avenue
12	Bemus Landscape, Inc.	Land Disposal Site	8005 Pine Avenue
13	California Institution for Women–Frontera Brine Facility (Closed)	Land Disposal Site	16756 Chino-Corona Road
14	American Eagle Wheel	Cleanup Program Site	5780 Soestern Court
15	Van Hofwegen Dairy	NPDES	15913 South Mountain Avenue

NPDES = National Pollutant Discharge Elimination System; LUST = leaking underground storage tank
SOURCES: SWRCB 2024 and DTSC 2024

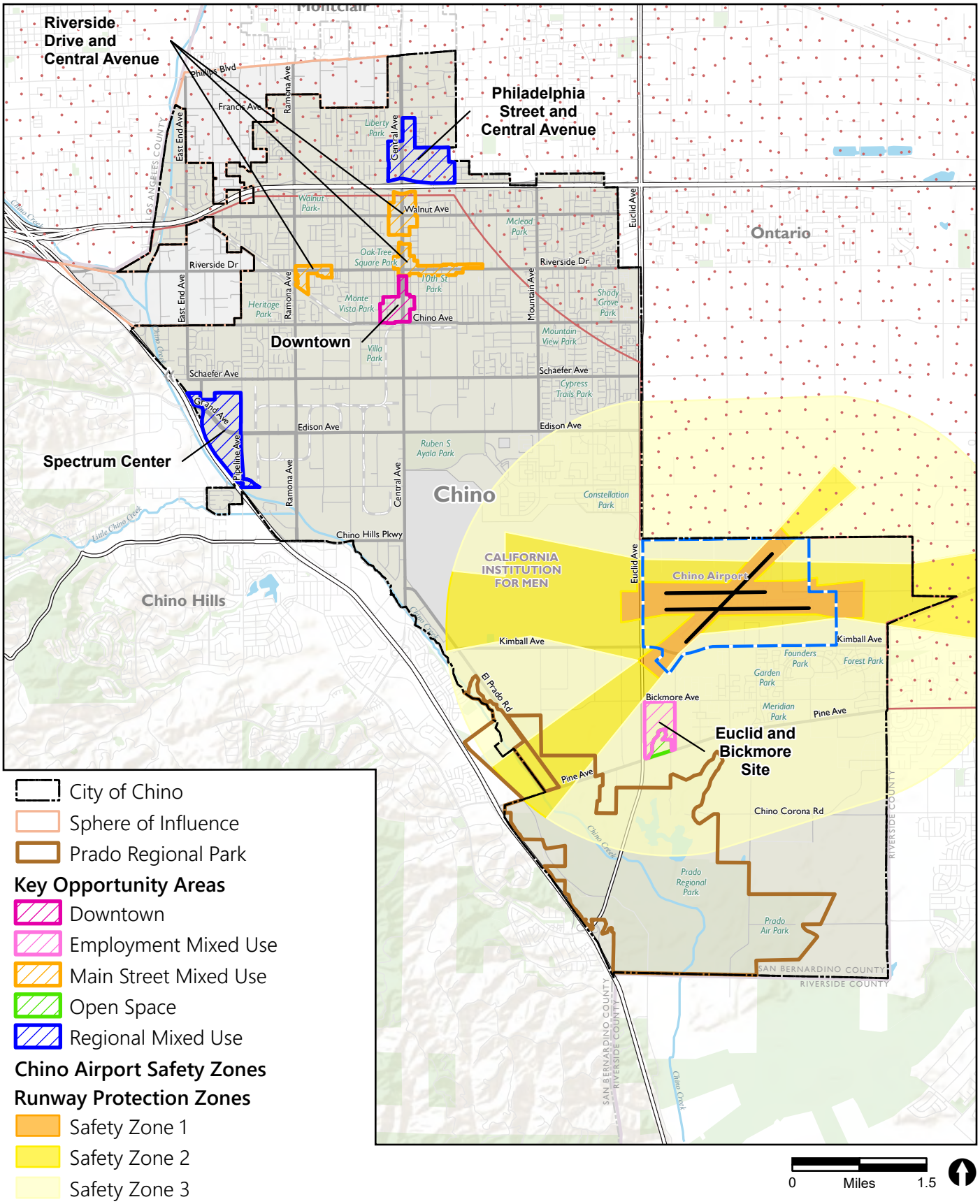
4.7.1.2 Airport Hazards

Chino Airport is a 1,097-acre general aviation airport located in the southeastern portion of the Planning Area owned and operated by the County of San Bernardino (County). It is used by a wide range of general aviation aircraft, including single- and multi-engine aircraft, turboprop, business jet, and helicopters. Chino Airport is subject to both the Airport Master Plan for the Chino Airport (County of San Bernardino 2011) and the ACLUP for the Chino Airport (County of San Bernardino 1991).

The Chino ACLUP was adopted in 1991 to ensure the safety and welfare of residents, businesses, and airport users while supporting continued airport operations. Under state law, local land use plans and individual development proposals are required to be consistent with the policies set forth in the applicable land use compatibility plan. The Chino ACLUP identifies three Safety and Runway Protection Zones, which the City has incorporated as an Airport Overlay District. Figure 4.7-2 presents the City's Airport Overlay District and ACLUP Safety and Runway Protection Zones. Table 4.7-2 presents the existing restrictions on development within the Safety Zones as defined in the Chino Municipal Code Section 20.09.050 Airport Overlay District. While the responsibility for the preparation and adoption of compatibility plans typically falls to the county airport land use commission in California, the County and its cities have elected to follow an alternative process provided for in state law. Under this process, the City was designated as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport in 1996.

In 2011, the California Department of Transportation (Caltrans), Division of Aeronautics published the California Airport Land Use Planning Handbook, which local jurisdictions are required to rely on for guidance in preparing airport land use compatibility plans (ALUCPs). The Chino ACLUP does not reflect the guidance set forth in the Caltrans handbook.

Additionally, as shown on Figure 4.7-2, some areas within the northern portion of the Planning Area are within the Airport Influence Area of Ontario International Airport. In these locations, height and certain other land use characteristics—particularly uses that attract birds—need to be restricted in order to protect the airspace required for operation of aircraft to and from the airport.



City of Chino
Sphere of Influence
Prado Regional Park

Key Opportunity Areas

Downtown
Employment Mixed Use
Main Street Mixed Use
Open Space
Regional Mixed Use

Chino Airport Safety Zones

Runway Protection Zones

Safety Zone 1
Safety Zone 2
Safety Zone 3
Airport Runways
Airport Property Line
Ontario Airport Influence Area

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FIGURE 4.7-2
Chino Airport Overlay and Safety Zones

Table 4.7-2 Airport Land Use Compatibility			
Land Use Groups	Aviation Safety Zones		
	I	II	III
Residential	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Lodging Places	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Educational Facilities	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Hospitals and Nursing Homes	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Assembly Uses (Auditoriums, Stadiums, Concert Halls, Theaters, Churches, etc.)	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Sports Arenas and Outdoor Spectator Sports	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Parks, Playgrounds, Recreation Centers, Fairgrounds, and Picnic Grounds	Clearly Unacceptable	Normally Unacceptable	Normally Acceptable
Libraries, Museums, and Art Galleries	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable
Golf Courses, Commercial Riding Stables, and Water Recreation	Normally Unacceptable	Normally Acceptable	Normally Acceptable
Commercial Office	Clearly Unacceptable**	Clearly Unacceptable**	Normally Acceptable**
Commercial Retail	Clearly Unacceptable**	Clearly Unacceptable**	Normally Acceptable
Manufacturing and Warehouse/ Distribution	Clearly Unacceptable	Normally Acceptable	Normally Acceptable
Public utilities	Clearly Unacceptable	Normally Acceptable	Normally Acceptable
Livestock, Animal Breeding, and Animal Keeping	Normally Unacceptable**	Normally Acceptable**	Clearly Acceptable
Agriculture (Commercial Growing and Field Crops)	Normally Acceptable	Clearly Acceptable	Clearly Acceptable
Conservation Areas and Natural Recreation Areas	Normally Acceptable	Clearly Acceptable	Clearly Acceptable
Uses of a Hazardous Nature	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Maximum Gross Density (in persons per acre)	0.5	25	No Limit
Maximum Assembly Recommended*	10	100	No Limit

SOURCE: Chino Municipal Code Section 20.09.050
Legend:
Clearly Acceptable—No restrictions.
Normally Acceptable—Restricted development undertaken only after detailed analysis and satisfactory mitigation measures are initiated.
Normally Unacceptable—No new development shall be permitted.
Clearly Unacceptable—New construction or development should not be undertaken. Furthermore, an effort should be made to relocate existing uses.
*Assembly is the gathering together of persons for such purposes as deliberation, education, instruction, worship, entertainment, amusement, drinking or dining, or awaiting transportation, as defined in the California Building Code.
**Some specific uses in this group may be acceptable, provided the density criteria are met.

4.7.1.3 Wildfire

The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels and fuel moisture content. The Planning Area experiences persistent winds throughout the year. However, during the fall and winter months, the Planning Area is subject to Santa Ana winds of 25 to 40 miles per hour, with gusts up to 60 to 75 miles per hour. These winds come out of the desert, blow to the southwest, and are often accompanied by hot temperatures. Steep slopes also contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Flammable grassland, agricultural vegetation, and warm and dry summers within the Planning Area have the risk of resulting in wildlife. However, the lack of steep slopes and expanses of native vegetation within the Planning Area make wildfire risk relatively low compared to other areas, such as the neighboring City of Chino Hills.

To assist each fire agency in addressing its responsibility area, the California Department of Forestry and Fire Prevention (CAL FIRE) has developed a Fire Hazard Severity Scale that utilizes three criteria to evaluate and designate potential fire hazards in wildland areas. The criteria are fuel loading, fire weather, and topography. CAL FIRE presents the results of this evaluation through mapping of fire hazard severity zones (FHSZs), which include moderate, high, and very high. Figure 4.7-3 presents the distribution of FHSZ mapping within the Planning Area, while Table 4.7-3 presents the acreage of FHSZs mapped within the Planning Area As shown in Figure 4.7-3, none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. However, some land within The Preserve Specific Plan has been mapped as FHSZ.

Table 4.7-3
Fire Hazard Severity Zones within the Planning Area

Fire Hazard Severity Zones	Acreage
Very High	1,094.92
High	183.74
Moderate	320.96
Grand Total	1,599.62

4.7.1.4 Chino Valley Fire District

The Chino Valley Fire District (CVFD) serves the City, as well as the City of Chino Hills and unincorporated areas of San Bernadino County. CVFD comprises firefighters, paramedics and specialized teams that respond to structure fires, vegetation fires, medical aids, traffic collisions, confined space rescues, water rescues, and hazardous materials incidents. CVFD operates a total of seven stations, four of which are located within the City. A new facility–Chino Valley Fire Station 68–is planned in the City of Chino Hills, with operation expected by summer 2027.

CVFD employs personnel that are specifically trained as hazardous materials specialists who are capable of responding to major hazardous material emergencies. CVFD has specialized equipment to help firefighters safely handle major hazardous materials incidents. This equipment includes special hazardous materials suits and chemical testing equipment to help identify unknown materials. CVFD also has a variety of emergency decontamination equipment and supplies, and many other types of specialized equipment to handle hazardous materials incidents (CVFD 2024).

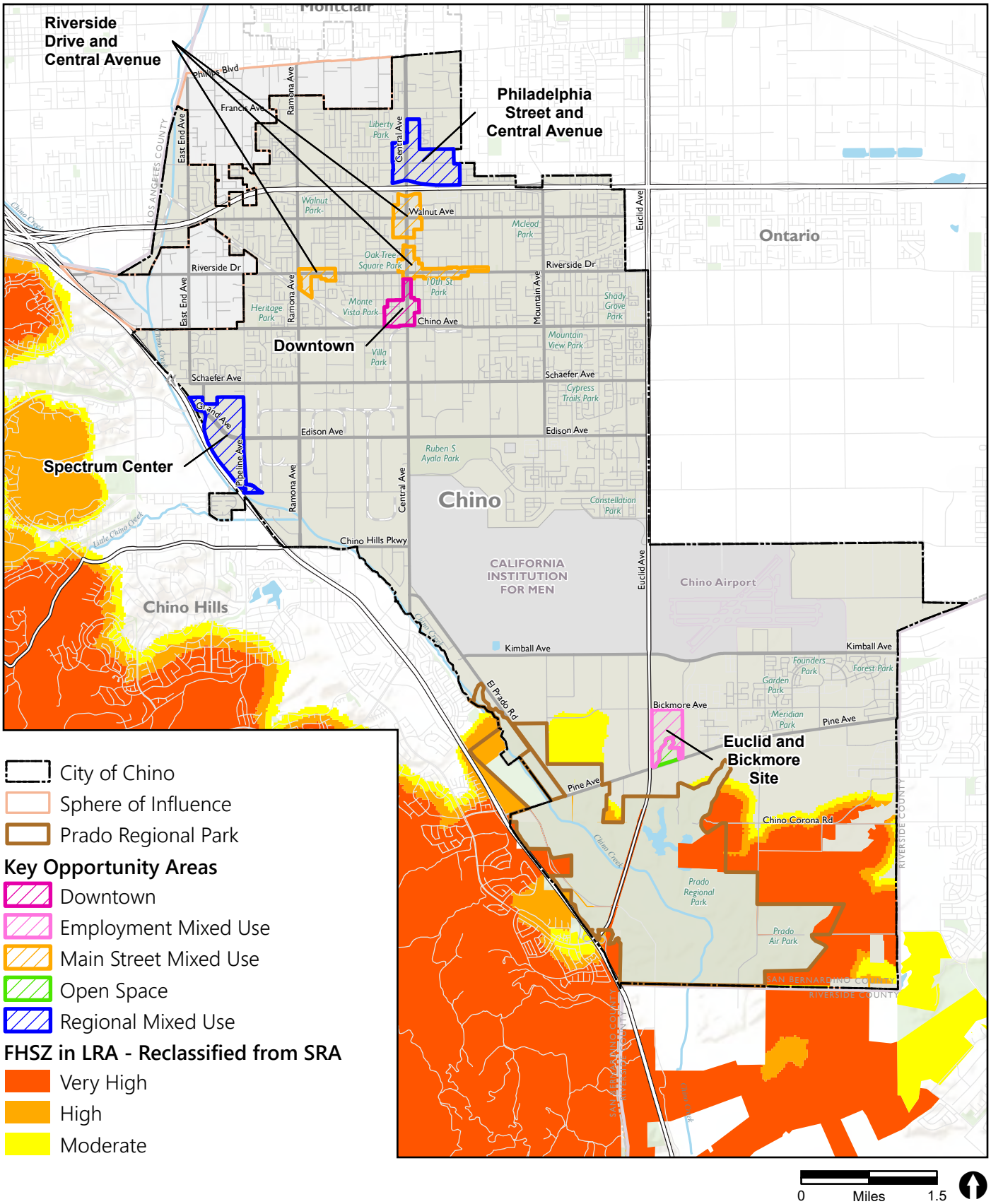

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FIGURE 4.7-3
CAL FIRE Fire Hazard Severity Zones

4.7.2 Applicable Regulatory Requirements

4.7.2.1 Federal Regulations

a. Comprehensive Environmental Response, Compensation, and Liability Act

The discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (or Superfund). The purpose of the Superfund is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

b. Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act pertain primarily to emergency management of accidental releases. It requires formation of state and local emergency planning committees, which are responsible for collecting, material handling, and transporting data for use as a basis for planning. Chemical inventory data are made available to the community at large under the "right-to-know" provision of the law. In addition, the Superfund Amendments and Reauthorization Act also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory.

c. Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to the RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of waste within their jurisdictions. Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

d. Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

e. Rule 29 of the Code of Federal Regulations Part 1926

Federal law requires compliance with Rule 29 of the Code of Federal Regulations (CFR) Part 1926. Prior to site demolition activities, building materials shall be carefully assessed for the presence of

lead-based paint, and its removal, where necessary, must comply with state and federal regulations, including Occupational Safety and Health Administration 29 CFR Part 1926. The Occupational Safety and Health Administration rule establishes standards for occupational health and environmental controls for lead exposure. The standard also includes requirements addressing exposure assessment, methods of compliance, respiratory protection, protective clothing and equipment, hygiene facilities and practices, medical surveillance, medical removal protection, employee information and training, signs, recordkeeping, and observation of monitoring. Furthermore, the requirements of California Code of Regulations (CCR), Title 17, Division 1, Chapter 8, identify procedures that must be followed for accreditation, certification, and work practices for lead-based paint and lead hazards. Section 36100 thereof specifically sets forth requirements for lead-based paint abatement in public and residential buildings.

f. Federal Air Regulations, Part 77

The Federal Aviation Administration is charged with the review of construction activities that occur in the vicinity of airports. Their role in reviewing these activities is to ensure that new structures do not result in a hazard to navigation and thus derogate the safety of the National Airspace System. The regulations contained in Federal Air Regulations (FAR) Part 77 are designed to ensure that no hazards are allowed to exist that would endanger the public. The Federal Aviation Administration, through FAR Part 77, established a method of identifying surfaces that should be free from obstructions in order to maintain sufficient airspace around airports. FAR Part 77, in effect, identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. In addition, Part 77 establishes standards for determining whether objects constructed near airports would be considered obstructions in navigable airspace, sets forth notice requirements of certain types of proposed construction or alterations, and provides for aeronautical studies to determine the potential impacts of a structure on the flight of aircraft through navigable airspace.

4.7.2.2 State Regulations

a. California Code of Regulations

Most state and federal regulations and requirements that apply to generators of hazardous waste are spelled out in CCR, Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. Because California is a fully authorized state according to RCRA, most RCRA regulations (those contained in 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the DTSC regulates hazardous waste more stringently than the U.S. Environmental Protection Agency, the integration of California and federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as does 40 CFR 260. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do the RCRA regulations in 40 CFR 260. To aid the regulated community, California compiled the hazardous materials, waste and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR, Title 26 "Toxics." However, the California hazardous waste regulations are still commonly referred to as Title 22. For the purposes of clarity, because of the extensive reach of Title 22 and Title 26, many common household products sold in grocery stores and home improvement warehouses qualify as hazardous materials. These items include household

cleaners, detergents, paint, motor oil, lubricants, glues, pesticides, etc. The term "hazardous materials" is also defined to include many on-site materials as well, such as lubricants, fuel, etc.

b. South Coast Air Quality Management District Rule 1403

Prior to site demolition activities, building materials must be carefully assessed for the presence of asbestos-containing materials (ACM), and removal of this material, where necessary, must comply with state and federal regulations, including South Coast Air Quality Management District (SCAQMD) Rule 1403, which specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACMs. The requirements for demolition and renovation activities include asbestos surveying; notification; ACM removal procedures and time schedules; ACM handling and cleanup procedures; and storage, disposal, and landfill disposal requirements for asbestos-containing waste materials.

c. Cortese List: California Government Code Section 65962.5(a)

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Cortese List is a planning document used by the state, local agencies, and developers to comply with California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release sites. Release sites include or hazardous materials release sites may include the following:

- All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the California Health and Safety Code.
- All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
- All information received by the DTSC pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
- All sites listed pursuant to Section 25356 of the Health and Safety Code.
- All sites included in the Abandoned Site Assessment Program.

The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List. As shown on Figure 4.7-1, there are 11 active Cortese List hazardous materials site throughout the Planning Area.

d. The California Hazardous Material Management Act

The Hazardous Materials Management Act requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Emergency Plan (HMBEP), which includes an inventory of hazardous materials stored on-site (above specified quantities), an emergency response plan, and an employee training program. An HMBEP is a written set of

procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and state community right-to-know laws and to provide detailed information for use by emergency responders.

e. The California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste statute in the state of California. The HWCL requires a hazardous waste generator that stores or accumulates hazardous waste for periods greater than 90 days at an on-site facility, or for periods greater than 144 hours at an off-site or transfer facility, which treats or transports hazardous waste to obtain a permit to conduct such activities. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the state of California. The HWCL specifies that generators have the primary duty to determine whether their waste is hazardous and to ensure their proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous waste used or reused as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates the number of types of waste and waste management activities that are not covered by federal law with the RCRA.

f. State Aeronautics Act (Public Utilities Code Section 21670, et seq.)

The Public Utilities Code establishes the requirement for the creation of ALUCs for every county in which there is located an airport that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of Comprehensive Land Use Plans includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public. As discussed under subsection 4.7.2.3, portions of the Planning Area are subject to the Chino Airport Comprehensive Land Use Plan.

g. California Emergency Services Act

Government Code 8550–8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the state of California to mitigate the effects of natural, human-made, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the state, and generally, to protect the health and safety and preserve the lives and property of the people of the state.

h. Title 22, Division 4.5 of the California Code of Regulations

During site decommissioning and demolition activities, hazardous waste must be managed in accordance with the requirements of Title 22, Division 4.5 of the CCR. Title 22 sets forth the requirements with which hazardous waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. These regulations include the requirements for

packaging, storing, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste such as the requirements for transporting shipments of hazardous waste, manifesting, vehicle registration, and emergency accidental discharges during transportation.

i. Title 8 of the California Code of Regulations, Section 1529

During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the CCR, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other waste shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

4.7.2.3 Regional Regulations

a. San Bernardino County Certified Unified Program Agency

The Hazardous Materials Division of the County Fire Department serves as the local Certified Unified Program Agency for San Bernardino County. As the local Certified Unified Program Agency, the Hazardous Materials Division ensures that hazardous materials are properly handled and stored. The Hazardous Materials Division implements programs related to the following: accident prevention; emergency plans; installation, monitoring, and closure of underground tanks; implements Certified Unified Program Agency programs for the handling, storage, transportation, and disposal of hazardous wastes; and conducting compliance inspections throughout San Bernadino County.

b. Soil and/or Groundwater Contamination

Evidence of soil and/or groundwater contamination (e.g., chemical odors, staining) unrelated to above/underground storage tank releases may be encountered during development of site-specific projects. The appropriate agency (e.g., DTSC or the Regional Water Quality Board) shall be notified if these conditions are encountered during construction or grading activities. With their oversight, an environmental site assessment would be completed, and a determination shall be made as to whether a cleanup is required. Cleanup activities would be consistent with all applicable state and local rules, regulations, and laws. A cleanup would not be considered complete until confirmatory samples of soil and/or groundwater reveal levels of contamination below the standards established by the oversight agency. Alternatively, a risk assessment may be prepared for the site to determine that there are no human or environmental risks associated with leaving contamination below specific levels in place. Construction in the impacted area shall not proceed until a "no further action" clearance letter or similar determination is issued by the oversight agency, or until a land use covenant is implemented.

c. Chino Airport Comprehensive Land Use Plan (1991)

Chino Airport (owned and operated by the County) is in the southeastern portion of the Planning Area. It supports some cargo movement and charter service, air taxi, military operations, and flight training. In addition to flight operations, the airport is home to numerous aviation related companies,

a restaurant, nursery, agriculture, and two aviation museums. It is expected to remain a general aviation airport.

The County ALUC prepares ALUCPs in order to promote compatibility between airports and the land uses surrounding them. ALUCPs set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances. Adopted in 1991, the Chino ACLUP prepared by the County pursuant to California state laws serves as the ALUCP and identifies areas outside of the boundaries of the airport influenced by future operations of the airport and offers a comparison of proposed surrounding land uses against applicable noise, safety, and height criteria.

The ACLUP has designated land surrounding Chino Airport into the following safety zones:

- Runway Safety Zone: Land use is extremely restricted but agricultural uses are allowed. It is designated by the Adopted General Plan for public uses and is under the control of Chino Airport.
- Safety Zone II: Restricts uses that would result in more than 50 persons per assembly area or 25 persons per building being present. This area is designated by the Adopted General Plan as Urban Reserve, General Industrial, Light Industrial, Agriculture, and Open Space/Recreation.
- Safety Zone III: No restrictions on residential zoning and is referred to as an outer boundary 10,000 feet from the airport.
- Conical Surface Area: Where it is recommended, the County and the City obtain a standard of aviation easement for all land transfers and/or proposed development.

The Runway Safety Zone is the most critical safety impact area in which land use is extremely restricted but agricultural uses are allowed. Runway Safety Zone II allows a limited number of dwellings as long as population density is kept low, and height and noise criteria are met. Safety Zone III has no restrictions on residential zoning and is referred to as an outer boundary 10,000 feet from the airport. The conical surface area represents areas for which the County and the City are recommended to obtain a standard of aviation easement for all land transfers and/or proposed development.

As described in Section 4.7.1.2 above, the City was designated as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport in 1996. In 2011, the Caltrans Division of Aeronautics published the California Airport Land Use Planning Handbook, which local jurisdictions are required to rely on for guidance in preparing ALUCPs. The Chino ACLUP does not reflect the guidance set forth in the Caltrans handbook.

d. Chino Airport Master Plan

The Chino Airport Master Plan was completed in 2003 and has been adopted by the Board of Supervisors of San Bernardino County. It serves to guide the development and expansion of the airport in response to projected future needs.

4.7.2.4 Local Regulations

a. Municipal Code

Title 10 – Vehicles and Traffic

Title 10 is referred to as the City's Traffic Code. Section 10.40.010 addresses the regulation of vehicles transporting hazardous materials.

Title 15 – Building and Construction

Title 15, Building and Construction, codifies the City's adoption of the California Fire Code, 2022 Edition, with amendments, together with those portions of the 2021 International Fire Code as published by the International Code Council not included in the 2022 California Fire Code. Collectively, all regulations adopted by the City are referred to as the Fire Code (Municipal Code Section 15.32.010).

Title 20 – Zoning

Title 20, Zoning, of the Municipal Code is referred to as the Zoning Code of the City of Chino (zoning code). Specifically, Municipal Code Section 20.21.260 regulates hazardous materials storage and use. Pursuant to this section, any quantity of hazardous material that exceeds the exempt amounts per control area or outdoor area as specified in the Uniform Fire Code, latest edition, shall require the approval of a special conditional use permit. Additional regulations include preparation of a Business Emergency/Contingency Plan to be approved by the County Department of Environmental Health Services, notification requirements to the CVFD, compliance with all applicable requirements of the Uniform Fire Code, latest adopted edition, and compliance with all federal, state, and local regulations applicable to the use and storage of hazardous materials.

Additionally, Municipal Code Section 20.09.050 creates the City's Airport Overlay District and regulates the use and development of all property located within the airport overflight areas. Permitted uses within the Airport Overlay District are only those allowed by both the base zoning district and the airport overlay as shown in Municipal Code Table 20.09-1. Additionally, an aviation easement is required to be recorded against all new development projects and use permits within a 10,000-foot radius of Chino Airport (Safety Zones I, II and III), advising current and future property owner(s) of potential impacts and stating that the property may be subject to overflight noise, vibration, and dust from aircraft.

b. Draft 2025 City of Chino All-Hazard Mitigation Plan

At the time of publication of the Draft PEIR in June 2025, the City had completed a draft update of its Local Hazard Mitigation Plan, titled the *Draft 2025 City of Chino All-Hazard Mitigation Plan* (Draft 2025 LHMP). The final step will be to present the updated plan to the City Council for adoption. The Draft 2025 LHMP identifies key hazards such as earthquakes, floods, and wildfires, includes refined strategies with new risk data, identifies completed actions, and summarizes community input gathered through surveys, public meetings, and stakeholder engagement. The Draft 2025 LHMP has also been designed to coexist and coordinate with existing City plans, fostering a collaborative

approach to enhance the City's resilience. The risk assessment findings of the Draft 2025 LHMP were used to inform development of the Hazards, Safety, and Noise Element prepared as a part of the project. Similarly, The Emergency Operations Plan (EOP) could incorporate LHMP strategies, like critical facility enhancements, to support emergency response, if deemed appropriate by its administrators.

Table 4.7-4 provides a summary of action plans related to hazardous materials and the applicability to mitigation goals. Through Mitigation Action 7.3.2, the City would utilize existing databases of hazardous materials to develop and maintain, on an annual basis, a master list of sites within the City. This list could be used to identify sites in need of remediation. Table 4.7-5 provides a summary of action plans related to wildfire hazards and the applicability to mitigation goals. Mitigation Action 7.3.3 calls for the City to review and evaluate existing CAL FIRE mapping technologies and adopt them accordingly for the City. Mitigation Action 7.3.4 calls for the City to review the *Ready, Set, Go! Program*, which helps departments teach individuals who live in high-risk wildland fire areas how to best prepare themselves, their families, and their properties against outdoor fire threats. If determined to be valid, the City would adopt and implement the program. Mitigation Action 7.3.5 calls for the City to ensure all critical facilities are required to clear and maintain vegetation management areas associated with defensible space.

Table 4.7-4
Draft 2025 City of Chino All-Hazard Mitigation Plan Hazardous Materials Goals and Actions

Mitigation Goals	Mitigation Action 7.3.1	Mitigation Action 7.3.2	Mitigation Action 7.3.6
	Mitigation Project: Update the City's Hazardous Materials Response Plan	Mitigation Project: Develop and maintain a list of Certified Unified Program Agency facilities throughout the City	Mitigation Project: Construct the Euclid and Pine Avenue Bridges Projects to allow motorist and goods movement during rain and flooding events in the area
Goal 1: Life Safety	X	X	X
Goal 2: Preventative Actions	X	X	X
Goal 3: Property Protection	X	X	X
Goal 4: Emergency Services	X		X
Goal 5: Structural Projects		X	X
SOURCE: City of Chino 2025			

Table 4.7-5
Draft 2025 City of Chino All-Hazard Mitigation Plan Wildfire Goals and Actions

Mitigation Goals	Mitigation Action 7.3.3	Mitigation Action 7.3.4	Mitigation Action 7.3.5
	Mitigation Project: Evaluate and adopt CAL FIRE 'Fire Hazard Severity Map', if needed.	Mitigation Project: Adopt/ Implement Ready, Set, Go! Program–Awareness if needed.	Mitigation Project: Vegetation Management program–requires clearance and abatement of vegetation as it relates to creating defensible space.
Goal 1: Life Safety	X	X	X
Goal 2: Preventative Actions		X	X
Goal 3: Property Protection	X	X	X
Goal 4: Emergency Services			
Goal 5: Structural Projects	X	X	
SOURCE: City of Chino 2025			

c. Emergency Operations Plan

The EOP addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The EOP set the following hazard priorities:

- Priority 1: Earthquake/Geologic Hazards
- Priority 2: Flooding/Dam Failure
- Priority 3: Hazardous Materials/Civil Unrest
- Priority 4: Terrorism/National Security Event
- Priority 5: Wildland Fire/Air or Truck Crash

The EOP considers release of hazardous materials a Priority 3 hazard requiring a "Level 2" Emergency Operations Center (EOC) activation. Moving to Level 2 means that Level 1 staffing has been deemed insufficient to meet the needs of the incident and additional positions need to be filled in the EOC. In addition to daily operating staff members who carry out duties in support of activation, additional trained EOC responders are also called in to staff specific functions within the Management, Operations, Planning/ Intelligence, Logistics and Finance/Administration Sections as per Standardized Emergency Management System and National Incident Management System protocols. This may involve staffing unfilled Section Chief positions and some branch and unit positions as needed.

In a Level 2 activation, the decision to call in additional trained EOC responders is based upon the magnitude of the emergency or disaster as determined by the EOC Director. It may necessitate a 24-hour A-shift/B-shift operation. Afterhours, Level 2 EOC Activation may be staffed by a reduced number of EOC. Department Operations Centers may also be activated.

The EOP considers wildfire affecting a developed area to be a Priority 5 hazard, also requiring a "Level 2" EOC activation, as described above.

d. Proposed General Plan Goals and Policies

The following goals, policies, and actions are proposed that would address hazards and hazardous materials.

Hazards, Safety, and Noise Element

Goal HSN-1: Hazard Protection. Protect life and property from natural and human-made hazards.

- Policy HSN-1.14: Continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.

- Policy HSN-1.15: Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the California Building Code, the California Fire Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High and High FHSZs.

- Policy HSN-1.16: Jointly with state, County, and other local agencies, inform property owners of wildfire risks and measures to reduce those risks, including by:
    - Maintaining and making publicly available an up-to-date map of high and very high fire hazard areas consistent with CAL FIRE designations; and
    - Disseminating information on fire weather watches and fire risks via the City website, social media, and newsletters.
- Policy HSN-1.17: Avoid, where feasible, locating new development in Very High FHSZs. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.
- Policy HSN-1.18: Require new development in Very High and High FHSZs to prepare a Fire Protection Plan that minimizes risks by:
    - Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
    - Siting and designing development to avoid hazardous locations (e.g., through fire breaks) to the extent feasible;
    - Incorporating fuel modification and brush clearance techniques (including the removal of invasive species) in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
    - Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards;
    - Using fire-retardant, native plant species in landscaping;
    - Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities; and
    - Requiring property owners to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel breaks, and roadside fuel reduction.
- Policy HSN-1.19: Require that all new development located in Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.
- Policy HSN-1.20: To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.

- Policy HSN-1.21: To the extent feasible, ensure that housing, hospitals, care facilities, community centers, places of worship, and other facilities where people gather are set a minimum of 100 feet back from high voltage power lines or substations.

- Policy HSN-1.22: Work with responsible agencies and nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.

- Policy HSN-1.23: Continue to require remediation of hazardous materials releases from previous land uses as part of any redevelopment activities.

- Policy HSN-1.24: Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.

- Policy HSN-1.25: Consistent with state regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

- Policy HSN-1.26: Promote awareness of and participation in hazardous household waste management, control, and recycling programs.

- Policy HSN-1.29: Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight.

- Policy HSN-1.31: Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the ACLUP in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ACLUP.

- Policy HSN-1.32: Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.

- Policy HSN-1.36: Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls.

Goal HSN-2: Resilient Community. Build community resilience to natural disasters and the effects of climate change.

- Policy HSN-2.1: Enhance collaboration with neighboring communities and agencies responsible for public safety in the region to closely coordinate and implement disaster -related plans, exercises, and training.

- Policy HSN-2.2: In partnership with the CVFD, and other public agencies, promote community awareness and understanding of threat hazards, disaster response, and steps that can be taken to reduce personal risk by:
    - Disseminating information in multiple formats to reach all segments of the community;
    - Providing emergency preparedness and emergency alert information through social media, traditional media, community fairs, and direct information to neighborhood groups, residents, service clubs, and other community organizations; and
    - Conducting educational seminars or evacuation practice events to enhance preparedness and response.
- Policy HSN-2.3: Proactively engage community members in supporting and helping coordinate collaborative citywide efforts to prepare residents to respond to emergencies of all kinds.

Goal HSN-3: Effective Emergency Response. Provide effective emergency response to disasters and emergencies.

- Policy HSN-3.1: Maintain and periodically update the EOP to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.
- Policy HSN-3.2: Maintain mutual aid agreements and communication links with San Bernardino County and other neighboring jurisdictions that allow for supplemental aid from other police and fire personnel in the event of emergencies.
- Policy HSN-3.3: To facilitate the orderly evacuation of residential areas, maintain minimum standards for roadway design, maintenance, and vegetation management.
- Policy HSN-3.4: Require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout. Design of ingress/egress must comply with CVFD standards.
- Policy HSN-3.5: Ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.
- Policy HSN-3.6: Employ technology such as traffic cameras and wildfire early detection systems to monitor conditions and facilitate effective response.
- Policy HSN-3.7: Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Chino.

- Policy HSN-3.8: Use the Chino Notify Emergency Alert System to notify residents by phone, text, or email of extreme weather conditions and/or the need to evacuate in the event of emergency. The system should also be used to broadcast the location of evacuation centers, particularly for residents of vulnerable areas and neighborhoods with constrained emergency access.

- Policy HSN-3.9: Partner with local media outlets to release evacuation information through radio, social media, and news apps can work as another channel for evacuation notices.

Goal HSN-4: Airport Safety. Minimize airport safety hazards and promote compatibility with airport operations.

- Policy HSN-4.1: Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the ACLUP, as revised per Action HSN-4.a.

- Policy HSN-4.2: Minimize the potential for development in the Ontario or Chino Airport Influence Area to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight.

- Policy HSN-4.3: Require real estate disclosures for projects within the Chino Airport Influence Area, consistent with state law. Disclosures should notify the prospective purchasers of the potential annoyances or inconveniences associated with airport operations.

- Action HSN-4.a: Update the Chino ACLUP to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by the Caltrans, Division of Aeronautics. In the interim prior to completion of the update, permit development in the vicinity of Chino Airport only if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics.

4.7.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for hazards and hazardous materials. A project would normally have a significant effect on the environment if the project would:

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

2) 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;

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

4) 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, create a significant hazard to the public or the environment;

5) 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, the project would result in a safety hazard for people residing or working in the project area;

6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;

7) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.7.4 Methodology

The potential for significant hazards and hazardous materials impacts associated with the project has been evaluated based upon review of existing secondary source information and data relative to hazardous or potentially hazardous materials.

4.7.5 Topics 1, 2, and 3: Transport, Use, or Disposal of Hazardous Materials/Accidental Release, Emissions Near a School

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

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?

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?

4.7.5.1 Impact Analysis

Construction activities associated with buildout of the project could require transport, temporary storage, and use of asphalt fuels, oils, paints, and solvents during construction. However, these materials are not acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Project construction would adhere to typical Best Management Practices regarding the use of hazardous materials, such as proper labeling and storage, removal of materials once completed, and offsite vehicle maintenance. Once constructed, future site-specific projects would likely include the use and storage of cleaning supplies, motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials. However, these materials are not acutely hazardous, and the limited quantities and use of such products would not create a significant hazard to the public or the

environment through the routine transport, use, or disposal of hazardous materials. All future projects would be subject to consistency with proposed General Plan policies including Policy HSN-1.23, which would require continued remediation of hazardous materials releases from previous land uses as part of any redevelopment activities. Policy HSN-1.24 would regulate development on sites with known contamination of soil or groundwater to protect construction workers, future occupants, adjacent residents, and the environment from hazards associated with contamination. Policy HSN-1.25 would require the proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site. Additionally, the City would be required to promote awareness of and participation in hazardous household waste management, control, and recycling programs per Policy HSN-1.26.

In the case of redevelopment projects, sites to be demolished would be subject to the inspection requirements of the SCAQMD Rule 1403, which would require an assessment for ACM, and provides proper guidance for the removal of this material, when necessary. Similarly, Title 22, Division 4.5 of the CCRs provides guidance regarding the removal of hazardous materials during demolition activities, and Title 8 of the CCRs, Section 1529 provides guidance regarding limits, exposure monitoring, respiratory protection, and good working practices during demolition, grading, and excavation that may result in exposure to ACM. Title 8 of the CCRs, Section 1529 also provides guidance on how ACM and other waste shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

Furthermore, the project does not propose any uses that would generate or store substantial amounts of acutely hazardous materials. Existing uses that handle hazardous materials independent of the project would continue to be subject to the requirements of CCR, Title 22, Division 4.5 regarding hazardous waste generators, transporters, treatment, storage, and disposal facilities, requirements of the California Hazardous Materials Management Act to prepare a HMBEP for management of hazardous materials and written procedures for response to an accidental release, as well as requirements of the California HWCL for the proper management of hazardous materials. For example, policies aim to safeguard the public health, safety, and welfare of sensitive receptors/land uses (such as residences and schools) when placing them near uses dealing with hazardous substances, those causing excessive noise or dust, and those creating other conflicts.

Overall, compliance with existing regulations, City programs, and proposed General Plan policies would minimize the risk of release of hazardous materials during transport, use, disposal, or handling.

4.7.5.2 Significance of Impacts Before Mitigation

The project would not allow for the development of any uses that would generate or store substantial amounts of acutely hazardous materials. Future site-specific projects would comply with applicable regulatory requirements regarding hazardous materials, as well as applicable goals, polices, and actions of the Hazards, Safety, and Noise Element. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, 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, or emit hazardous emissions or handle hazardous or acutely hazardous

materials, substances, or waste within one-quarter-mile of an existing or proposed school, and impacts would be less than significant.

4.7.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.6 Topic 4: Hazardous Materials Sites

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, create a significant hazard to the public or the environment?

4.7.6.1 Impact Analysis

As shown in Figure 4.7-1 and Table 4.7-1, there are a total of twenty-six hazardous materials sites located throughout the Planning Area. Two of these sites are located within a Key Opportunity Area. However, in accordance with federal, state, regional, and local requirements, any new development or redevelopment that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. This would include compliance with requirements of SCAQMD Rule 1403 for the assessment and removal of ACM, compliance with Title 22, Division 4.5 of the CCRs for the removal of hazardous materials during demolition activities, and compliance with Title 8 of the CCRs, regarding limits, exposure monitoring, respiratory protection, and good working practices during demolition, grading, and excavation, as well management and disposal in accordance with the applicable provision of the California Health and Safety Code. Furthermore, future projects would be required to comply with proposed Policy HSN 1.25, which would regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.

4.7.6.2 Significance of Impacts before Mitigation

Future site-specific projects would comply with applicable regulatory requirements regarding contaminated sites, as well as applicable goals, polices, and actions of the Hazards, Safety, and Noise Element. Therefore, the project would not create a significant hazard to the public or the environment, and impacts would be less than significant.

4.7.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.7 Topic 5: Airport Hazards

Would the project be 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, result in a safety hazard or excessive noise for people residing or working in the project area?

4.7.7.1 Impact Analysis

(The project includes an Airport Overlay designation which would apply to the Chino Airport property. This overlay designation seeks to promote compatible development and uses that support the economic viability of the airport while also ensuring safe airport operations as defined in the ACLUP. Permitted uses would include airport operations, aircraft maintenance, restaurants, museums, event spaces, and storage. All future development and uses would be subject to the specific safety, noise, and compatibility standards established in the zoning code.

Figure 4.7-2 above presents the City's Airport Overlay District and ACLUP Safety and Runway Protection Zones. None of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations would be located within Runway Safety Zones I or II. However, the project would include changing the land use designation of properties located west of the Amazon Fulfillment Center and north of Kimball Avenue from Institutional to General Industrial that would be located within Runway Safety Zone II. These properties would be developed with warehouses and similar industrial uses in the future. As shown in Table 4.7-2 above, Manufacturing and Warehouse/ Distribution is listed as a normally acceptable use within Runway Safety Zone II. Additionally, future warehouses and similar industrial uses on these properties would not exceed the Maximum Gross Density permitted in Safety Zone II of 25 persons per acre. The project does not propose any other land uses changes within areas designated as Safety Zone II.

Additionally, future site-specific development in portions of the Planning Area that would not change land use designations would be subject to applicable notification requirements under FAR Part 77, which identifies the maximum height at which a structure would be allowed to reach in areas subject to aircraft overflight restrictions. Compliance with the Chino Airport ACLUP safety and noise compatibility standards for Chino Airport would avoid safety hazards for future development near Chino Airport. The Hazards, Safety, and Noise Element includes Policy HSN-1.29 which requires the protection of occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight. Policy HSN-1.31 also requires the application of the community noise compatibility standards (Hazards, Safety, and Noise Element, Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the ACLUP in order to protect against the adverse effects of noise exposure. Future site-specific projects within the noise and safety compatibility zones would be subject to the standards contained in the ACLUP. For projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards would be required to complete a noise study and implement mitigation measures per Policy HSN-1.32. Additionally, Policy HSN-1.36 shall require developers to reduce noise impacts on new development through appropriate means, such as double-paned or soundproof windows, setbacks, etc. Similarly, Policy

HSN-4.1 requires that new development be consistent with the safety zone land use and noise compatibility criteria established in the Chino ACLUP. Compliance with the updated Hazards, Safety, and Noise Element would support the City's goal of minimizing hazards associated with the airport.

Pursuant to Proposed Plan Action HSN-4.a, the City would update the Chino Airport ACLUP to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around the Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics. As a result, the applicable airport safety zones and related standards for land uses, development intensity, heights, and other parameters would change; however, as the analysis required to inform the update has not yet been completed the precise parameters for future safety zones cannot be known at this time. Once updated, subsequent development within the Chino Airport influence area would be required to comply with the new standards. In the interim prior to completion of the update, pursuant to Action HSN-4.a, future site-specific development that demonstrates compliance with guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics would be permitted. It should be noted that although the City of Ontario does not have the formal responsibility under the "alternative process" to prepare a compatibility plan for Chino Airport, the City of Ontario has prepared an airport land compatibility plan for Chino Airport consistent with the 2011 Caltrans Airport Land Use Planning Handbook solely to address impacts within Ontario's boundaries and has adopted repeated standards into the Ontario Development Code. Pursuant to these standards, the City of Ontario has permitted warehousing and logistics development adjacent and to the north of the Chino Airport.

4.7.7.2 Significance of Impacts

Properties located west of the Amazon Fulfillment Center and north of Kimball Avenue that would be located within Runway Safety Zone II would be developed with warehouses and similar industrial uses in the future. As shown in Table 4.7-2 above, Manufacturing and Warehouse/ Distribution is listed as a normally acceptable use within Runway Safety Zone II. Implementation of goals, policies, and actions of the Hazards, Safety, and Noise Element would also serve to ensure land use and safety compatibility between future site-specific development and Chino Airport. Prior to completion of the ACLUP update, the City would only permit future site-specific development within the vicinity of Chino Airport if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working within an airport land use plan, and impacts would be less than significant.

4.7.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.8 Topic 6: Emergency Response

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

4.7.8.1 Impact Analysis

Although the project could increase demand for emergency response services and evacuation routes, future development and redevelopment have been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. As shown in Figure 4.15-1 above, none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. However, future development and redevelopment may occur throughout the Planning Area, including on parcels mapped as FHSZ. As shown on Figure 4.15-1, some land within The Preserve Specific Plan has been mapped as FHSZ.

The project included an evaluation of emergency evacuation capacity within the Planning Area. The evaluation determined that some residential areas in the northern portion of the Planning Area have constrained emergency access. However, these areas are located outside the areas of greatest risk from wildfire, flooding, and seismic events. In the event of a natural disaster, such as wildfire or flooding, in the southern portion of the Planning Area requiring emergency evacuation, northbound Euclid Avenue would be the primary evacuation route, with eastbound Kimball and Pine Avenues potentially accessible. For a disaster in the western portion of the Planning Area, evacuation would move eastward along major arterials. The emergency evacuation capacity analysis considered multiple factors, including household access to vehicles, network constraints, distance to available exit gateway, and traffic signal timing. The analysis concluded that roadway capacity would allow for evacuation as follows:

- For a hazard scenario in the south with emergency evacuation to the north and east, evacuation could be completed in approximately 2.6 hours, with bottlenecks on Euclid Avenue.

- For a hazard scenario in the south with emergency evacuation to the north only, evacuation could be completed in approximately 6.15 hours, with bottlenecks on Euclid Avenue.

- For a hazard scenario in the west with emergency evacuation to the east, evacuation could be completed in approximately 4.5 hours, with bottlenecks on Francis and Walnut Avenues.

Evacuation times can be improved and evacuation capacity optimized with the implementation of technological and design strategies, as well as by preparing community members for emergency evacuation events. Furthermore, future development facilitated by the project would be designed consistent with the requirements of the City's Draft 2025 LHMP, EOP, and Municipal Code. Future development would also be designed consistent with goals and policies of the Hazards, Safety, and Noise Element. Policy HSN-1.19 would require all new development located in Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression. Policy HSN-1.20 would require residential areas within Very High FHSZs to maintain minimum standards for roadway design, maintenance, and vegetation management in order to facilitate the orderly evacuation. Policy HSN-3.1 would require the City to maintain and periodically update the EOP to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human-caused disasters, while Policy HSN-3.2 would

require the City to maintain mutual aid agreements and communication links with the County and other neighboring jurisdictions that allow for supplemental aid from other police and fire personnel in the event of emergencies. Similarly, Policy HSN-3.3 would require residential development to be designed consistent with minimum standards for roadway design, maintenance, and vegetation management, while Policy HSN-3.4 would require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout. Policy HSN-3.5 would require the City to ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations, and Policy HSN-3.6 would require the City to employ technology, such as traffic cameras and wildfire early detection systems, to monitor conditions and facilitate effective response. Policy HSN-3.7 would require the City to provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in the Planning Area, and Policy HSN-3-8 would require the City to use the Chino Notify Emergency Alert System to notify residents by phone, text, or email of extreme weather conditions and/or the need to evacuate in the event of emergency. The system would also be used to broadcast the location of evacuation centers, particularly for residents of vulnerable areas and neighborhoods with constrained emergency access. Policy HSN-3.9 would require the City to partner with local media outlets to release evacuation information through radio, social media, and news apps can work as another channel for evacuation notices.

Additionally, all future development and redevelopment would be required to undergo review by CVFD prior to approval, which would ensure consistency with adopted emergency and evacuations plans. All future development and redevelopment would also be required to comply with Title 15 (Buildings and Construction), Chapter 15.32 (Fire Code) of the City's Municipal Code. The Fire Code contains requirements pertaining to emergency access and egress. Overall, compliance with existing regulations, City programs, and proposed General Plan policies would ensure future development would not interfere with emergency response or evacuation plans.

4.7.8.2 Significance of Impacts before Mitigation

Future development and redevelopment have been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. Compliance with the policies of the updated Hazards, Safety, and Noise Element, as well as review of future site-specific development by CVFD staff would ensure compliance with emergency response and evacuation planning. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

4.7.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.9 Topic 7: Wildland Fires

Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

4.7.9.1 Impact Analysis

As shown in Figure 4.15-1 above, none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. However future development and redevelopment may occur throughout the Planning Area, including on parcels mapped as FHSZ. As shown on Figure 4.15-1, some land within The Preserve Specific Plan has been mapped as FHSZ. Future development and redevelopment throughout the Planning Area would be designed consistent with policies of the Hazards, Safety, and Noise Element. These would include Policy HSN-1.15, which would ensure that development would be designed in compliance with the most up to date, applicable provisions of the California Building Code and the California Fire Code. Policy HSN-1.14 would direct the City to continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers, while Policy HSN-1.15 would maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires. Policy HSN-1.16 would direct to the City to work with state, county, and other local agencies, inform property owners of wildfire risks and measures to reduce those risks. Policy HSN-1.17 would seek to avoid, where feasible, locating new development in FHSZ, or conditioning new development within Very High FHSZ with implementation of measures to reduce risks associated with that development. Similarly, Policy HSN-1.18 would require new development in Very High FHSZs to prepare a Fire Protection Plan that minimizes risks. Policy HSN-1.19 would require all new development located in Very High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression. Policy HSN-1.21 would ensure that to the extent feasible, housing, hospitals, care facilities, community centers, places of worship, and other facilities where people gather are set a minimum of 100 feet back from high voltage power lines or substations. In addition, Policy HSN-2.8 would require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout the Planning Area. Overall, compliance with existing regulations, City programs, and proposed General Plan policies would minimize the risk of exposure from wildland fires.

4.7.9.2 Significance of Impacts before Mitigation

Future site-specific development would be designed consistent with applicable policies of the Hazards, Safety, and Noise Element designed to reduce risks associated with wildfires to the maximum extent practicable. Therefore, impacts related to risk of loss, injury, or death involving wildland fires would be less than significant.

4.7.9.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.10 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for hazards and hazardous materials. The study area for the assessment of cumulative impacts related to hazards and hazardous materials is the Planning Area. As population growth increases, the number of people potentially exposed to hazards and hazardous materials would increase. Potential impacts associated with the release of hazardous materials are site-specific in nature and do not compound or increase in combination with impacts elsewhere. Asphalt, fuels, oils, paints, and solvents used during construction are not acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. The use and storage of cleaning supplies, motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials during operation are not acutely hazardous, and the limited quantities and use of such products would not create a significant hazard to the public. Future site-specific projects would be required to comply with existing regulatory requirements regarding hazardous materials and contaminated sites, as well as applicable goals, polices, and actions of the Hazards, Safety, and Noise Element, which would ensure proper handling and remediation of existing hazardous contamination before construction can commence. Properties located west of the Amazon Fulfillment Center and north of Kimball Avenue that would be located within Runway Safety Zone II would be developed with warehouses and similar industrial uses in the future. As shown in Table 4.7-2 above, Manufacturing and Warehouse/ Distribution is listed as a normally acceptable use within Runway Safety Zone II. Implementation of goals, policies, and actions of the Hazards, Safety, and Noise Element would also serve to ensure land use and safety compatibility between future site-specific development and Chino Airport. Prior to completion of the ACLUP update, the City would only permit future site-specific development within the vicinity of Chino Airport if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics. Future development and redevelopment have been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. Compliance with the policies of the updated Hazards, Safety, and Noise Element, as well as review of future site-specific development by CVFD staff would ensure compliance with emergency response and evacuation planning. As shown in Figure 4.7-3 none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. Although future development and redevelopment would occur throughout the Planning Area, including on parcels mapped as FHSZ, compliance with the requirements of the Hazards, Safety, and Noise Element would reduce risks associated with wildfire to the maximum extent practicable. Therefore, the project would not make a cumulatively considerable contribution to a significant impact related to hazards and hazardous materials.

4.8 Hydrology/Water Quality

This section analyzes potentially significant impacts related to hydrology and water quality that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. project. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon secondary information regional and local planning documents.

4.8.1 Existing Conditions

4.8.1.1 Watersheds/Water Quality

The Planning Area is located within the approximately 2,840-square-mile Santa Ana River Watershed, which drains to the Santa Ana River and associated streams and spans 700 miles. Figure 4.8-1 presents the Planning Area in relation to the local watersheds. As shown, portions of the Planning Area are located within the Upper Chino Creek Watershed, the Middle Chino Creek Watershed, and the Lower Chino Creek Watershed. The Key Opportunities are specifically located as follows:

- Spectrum Center: Upper Chino Creek Watershed
- Philadelphia Street and Central Avenue: Middle Chino Creek Watershed
- Riverside Drive and Central Avenue: Middle Chino Creek Watershed
- Downtown: Middle Chino Creek Watershed
- Euclid and Bickmore Site: Lower Chino Creek Watershed

Section 303(d) of the federal Clean Water Act (CWA) requires states to identify and establish a list of water bodies for which technology-based effluent limitations required by Section 301 of the CWA are not stringent enough to attain and maintain water quality standards (U.S. Environmental Protection Agency [U.S. EPA] 2024a). Table 4.8-1 lists Impaired Water Bodies in the Planning Area. According to the CWA, each state must develop Total Maximum Daily Loads (TMDL) for all the waters identified on their Section 303(d) list of impaired waters, according to their priority ranking on that list. The TMDL process is important for improving water quality because it serves to link water quality standards and implementation of control actions designed to attain those standards.

Table 4.8-1
Impaired Water Bodies in the Planning Area

Watershed	Water Body/Channel	List of 303(d) Impairments
Upper/Middle Chino Creek	Chino Creek, Reach 1	Pathogens
Lower Chino Creek	Chino Creek, Reach 2	High coliform count
Lower Cucamonga Creek	Cucamonga Creek	High coliform count
Lower Cucamonga/Lower Chino Creek	Mill Creek, Prado Area	Pathogens
East Etiwanda Creek-Santa Ana River	Santa Ana River, Reach 3	Pathogens, Nitrate
Lower Chino Creek	Prado Park Lake	Pathogens
SOURCE: Santa Ana Regional Water Quality Control Board 2019		

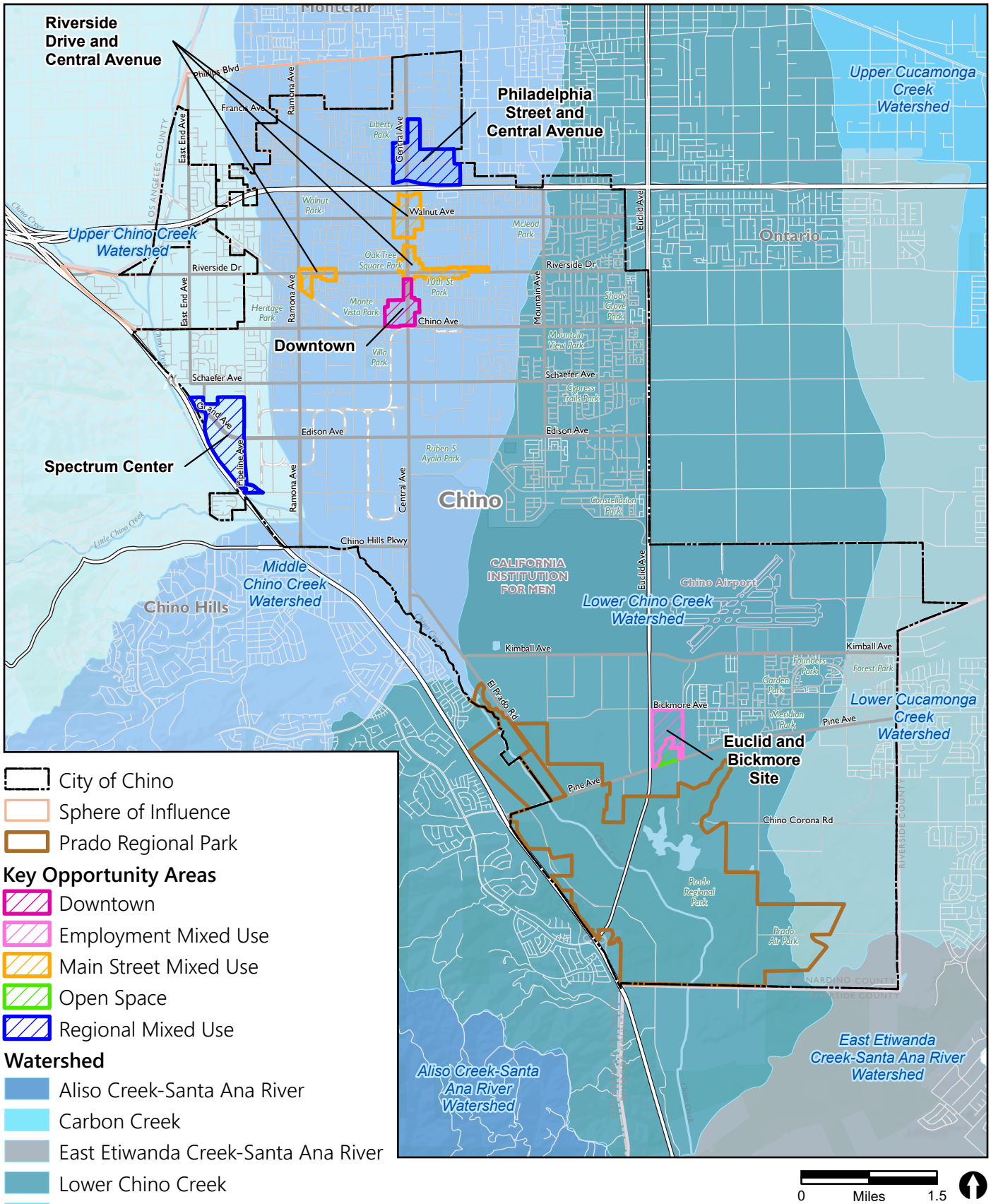

FIGURE 4.8-1
Watersheds

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4.8.1.2 Storm Water Drainage Systems

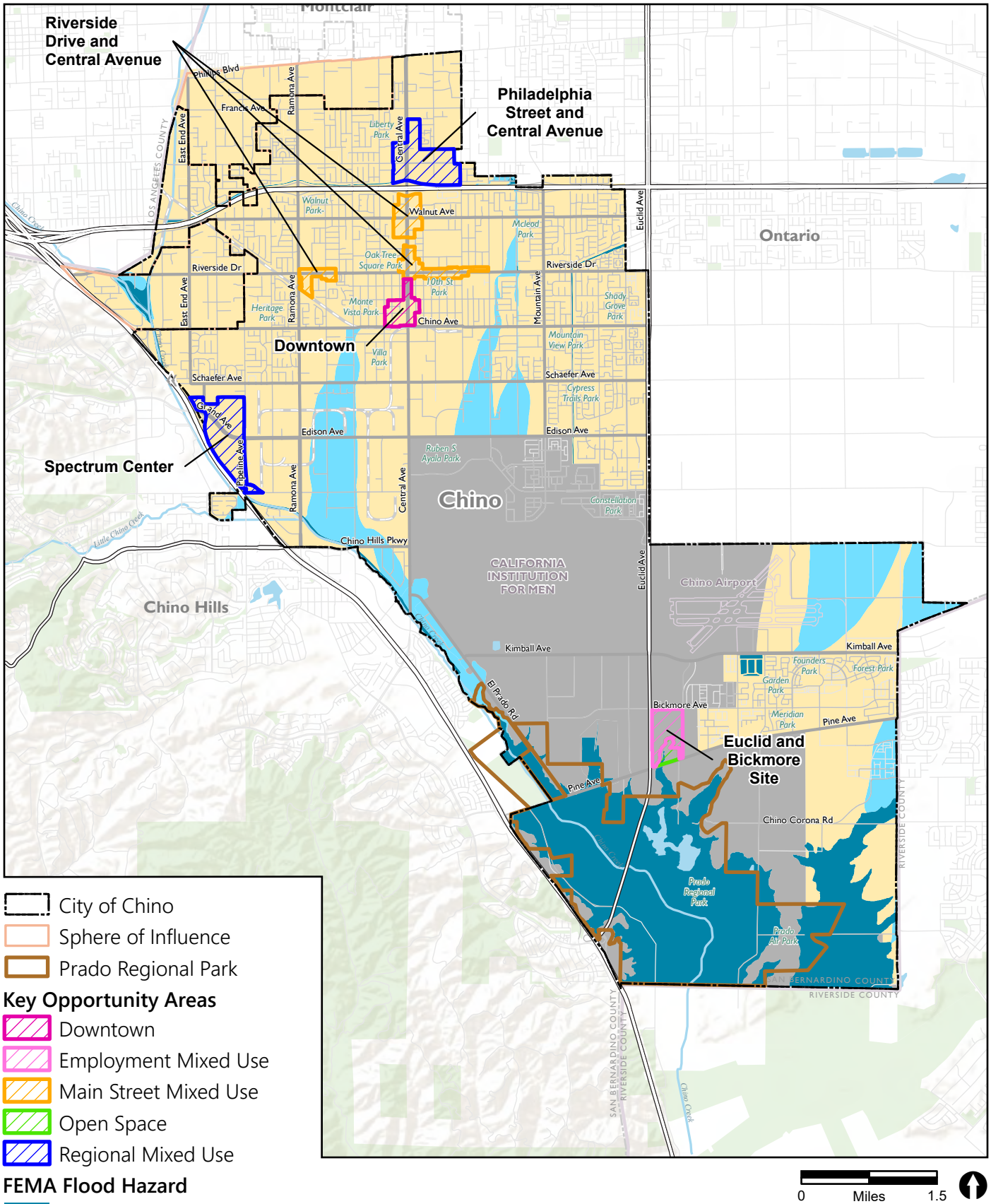
The Planning Area is susceptible to ponding and flooding due to its flat topography and location surrounded by hills and mountains. There are several flood control channels and creeks within the Planning Area that assist in the maintenance of drainage flows and flood prevention. The City's Public Works Department maintains and improves the City's storm drain systems. The management of these flood control channels and creeks falls under the City, the San Bernardino County Flood Control District (SBCFCD), and the U.S. Army Corps of Engineers (USACE) as follows:

- San Antonio Channel (managed by SBCFCD) runs along the western City boundary and ultimately meets with Chino Creek.
- Chino Creek (managed by USACE) enters the City south of SR-60, joins the San Antonio Channel, and follows the western boundary of the City southward.
- West State Street Storm Drain (SBCFCD) serves as the northern-most portion of the 100-year flood system for the drainage area that includes the City and discharges into the San Antonio Channel.
- Chino Storm Drain (managed by SBCFCD) constructed alongside State Route (SR) 60, joins the San Antonio Channel on the western boundary of the City.
- Cypress Channel (managed by SBCFCD) begins south of SR-60 and drains into the USACE Prado Flood Control Basin providing storm drainage to the eastern side of the City.
- Magnolia Channel (managed by City): extends from Edison Avenue through the southern portion of the City and ultimately joins with Chino Creek;
- Cucamonga Creek (managed by SBCFCD/USACE) (also known as Mill Creek) enters the City from the north and flows south through the Planning Area.

4.8.1.3 Flooding

The Planning Area is located in the Chino Valley, a relatively flat area surrounded by hills and mountains that makes the basin susceptible to flooding. There are two types of flooding conditions that exist within the Planning Area: flooding from local streams and creeks; and flooding associated with the Prado Dam, located southwest of the City limits (City of Chino 2010).

Figure 4.8-2 presents the distribution of Federal Emergency Management Agency (FEMA) floodplain and floodway mapping throughout the Planning Area, and Table 4.8-2 presents the acreage of FEMA floodplain and floodway mapping throughout the Planning Area. As shown in Figure 4.8-2, the southern portion of the Planning Area, primarily south of Pine Avenue, is located within the 100-year floodplain, as defined by FEMA. This means that there is a one percent chance of flooding to occur within that area in any given year. The majority of land within the 100-year floodplain consists of public lands as part of the control basin within the Prado Regional Park. Additionally, some portions of the northern Planning Area are located within the FEMA 500-year floodplain, meaning there is a 0.2 percent chance of flooding in those locations within any given year. However, most of the older, northern portions of the Planning Area are outside the 100-year or 500-year floodplains.



City of Chino
Sphere of Influence
Prado Regional Park

Key Opportunity Areas

Downtown
Employment Mixed Use
Main Street Mixed Use
Open Space
Regional Mixed Use

FEMA Flood Hazard

100-year Flood Zone
500-year Flood Zone
Outside 500-year Flood Zone
Undetermined Flood Hazard

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FIGURE 4.8-2
FEMA Floodplains and Floodways

As shown in Figure 4.8-2, none of the Key Opportunity Areas are within mapped FEMA flood zones, except for a small area in the Euclid and Bickmore Site which sits within the 100-year Flood Zone. The area mapped as "Undetermined Flood Hazard" represents the portion of the Planning Area that is less populated, and a flood hazard analysis has not yet been conducted (FEMA 2020). These areas will require additional flood risk assessments prior to future development.

Table 4.8-2
Acreage of FEMA Floodplain and Floodway Mapping throughout the Planning Area

Type	Acreage
100-year Flood Zone	2,690.73
500-year Flood Zone	1,661.48
Outside 500-year Flood Zone	10,654.83
Undetermined Flood Hazard	5,616.82

FEMA = Federal Emergency Management Agency
SOURCE: FEMA 2020

4.8.1.4 Dam Inundation

Dam failure can result from several causes, such as earthquakes, rapidly rising floodwaters, and structural design flaws. These hazards can occur instantaneously or gradually depending on the source of the failure. Inundation associated with these events has the potential to cause loss of life, damage property, and other ensuing hazards, as well as the displacement of persons residing in the inundation path.

The Prado Dam, which is owned and operated by the USACE, is located approximately 2.3 miles south of the Planning Area. The Prado Dam was completed in 1941 as the principal regulating structure on the Santa Ana River, designed to provide flood control for portions of Orange, Riverside, and San Bernardino counties. The USACE and the Orange County Water District (OCWD), have responsibilities for management of the Santa Ana River and the associated Prado Dam Flood Control Basin to address a variety of public objectives for water resource management and including ecosystem restoration. USACE and the Orange County Flood Control District (OCFCD) have completed infrastructure improvements for the Prado Dam and reservoir including raising the existing embankment 28.4 feet to an elevation of 594.4 feet and raising the existing spillway crest from an elevation of 543 feet to 563 feet (Orange County Public Works 2025).

Figure 4.8-3 presents the potential inundation risks associated with the San Antonio Dam and high-water levels associated with Prado Dam in the event of dam failure. As shown therein, portions of the Planning Area are located within both dam inundation zones.

In the past, areas below the 566-foot flood inundation line associated with Prado Dam would be subject to flooding, and the City's Adopted General Plan contains policies restricting construction of any habitable building with a finished floor height below 567 feet in elevation within or adjacent to the dam inundation area (Policy P4; City of Chino 2010). Recent infrastructure improvements have raised the embankment to 594.4 feet, increasing the flood inundation line accordingly.

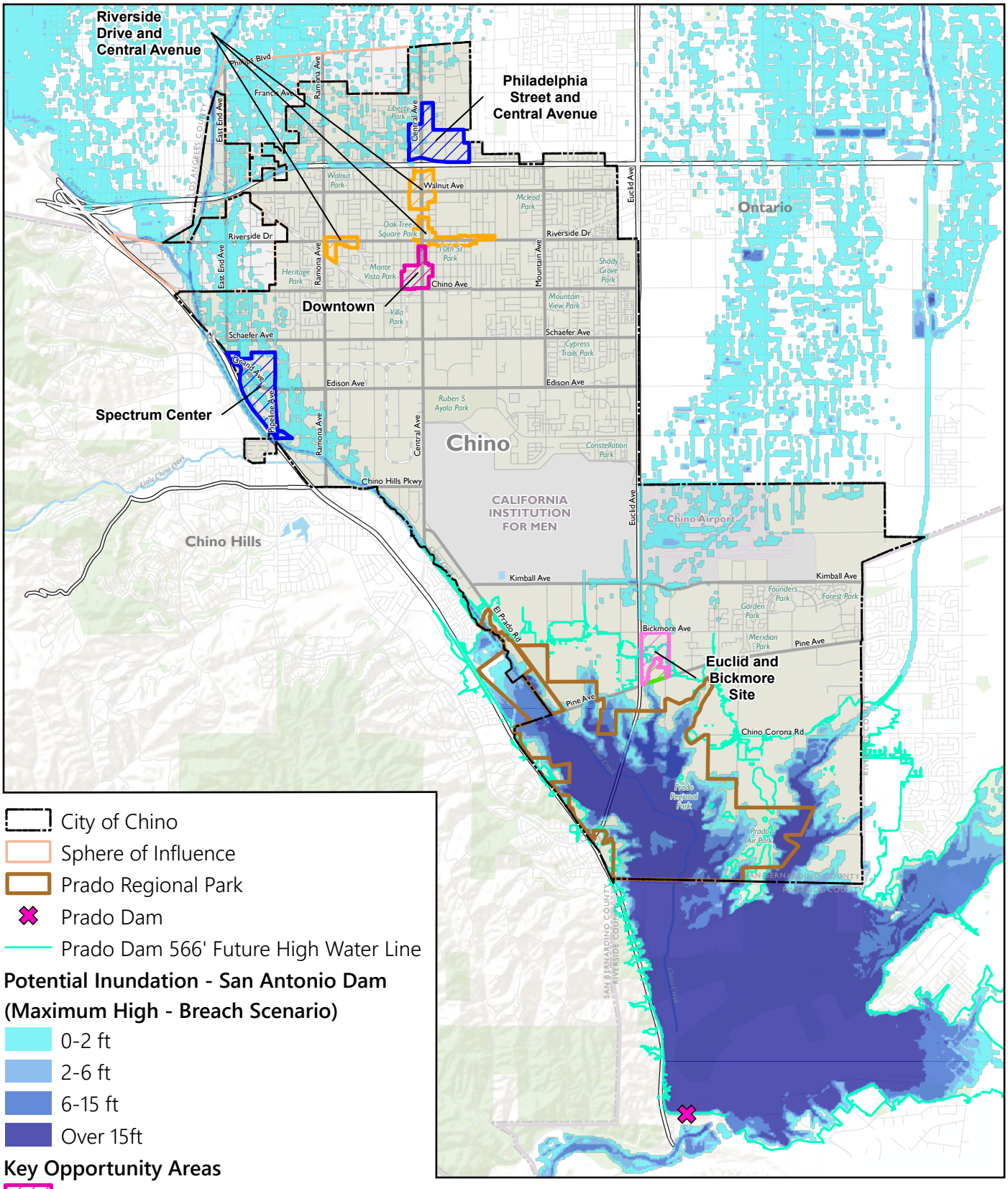

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FIGURE 4.8-3
Dam Inundation Zones

4.8.1.5 Groundwater

The Planning Area is within the Chino Groundwater Basin (CGB), which is one of the largest groundwater basins in southern California. Groundwater recharge within the CGB is a major source of water supply, which is pumped up, cleaned, and distributed to the City by local water agencies. Groundwater extraction is monitored and managed by the Chino Basin Watermaster.

Approximately 80 percent of the CGB is located within San Bernardino County, approximately 15 percent within Riverside County, and approximately 5 percent within Los Angeles County. While water providers pump, clean, and distribute groundwater each year, the basin recharges naturally through storm events and snowmelt. In addition to natural recharge, artificial groundwater recharge is accomplished by two means: percolation basins and injection wells. The basins that are utilized to percolate water (stormwater, imported surface water, recycled water) into the ground are generally owned by the Chino Basin Water Conservation District or the SBCFCD.

The Chino Basin Watermaster and the Inland Empire Utilities Agency have entered into agreements with the Chino Basin Water Conservation District and SBCFCD to operate and maintain the basin facilities to maximize recharge opportunities throughout the changing seasons of the year, with flood control having highest priority. Some agencies (e.g., Monte Vista Water District) own and operate wells that are specially designed to inject potable water into the ground. It is anticipated that, in the future, additional injection wells may be constructed to facilitate groundwater basin recharge.

The City owns and operates 12 groundwater wells that, as of 2019, constitute almost half of the City's water supply. Of the 12 groundwater wells owned by the City, three have been removed from service due to perchlorate concentrations above the maximum contaminant level. The majority of the remaining nine wells receive treatment for nitrate and perchlorate. Water is supplied through three main sources: owned groundwater wells, purchased surface water from the Metropolitan Water District's State Water Project via the Water Facilities Authority and local groundwater from the Chino Basin Desalter Authority. The City also purchases recycled water from the Inland Empire Utilities Agency for sale and for recharge purposes.

4.8.2 Applicable Regulatory Requirements

4.8.2.1 Federal Regulations

a. Federal Water Pollution Control Act (also known as Clean Water Act)

Originally enacted in 1948 and amended in 1972 and 1987, the CWA establishes two national goals: eliminate the discharge of pollutants into the nation's waters and achieve water quality that is both "fishable" and "swimmable." Discharge of pollutants into waters of the United States from any "point source" (i.e., a discharge pipe) is prohibited, unless authorized by a National Pollutant Discharge Elimination System (NPDES) permit. The State Water Resources Control Board (SWRCB) is responsible for implementing the CWA and does so by issuing NPDES permits to cities and counties through regional water quality control boards (RWQCB). In California, the NPDES Program is administered by the State. See a discussion of the NPDES in Section 4.8.2.2(c) below.

The fundamental purpose of the CWA is to protect the designated beneficial uses of water resources. Section 303(d) of the CWA defines water quality standards as consisting of both the uses of surface waters (beneficial uses) and the water quality criteria applied to protect those uses (water quality objectives). State and regional water quality control boards have been charged with ensuring that beneficial uses and water quality objectives are established for all waters of the state.

Section 303(d) of the CWA requires states to identify and establish a list of water bodies for which technology-based effluent limitations required by Section 301 of the CWA are not stringent enough to attain and maintain water quality standards. The list must be submitted by the SWRCB to the U.S. EPA every two years for review and approval. The water bodies on the 303(d) list are termed "impaired water bodies." For each water-quality-limited segment of water bodies identified in the 303(d) list, each respective RWQCB must develop a plan to determine the TMDL—the maximum amount of a pollutant that a water body can receive per day and still attain water quality standards—or take other action to address the impairment. The goal of implementing a TMDL is to reduce pollutant loads to an impaired water body so as to regain the beneficial uses of the water body.

Section 401 of the CWA gives states and authorized tribes the authority to grant, deny, or waive certification of proposed federal licenses or permits that may discharge into waters of the U.S. In California, the SWRQB and the RWQCBs have the authority to regulate these discharges. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the U.S. and receive protection under Section 404 of the CWA. Additionally, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. Section 402 of the CWA prohibits the discharge of pollutants in waters of the United States from any point source without an NPDES permit. Results of the Nationwide Urban Runoff Program also identified contaminated stormwater (a non-point source) as a primary cause of water quality impairment. To regulate stormwater discharges, the U.S. EPA developed a two-phased NPDES permit program. Phase I of the program requires municipalities which own and operate separate storm drains systems serving populations of 100,000 or more to obtain municipal stormwater NPDES permits. Phase II of the program requires the same for municipalities for populations of less than 100,000. Municipalities must have a stormwater management program to obtain a permit.

b. Federal Emergency Management Agency

FEMA is the primary agency in charge of administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is also responsible for delineating areas of flood hazards. It is then the responsibility of state and local agencies to implement the means of carrying out FEMA requirements. Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area. The National Flood Insurance Act (1968) established the National Flood Insurance Program (NFIP), which is based on the minimal requirements for flood plain management and is designed to minimize flood damage within Special Flood Hazard Areas. FEMA is the agency that administrates the NFIP. The City entered the regular phase of the NFIP on June 30, 1976. As a participant in the NFIP, the City is dedicated to regulating development in the FEMA regulated floodplain areas in accordance with NFIP criteria.

c. United States Army Corps of Engineers

The USACE is responsible for management of the Prado Dam and surrounding flood basin. The USACE evaluates environmental effects of all actions taken at the dam and in the reservoir. The southern portion of the Planning Area sits within the Prado Dam Basin Master planning area and would be subject to the USACE regulation of land uses.

4.8.2.2 State Regulations

a. Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is a portion of the State Water Code and establishes the responsibilities and authorities of the SWRCB and its nine RWQCBs. Each RWQCB is directed to adopt water quality control plans for the waters of an area to include identification of beneficial uses, objectives to protect those uses, and an implementation plan to accomplish the objectives. The City is under the jurisdiction of the Santa Ana RWQCB.

b. Sustainable Groundwater Management Act

In 2014, California lawmakers passed the Sustainable Groundwater Management Act (SGMA), which mandates that all groundwater basins within the state be managed to ensure long-term water supply reliability. Under SGMA, each high and medium priority basin, as identified by the California Department of Water Resources, must have a groundwater sustainability agency that will be responsible for groundwater monitoring and the development of a groundwater sustainability plan to ensure long-term groundwater sustainability and prevent overdraft. However, the SGMA exempts adjudicated groundwater basins–those that already operate under a court-ordered water management plan from the requirements of designating a groundwater sustainability agency and developing a Groundwater Sustainability Plan.

The Chino Basin is an adjudicated basin, managed according to the physical solution included within the 1978 Judgment adjudicating the rights to pump from the basin, and is expressly included in SGMA's list of exempt basins. The SGMA lists the Chino Basin priority as "Very Low." The 1978 adjudication of the Chino Basin (Chino Basin Judgment) allocated groundwater production rights and created a Chino Basin Watermaster to administer the San Bernardino County Superior Court decree.

c. National Pollutant Discharge Elimination System

Created in 1972 by the CWA, the NPDES permit program is authorized to state governments by the U.S. EPA to perform many permitting, administrative, and enforcement aspects of the program. The CWA prohibits discharge of pollutants through a point source into a water of the United States unless allowed by a NPDES permit. The NPDES permit translates general requirements of the CWA into specific provisions tailored to the operations of each operator discharging pollutants. An NPDES permit generally specifies an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria). The permittee may choose which technologies to use to achieve that level. NPDES permits make sure that a state's mandatory standards for clean water and

the federal minimums are being met (U.S. EPA 2024b). Development throughout the Planning Area would be subject to the NPDES program to protect water resources and control pollutants in runoff. On January 10, 2010, the Santa Ana RWQCB adopted Order Number R8-2010-0036. This order renewed the NPDES Municipal Storm Water Permit for San Bernardino County.

State Water Resources Control Board General Construction Permit 2022

The SWRCB adopted the 2022 Construction Stormwater General Permit, Order 2022-0057-DWQ, on September 8, 2022, and it went into effect on September 1, 2023. State and regional water quality control boards have been charged with ensuring that beneficial uses and water quality objectives are established for all waters of the state. Development in the Planning Area would be subject to the NPDES to protect water resources and control pollutants in runoff. The General Construction Permit is administered at the local level by the Santa Ana RWQCB.

d. Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that meet the following:

- Plans for water supply and assesses the reliability of each source of water, over a 20-year period, in five-year increments.
- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands, in normal, single-dry, and multiple-dry years.
- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (Senate Bill 7 of Special Extended Session 7 [SBX7-7]), which amends the act and adds new water conservation provisions to the California Water Code.

The City's latest Urban Water Management Plan (UWMP) was adopted in 2021 (see Section 4.8.2.4[f] below for details of the plan).

4.8.2.3 Regional Regulations

a. Santa Ana Regional Water Quality Control Plan

In California, the regulation, protection, and administration of water quality are carried out by the SWRCB, which is implemented through nine RWQCB regional boards. Each of the nine regional boards is required to adopt a Water Quality Control Plan, or Basin Plan, which recognizes and reflects regional differences in existing water quality, the beneficial uses of ground and surface waters, and local water quality conditions and problems. The Planning Area is located within the Santa Ana Region (Region 8) River Basin (Hydrologic Unit Code 18070203), which spans 2,650 square miles, encompassing portions of Los Angeles, Orange, Riverside, and San Bernardino Counties. The Water Quality Control Plan for the Santa Ana River Basin (Santa Ana River Basin Plan) includes the water quality standards for ground and surface waters (water quality objectives, beneficial uses, and anti-degradation policy), regionally important water quality management and improvement

initiatives, policies, and practices for implementing water quality standards, and implementation plans (Santa Ana RWQCB 2016).

b. Draft Prado Dam Reservoir Master Plan (2023)

The Prado Dam Reservoir Master Plan is a guide for the orderly and coordinated use, development, and management of all resources in the area of the Prado Dam Reservoir. The Master Plan is in the process of being updated to reflect USACE policy and goals, including addressing the changes in adjacent land uses and increasing development intensity which could have an effect on future development potential within the basin (USACE 2023).

c. 1978 Chino Basin Judgment

The Groundwater Management Act of the California Water Code (Assembly Bill 3030) provides guidance as applicable for local agencies to develop a voluntary Groundwater Management Plan in State designated groundwater basins. However, the Chino Basin is an adjudicated basin; therefore, this adjudication, known as the 1978 Chino Basin Judgment, along with subsequent amendments, is the set of documents governing the production of local groundwater. The Judgment established the safe yield for the Chino Basin at 140,000 acre-feet per year, of which 82,800 acre-feet per year are designated for agricultural uses, 7,366 acre-feet per year are assigned to industrial uses, and the remaining 54,834 acre-feet per year are divided among municipal users.

d. Optimum Basin Management Program

The Optimum Basin Management Program (OBMP) was developed in 2000 (and subsequently updated in 2020) by the Chino Basin Watermaster pursuant to the 1978 Chino Basin Judgment. The 2020 OBMP Update Report was developed to amend the status of previous projects and management programs and provide updated information relating to the improved hydrology and hydrogeology of the Chino basin. Additionally, new water management issues have been identified. The 2020 OBMP reaffirmed the goals of the plan as follows: Goal 1-Enhance Water Basin Supplies; Goal 2-Protect and Enhance Water Quality; Goal 3-Enhance Management of the Basin; and Goal 4-Equitably Finance the OBMP. The 2020 OBMP sets out management activities to achieve these goals. Pursuant to the 2020 OBMP, water demand for the Chino Basin may require additional sources of water beyond traditional supplies, such as imported water from the Metropolitan Water District, and the need to find alternative supplies such as recycled water. The 2020 OBMP includes management actions to improve basin management and improve imported, alternative and groundwater water supplies.

e. Chino Basin Recharge Master Plan Update

The Recharge Master Plan implements the OBMP to increase recharge opportunities within the Chino Basin. Updated in 2023, the Recharge Master Plan Update (provides updated data related to previously planned facilities and provides new implementation plans and projects. The Recharge Master Plan Update also recommends improvements to facilities, as well as identifies innovative stormwater retention concepts. Improvements for stormwater recharge consist of earthwork, new basin inlets or modifications to existing ones, and new or modified basin outlets. Improvements for

recycled water discharge include inlet structures and conveyance facilities. For imported water recharge, improvements include construction of inlet structures, conveyance facilities, and other improvements.

f. Inland Empire Utilities Agency

The Inland Empire Utilities Agency (IEUA) is a regional wastewater treatment agency and wholesale distributor of imported water. The IEUA is responsible for serving approximately 935,000 people over 242 square miles in western San Bernardino County. The IEUA is focused on providing three key services: (1) treating wastewater and developing recycled water, local water resources, and conservation programs to reduce the region's dependence on imported water supplies, thus enabling the service area to become drought-resilient; (2) converting biosolids and waste products into a high-quality compost made from recycled materials; and (3) generating electrical energy from renewable sources.

g. Chino Creek Integrated Plan

The Chino Creek Integrated Plan (CCIP), undertaken by the IEUA, identifies the highest priority improvement opportunities to preserve and enhance the Prado Basin. The CCIP identifies the key problem areas in the lower Chino Creek watershed and recommends projects and measures that would result in improved water quality, flood control, habitat restoration, recreation, water conservation and public education. Implementation of the CCIP is ongoing.

h. Regional Urban Water Management Plan

In addition to the UWMP prepared by the City (see Section 4.8.2.4[e]), IEUA prepared the 2020 Regional Urban Water Management Plan. The 2020 Regional Urban Water Management Plan states the goals, objectives, and strategies to maintain water for the IEUA service area over the next 20 years and complies with the Urban Water Management Planning Act.

i. Orange County Water District

The OCWD provides potable water to 2.5 million people in Orange County, California. Through management and replenishment of the groundwater basin, the OCWD ensures water reliability and quality, prevents seawater intrusion, and protects Orange County's rights to Santa Ana River water. The OCWD is a world leader in water purification and potable reuse through its Groundwater Replenishment System which is the largest facility of its kind in the world.

In addition to managing water supply, the OCWD manages and protects the Santa Ana River Watershed through removal of nonnative invasive species, habitat restoration and wildlife management. For example, OCWD owns Prado Constructed Wetlands, located in Riverside County, along the 100-mile route the Santa Ana River travels from the San Bernardino Mountains to the Pacific Ocean. The Prado Wetlands are approximately 465 acres of shallow ponds used as natural water treatment areas, which remove an estimated 175 tons per year of nitrates from the Santa Ana River. In addition to improving water quality, the Prado Wetlands provide an opportunity for waterfowl and migratory birds to thrive.

j. San Bernardino County Municipal Code

Chapter 19.16 of the San Bernardino County Municipal Code addresses the Flood Plain Overlay District. Section 19.16.050 establishes provisions for flood hazard reduction, including standards for anchoring, construction materials and methods, and floodproofing.

4.8.2.4 Local Regulations

a. City Municipal Code

Title 8 – Health and Safety

Chapter 8.60 of the Municipal Code adopts the areas of special flood hazard identified by the Federal Insurance Administration. Section 8.60.170 regulates development in the floodplain by the creation of standards of construction. Section 8.60.260 requires specific approvals for development within all flood-related, erosion-prone areas. Section 8.60.270 sets out conditions for variances.

Title 13 – Water, Sewers, and Utilities

Chapter 13.25, Protection and Regulation of the Stormwater Drainage System, provides regulations to protect and enhance the water quality of local waterbodies, groundwater, and wetlands. One of the primary goals of this ordinance is to reduce pollutants in all stormwater discharges to the maximum extent practicable. The ordinance is periodically updated for the purpose of maintaining compliance with new regulations including NPDES permit requirements.

b. Master Plan of Drainage

Originally prepared in 1993, the City's Master Plan of Drainage was revised in 1998 (Revision Number 1) to include the addition of 11.25 square miles in the southwest area of the City. The study area was encompassed by Kimball Avenue to the north, Euclid Avenue to the east, Prado Basin to the south and Chino Creek to the west. Impacts to land-use changes from agricultural to the combination of agricultural and industrial land developments were reanalyzed for several major segments of the City's western storm drain system. In 2003, the Master Plan of Drainage was revised (Revision Number 2) to include "The Preserve", which identified capacity expansion due to the addition of 8.5 square miles in the southeastern portion of the City. The study area was encompassed by Ontario (Ontario Ranch area) to the north, Riverside County to the south and east, and Euclid Avenue to the west. Impacts to the land-use changes from the agricultural and open space to the combination of mixed land development use were reanalyzed for several major segments of the City's eastern storm drain system. Drainage Basin Areas were added and redefined from the Chino Airport Master Plan and Ontario's New Model Colony Drainage Master Plan. Lastly, in 2004 and 2007, two unofficial amendments were prepared to update Revision 2, which identified revisions necessary for the ultimate build-out of The Preserve area.

Overall, the Master Plan of Drainage is intended to evaluate the City's drainage systems and recommend improvements of facilities that align with the City's future development.

c. City Urban Water Management Plan (2021)

The City's UWMP was prepared in accordance with the Urban Water Management Plan Act that was established in 1983. The UWMP Act requires every "urban water supplier" to prepare and adopt a Plan, to periodically review its UWMP at least once every five years and make any amendments or changes which are indicated by the review. An "Urban Water Supplier" is defined as a supplier, either publicly or privately owned, providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually. The UWMP addresses regional water supply trends, water conservation and water use efficiency supplies policies to ensure sufficient water supply. The UWMP includes a description of the City's water systems, water use projections in five-year increments for a normal year, a single dry year, and a five consecutive year drought, over the next 25 years, and a water supply assessment. Additionally, the UWMP provides a water shortage contingency plan, conservation goals, and demand management measures.

d. Draft 2025 City of Chino All-Hazard Mitigation Plan

The City has completed a draft update of its Local Hazard Mitigation Plan (LHMP), titled the *Draft 2025 City of Chino All-Hazard Mitigation Plan* (Draft 2025 LHMP). The final step will be to present the updated plan to the City Council for adoption. The Draft 2025 LHMP identifies key hazards such as earthquakes, floods, and wildfires, includes refined strategies with new risk data, identifies completed actions, and summarizes community input gathered through surveys, public meetings, and stakeholder engagement. The Draft 2025 LHMP has also been designed to coexist and coordinate with existing City plans, fostering a collaborative approach to enhance the City's resilience. The risk assessment findings of the Draft 2025 LHMP were used to inform development of the Hazards, Safety, and Noise Element prepared as a part of the project. Similarly, The Emergency Operations Plan could incorporate LHMP strategies, like critical facility enhancements, to support emergency response, if deemed appropriate by its administrators.

The Draft 2025 LHMP addresses both flooding and dam failure proactive strategies and mitigation actions. Table 4.8-3 provides a summary of Action Plans related to flooding and the applicability to Mitigation Goals. Mitigation strategies 7.3.8, 7.3.9, and 7.3.11 would construct stormwater facilities prevent high water levels during rain events.

Table 4.8-3 Draft 2025 City of Chino All-Hazard Mitigation Plan Flooding Goals and Actions				
Mitigation Goals	Mitigation Action 7.3.6	Mitigation Action 7.3.8	Mitigation Action 7.3.9	Mitigation Action 7.3.11
	Mitigation Project: Construct the Euclid Avenue Bridge Project from Pine Avenue to State Route 71 to allow motorist and goods movement during rain and flooding events in the area.	Mitigation Project: Construct Line H Storm Drain Projects to prevent high water levels during rain events. The new storm drain line will connect to Prado Lake.	Mitigation Project: Construct Line I Storm Drain Projects to prevent high water levels during rain events. The new storm drain line will connect to Prado Lake.	Mitigation Project: Construct the San Antonio Avenue Storm Drain Project to prevent high water levels during rain events. The project commences in the City of Ontario and the new storm drain line will connect to the existing Sultana Cypress storm drain channel
Goal 1: Life Safety	X	X	X	X
Goal 2: Preventative Actions	X	X	X	X
Goal 3: Property Protection	X	X	X	X
Goal 4: Emergency Services	X	X	X	X
Goal 5: Structural Projects	X	X	X	X
SOURCE: City of Chino 2025				

e. Proposed General Plan Policies

The following goals, policies, and actions are proposed to assist the City in ensuring maintenance of water quality standards, surface and groundwater supplies, prevention of stormwater run-off, and reducing in flooding hazards throughout the Planning Area.

Hazards, Safety, and Noise Element

Goal HSN-1: Hazard Protection. Protect life and property from natural and human-made hazards.

- Policy HSN-1.4: In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.

- Policy HSN-1.5: Coordinate with the SBCFCD to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.

- Policy HSN-1.6: Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows and comply with federal and State requirements, employing "green infrastructure" techniques as feasible and appropriate.

- Policy HSN-1.7: Permit in the 100-year floodplain only that development which represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas to the extent practicable.

- Policy HSN-1.8: Review all development applications for areas within a 100-year flood hazard zone for consistency with FEMA NFIP standards to mitigate flood hazard potential.

- Policy HSN-1.9: Require that development projects employ low impact development (LID) design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development.

- Policy HSN-1.10: Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.

- Policy HSN-1.13: Coordinate with USACE to ensure the safety of the Prado and San Antonio Dams through regular inspection and routine maintenance.

4.8.3 Significance Determination Thresholds

The City has adopted Appendix G of the State California Environmental Quality Act Guidelines as the significance thresholds for hydrology and water quality impacts. A project would normally have a significant effect on the environment if the project would:

1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    i) result in a substantial erosion or siltation on- or off-site;
    ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

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

iv) impede or redirect flood flows;

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

5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.8.4 Methodology

The potential for significant impacts associated with the project has been determined based upon review of existing information and data relative to the hydrology and water quality resources available for the City. Additionally, an existing conditions infrastructure report was prepared for the project that included a review of existing City, local, and federal datasets.

4.8.5 Topic 1: Violate Water Quality Standards/Degrade Water Quality

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

4.8.5.1 Impact Analysis

Construction activities associated with future development and redevelopment would likely involve grading, paving, utility installation, building construction, and landscaping installation, which could result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other pollutants with the potential to affect water quality. In addition, refueling and parking of construction vehicles and other construction equipment may result in oil, grease, or other related pollutant leaks and/or spills that may discharge into the storm drain system.

To minimize potential water quality impacts during construction, future development and redevelopment would be required to comply with the statewide Construction General Permit (SWRCB 2022), which itself requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for projects that disturb one or more acre of land and include any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. A SWPPP requires the identification and implementation of Best Management Practices (BMP) to control sediment, erosion, tracking, non-stormwater, and waste management during construction and prevent such contaminants and materials from entering receiving water bodies. Adherence to these requirements during construction would ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged.

Post-construction activities associated with the operation of future development and redevelopment facilitated by the project may have long-term impacts on stormwater quality, subsequently impacting downstream water quality. For example, future development and redevelopment could create new sources of runoff contamination from changing land uses which could increase impervious surfaces. As a result, development within the key opportunity areas, as well as throughout the Planning Area, may increase post-construction pollutants significantly degrading water quality.

To reduce potentially significant post-construction water quality impacts, future development and redevelopment would be required to comply with the City's Municipal Code Section 13.25.500, which requires all qualifying land development and redevelopment projects to prepare a water quality management plan (WQMP) identifying all BMPs that would be incorporated into the site-specific project to control stormwater and non-stormwater pollutants. Additionally, future site-specific projects would be reviewed for adherence to proposed General Plan policies. Specifically, Policy HSN-1.9 requires development projects to employ BMP design techniques to manage stormwater to reduce stormwater runoff and minimize increases in downstream runoff. Compliance with existing regulations and proposed General Plan policies would ensure that future development and redevelopment would not result in post-construction water quality impacts.

4.8.5.2 Significance of Impacts

Adherence to applicable laws, and proposed policies would prevent the project from violating any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

4.8.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.6 Topic 2: Deplete Groundwater Supplies

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

4.8.6.1 Impact Analysis

As described in Section 4.8.1.5 above, the Planning Area is located within the CGB, which is one of the largest groundwater basins in southern California. Groundwater recharge within the CGB is a major source of water supply, which is pumped up, cleaned, and distributed to the City by local water agencies. Groundwater extraction is monitored and managed by the Chino Basin Watermaster.

Buildout of the project would result in approximately 39,194 housing units, an increase of 9,779 over the existing conditions. Future development and redevelopment would increase impervious surfaces within the Planning Area, which would reduce the amount of rainwater that would infiltrate the soil and incrementally reduce groundwater recharge rates over time. However, future development and redevelopment would be required to comply with federal, state, regional and local plans, programs,

and policies pertaining to groundwater described in detail in Section 4.8.2 above. All future development and redevelopment projects would be required to comply with the City's Municipal Code Section 13.25, requiring the reduction of pollutants in all stormwater discharges. Additionally, proposed General Plan Policy HSN-1.9 requires development and redevelopment projects to employ LID design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development. Therefore, construction and operation of future development and redevelopment facilitated by project approval would not interfere substantially with groundwater recharge.

4.8.6.2 Significance of Impacts

Adherence to the applicable laws, standards, and requirements listed above would prevent the project from substantially depleting groundwater supplies and interfering substantially with groundwater recharge, and impacts would be less than significant.

4.8.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.7 Topic 3: Drainage Patterns

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in a substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?

4.8.7.1 Impact Analysis

a. Erosion, Siltation, and Increased Surface Runoff

Future development and redevelopment could alter drainage patterns by increasing the amount of impervious surfaces (e.g., streets, sidewalks, and parking lots), which have a lower absorption rate for rainfall than that of vacant natural lands. However, future development and redevelopment would be required to comply with the statewide Construction General Permit (SWRCB 2022), which requires preparation and implementation of a SWPPP for site-specific projects that would disturb one or more acres and include construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. The SWPPP would provide construction related BMPs to reduce erosion, siltation, and runoff-related impacts during the construction of future development and redevelopment.

Operation of future development and redevelopment, both within the Key Opportunity Areas and throughout the Planning Area, would have the potential to increase surface runoff and change stream-flow velocities or quantities. Future site-specific projects would be required to prepare a WQMP and identify hydromodification control BMPs to address any hydrologic conditions of concern identified that impact downstream channels and aquatic habitats. Future site-specific projects would also be required to adhere to the City's Municipal Code Chapter 16.50, which includes grading regulations. Additionally, proposed General Plan Policy HSN-1.4 would further the City's goal of reducing erosion impacts through implementation of erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover and vegetation. Therefore, compliance with existing regulations and proposed policies addressing stormwater runoff-related impacts including erosion, siltation and surface run-off be minimized.

b. Exceed Capacity of Stormwater System

Most rainfall becomes runoff because there are minimal opportunities for infiltration in developed areas, resulting in high peak flow rates for short durations. Operation of future development and redevelopment could increase the amount of impervious surfaces within the Planning Area, thereby increasing volumes of storm water runoff affecting the existing storm water drainage system. Similarly, the increase in impervious surfaces could change runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns, which could result in flooding.

As described in Section 4.8.6 above, future development and redevelopment would be required to comply with City's Municipal Code Section 13.25, which requires all qualifying land development and redevelopment projects to prepare a WQMP identifying all BMPs that would be incorporated into the project to control stormwater and non-stormwater pollutants after construction and shall be revised as necessary during the life of the project. Additionally, Proposed General Plan Policies HSN-1.4, HSN-1.6 and HSN-1.9 encourage implementation of erosion control measures, green infrastructure, and implementation of LID to allow for increased groundwater infiltration and reduced stormwater impacts. Compliance with existing regional and existing and proposed local requirements addressing stormwater would reduce stormwater runoff from increased previous surfaces to preserve capacity of the City's storm water system.

c. Flood Flows

As described in Sections 4.8.7.1(a) and 4.8.7.1(b) above, operation of future development and redevelopment could increase volumes of stormwater runoff, resulting in the impediment or redirection of flood flows. As described above, future site-specific projects would be required to comply with the City's Municipal Code Section 13.25. All future development and redevelopment would include BMPs to manage polluted runoff and minimize flow volume and velocity. Compliance with existing regional and local requirements including those requiring implementation of BMPs and LIDs would reduce flow volume and velocity, maintaining drainage and flood flows.

4.8.7.2 Significance of Impacts

Construction and operation of future site-specific projects would be required to comply with applicable state, regional, and local regulations. Compliance with these regulations would ensure

that future site-specific projects would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. Additionally, implementation of proposed General Plan policies would ensure impacts related to drainage patterns and storm water run-off would be less than significant.

4.8.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.8 Topic 4: Flood Hazard, Tsunami, or Seiche

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

4.8.8.1 Impact Analysis

The Planning Area is located approximately 27.64 miles northeast of the Pacific Ocean and is not within a tsunami zone. Therefore, there are no potential impacts related to tsunamis.

As shown in Figure 4.8-2 above, portions of the Planning Area are located within the 100-year flood zone, as mapped by FEMA, including 1.95 acres of the Euclid-Bickmore Key Opportunity Area and 1.63 acres of the Philadelphia-Central Key Opportunity Area. As shown in Figure 4.8-3 and described in Section 4.8.1.4 above, segments of the Planning Area could be affected in the event of failure associated with Prado Dam and San Antonio Dam. The Prado Dam is located approximately 2.3 miles south of the Planning Area. USACE and the OCFCD have completed infrastructure improvements for the Prado Dam and reservoir including raising the existing embankment 28.4 feet to an elevation of 594.4 feet and raising the existing spillway crest from an elevation of 543 feet to 563 feet (Orange County Public Works 2025). In the past, areas below the 566-foot flood inundation line would be subject to flooding. However, these recent infrastructure improvements which raised the embankment to 594.4 feet have increased the flood inundation line accordingly. Further, all future development and redevelopment under the project would be required to comply with Chapter 8.60 of the City's Municipal Code, which includes measures to reduce flood hazards. Specifically, Section 8.60.170 regulates development in the floodplain by the creation of standards of construction and Section 8.60.260 requires specific approvals for development within all flood-related, erosion-prone areas. Additionally, the Hazards, Safety, and Noise Element includes policies related to flooding hazards. HSN-1.7 would direct the City only to permit development within the 100-year floodplain that represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools would be located outside flood hazard areas to the extent practicable. Policy HSN-1.8 would require review of all development applications for areas within a 100-year flood hazard zone for consistency with FEMA National Flood Insurance standards to mitigate flood hazard potential. Additional policies aiming to improve flood control include HSN-1.5, HSN-1.6, HSN-1.7, HSN-1.8, HSN-1.10, and HSN-1.13. Policy HSN-1.12 would refer projects proposing development below the 566-foot elevation mark to USACE to ensure that future land use proposals and activities are compatible with estimated levels and frequency of inundation. Future site-specific development would only be permitted if it has been approved by USACE below the 566-

foot elevation mark. Policy HSN-1.13 would direct the City to coordinate with USACE to ensure the safety of the Prado and San Antonio Dams through regular inspection and routine maintenance. Compliance with City regulations and proposed policies and actions would require stormwater management practices and design features that would reduce and avoid potential impacts related to flooding and seiche from dam inundation.

4.8.8.2 Significance of Impacts

All future site-specific projects would be required to comply with applicable state, regional, and local regulations. Compliance with these regulations, along with proposed General Plan policies would ensure that the project would not result in a flood hazard, tsunami, or seiche zones that would risk release of pollutants due to project inundation, and impacts would be less than significant.

4.8.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.9 Topic 5: Water Quality Plans

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

4.8.9.1 Impact Analysis

As described in Section 4.8.2.3(a) above, future development and redevelopment would be required to comply with the Water Quality Control Plan for the Santa Ana River Basin, which contains the RWQCB's policies for managing the region's water quality and includes the requirement to complete and submit a SWPPP for construction-related activities. As described in Section 4.8.6 above, future development and redevelopment would also be required to comply with the City's Municipal Code Section 13.25, which requires all qualifying land development and redevelopment to prepare a WQMP identifying all BMPs that would be incorporated into the site-specific project. Compliance with existing City regulations would ensure that future development and redevelopment would not conflict with or obstruct implementation of a water quality control plan.

As described in Sections 4.8.1.5 and 4.8.7 above, the Planning Area is located within the CGB. Buildout of the project would result in approximately 39,194 housing units, an increase of 9,786 over the existing conditions. Future development and redevelopment would increase impervious surfaces within the Planning Area, which would reduce the amount of rainwater that would infiltrate the soil and incrementally reduce groundwater recharge rates over time. However, future development and redevelopment would be required to comply with federal, state, regional and local plans, programs, and policies pertaining to groundwater described in detail in Section 4.8.2 above. In addition, all future development and redevelopment would be required to comply with the City's Municipal Code Section 13.25 (see Section 4.8.2.4[d] above). Further, proposed General Plan Policy HSN-1.9 would require site-specific projects to employ LID design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new

development. Compliance with existing City regulations and proposed policies would ensure that future development would not conflict with or obstruct implementation of a groundwater management plan.

4.8.9.2 Significance of Impacts

Construction and operation of future site-specific projects would comply with applicable state, regional, and local regulations, which require compliance and implementation of existing water quality control plans and sustainable groundwater management plans. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

4.8.9.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.10 Cumulative Analysis

As defined in Section 15130 of the State California Environmental Quality Act Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for hydrology and water quality. The study area for the assessment of cumulative impacts related to hydrology and water quality is the Planning Area. While future development and redevelopment could increase the total amount of pollutants entering downstream rivers and water bodies and could increase rates and volumes of storm water runoff due to new impermeable surfaces, site-specific projects would be subject to the regulatory requirements described above. Specifically, future development and redevelopment would adhere to the requirements of the City's Municipal Code and would be required to prepare WQMPs to identify BMPs directed at pollution reduction and the maintenance of on-site drainage patterns. Additionally, adherence to the requirements of the joint NPDES Permit from the Santa Ana RWQCB would avoid cumulative impacts due to the regional nature of these water quality planning documents. All future development and redevelopment would be required to comply with Chapter 8.60 of the City's Municipal Code, which requires measures to reduce flood hazards. Specifically, Section 8.60.170 regulates development in the floodplain by the creation of standards of construction and Section 8.60.260 requires specific approvals for development within all flood-related, erosion-prone areas. Moreover, the Planning Area is located approximately 27.64 miles northeast of the Pacific Ocean and would not result in flood hazards related to a tsunami. Therefore, the project would not contribute to cumulative impact related to hydrology and water quality.

4.9 Land Use/Planning

This section analyzes potentially significant impacts related to land use and planning that could result from implementation of the project. The analysis area covers the entire City of Chino (City) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon the Adopted General Plan, and other City planning documents as detailed below.

4.9.1 Existing Conditions

The City adopted its first General Plan in 1969, focusing on the transition from an agricultural community to a suburban community. In 1981, a General Plan Update called for more industrial and commercial development to diversify the City's economy. The last General Plan Update occurred in 2010, which was the first comprehensive update in 30 years and serves as the current General Plan for the City (Adopted General Plan). Within the Planning Area, which is defined as the land area addressed by the General Plan, there are seven Specific Plans. These Specific Plans include the Central Avenue, East Chino, Majestic Spectrum, and Eucalyptus Business Park Specific Plans, which were all adopted between 1982 and 1992, The Preserve and College Park Specific Plans, which were adopted in the early 2000s, and the Civic Center Master Plan, which was adopted in 2022. The Civic Center Master Plan provides a concept for a community gathering space that can house municipal offices and add vibrancy to the City's Downtown. Figure 2-3 above presents the locations of the Specific Plan areas throughout the City. A goal of the Adopted General Plan was to phase out the four Specific Plans adopted between 1982 and 1992 because they were almost fully built out by 2010.

As of June 2023, based on available data from the City, the bulk of current development activity is focused in the southern portion of the City, consisting largely of buildout of The Preserve Specific Plan. Within the northern part of the City, recent development consists of smaller infill commercial projects. Current development projects throughout the City are a mix of residential, industrial, and commercial projects.

4.9.1.1 Existing Land Uses

The northern portion of the City consists primarily of residential uses with commercial uses along key arterial corridors such as Central Avenue, Riverside Drive, Walnut Avenue, and Philadelphia Street. Residential land uses account for approximately 20.4 percent of land (3,929 acres) within the City limit, concentrated primarily in the older, northern portion of the City and in the College Park and The Preserve Specific Plan areas.

The central portion of the City consists primarily of commercial, industrial, and institutional uses. Commercial land uses account for approximately 3.1 percent of land (595.2 acres) within the City limit. These are predominantly general commercial uses such as retail sales and services and auto-oriented uses located in shopping centers of various sizes along commercial corridors, including Central Avenue, Riverside Drive, and Philadelphia Street, and the Spectrum Shopping Center Area.

Industrial land uses account for approximately 20.6 percent of land (3,974.4 acres) within the City limit, concentrated primarily in the central part of the City to the northwest and southeast of the California Institution for Men (CIM) and to the east of Chino Airport. General industrial uses, including wholesale, storage and distribution, manufacturing, processing, assembling, packaging, treatment, and/or fabrication of materials and products, tend to be concentrated around the airport and in the Majestic Spectrum Specific Plan and Eucalyptus Business Park Specific Plan areas, with light industrial uses, including the assembly, packaging, and quality control of smaller parts used to create components of larger products, generally located further north. Public Facilities land uses occupy approximately 14.1 percent of land (2,713.8 acres) within the City limit, including a variety of public or quasi-public lands, such as hospitals/care facilities, churches/religious facilities, schools/educational facilities, City facilities, and utilities.

South of Pine Avenue, existing land uses consist primarily of open space and agricultural uses with some newer residential and public facility uses along Pine and Hellman Avenues. Open Space, Parks, and Recreation land uses comprise approximately 23.2 percent of land (4,466.2 acres) within the City limit. Nearly half of this land is part of the ~~2,000~~2,200-acre Prado Regional Park in the southern portion of the City. The remainder of land in The Preserve Specific Plan is parkland and trails, which include equestrian trails, park trails, and notable trails such as the Cypress Creek Trail. A subset of the Open Space, Parks, and Recreation land uses consists of agriculture land, which accounts for 8.0 percent of land (1,537.0 acres) within the City. The majority of agricultural land is located within The Preserve Specific Plan, which was annexed into the City in 2003. The Preserve Specific Plan was adopted to guide development and conservation in the eastern part of this area.

Other land, such as vacant land, railroad right-of-way, and transportation, Easements, comprise approximately 18.6 percent (3,581.8 acres) of land within the City. As a subset of this larger category, vacant land accounts for 5.2 percent (1,006.1 acres) of land within the City limit. The largest areas of vacant land are found within The Preserve and are planned for future development as envisioned in The Preserve Specific Plan. Overall, there is relatively little vacant land in the City.

Within the SOI, residential land uses comprise 64.3 percent (884.4 acres) of existing land uses. Industrial land uses account for 1.1 percent of land in the SOI (15.7 acres); Open Space, Parks and Recreation land uses comprise 7.8 percent (106.9 acres); Agriculture land accounts for 6.3 percent of land (86 acres); and Vacant land accounts for 5.5 percent of the land (75.9 acres). Within the SOI, vacant parcels are generally located north of Francis Street and designated for low density residential development in the San Bernardino County (County) General Plan. Table 4.1-1 provides a summary of existing land uses throughout the Planning Area.

Table 4.1-1 Existing Land Use						
	City		Sphere of Influence		Planning Area	
Land Use	Acres	Percent	Acres	Percent	Acres	Percent
Residential	3,919.0	20.4	884.4	64.3	4,803.4	23.3
Commercial	595.2	3.1	30.1	2.2	625.3	3.0
Industrial	3,974.7	20.6	15.7	1.1	3,990.4	19.3
Public Facilities	2,713.8	14.1	47.3	3.4	2,761.1	13.4
Open Space, Parks, and Recreation	4,466.2	23.2	106.9	7.8	4,573.1	22.2
Other	3,581.8	18.6	290.6	21.1	3,871.5	18.8
TOTAL	**19,250.7**	**100.0**	**1,375.0**	**99.90**	**20,624.8**	**100.0**
NOTE: Total acreages may not add due to rounding.						

4.9.2 Applicable Regulatory Requirements

This section describes the various planning documents and local planning initiatives that affect the City.

4.9.2.1 State Regulations

a. General Plan

California Planning and Zoning Law requires each city or county to prepare and adopt a comprehensive, long-term general plan for the physical development of the city and of any land outside its boundaries. The law requires the general plan to include the following elements:

1. Land Use Element;
2. Circulation Element;
3. Housing Element;
4. Conservation Element;
5. Open Space Element;
6. Noise Element;
7. Air Quality;
8. Safety Element; and
9. Environmental Justice Element (or policies related to this topic area must be addressed throughout a general plan)

The Environmental Justice Element is required if there is a designated disadvantaged community. Agencies may also include additional optional elements.

b. Subdivision Map Act

The Subdivision Map Act is a California state law established in 1972 that requires governments to review and approve land divisions. This law allows governments to regulate growth and establishes multiple types of land divisions. The law created a standard approval process to regulate subdivisions

and ensure that infrastructure for new development is adequately funded. The map depicts required land improvements such as sidewalks, storm drains, and roads.

c. Quimby Act

The Quimby Act (California Government Code Section 66477) authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The goal of the Quimby Act was to require developers to help mitigate the impacts of property improvements.

4.9.2.2 Regional Regulations

a. Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy: Connect SoCal 2024

The Southern California Association of Governments (SCAG) is responsible for developing long-range transportation plans and a Sustainable Communities Strategy (SCS) for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Connect SoCal 2024 is a Regional Transportation Plan (RTP)/SCS. Connect SoCal 2024 also includes a regional housing supportive infrastructure strategy. The RTP/SCS recommends several land use tools that can be implemented at the local level to promote human-scale, compact, and pedestrian-oriented development. These tools represent a menu of options that local jurisdictions are encouraged to utilize but are not, however, bound to implement. The tools include the following:

1. Center Focused Placemaking
2. Transit Priority Areas
3. High Quality Transit Areas
4. Spheres of Influence
5. Transfer of Development Rights
6. Urban Greening
7. Greenbelts and Community Separators

Connect SoCal implements the Federal Transportation Improvement Program, State Transportation Improvement Program, Interregional Transportation Program, and Regional Transportation Improvement Program and includes a project list for roadway improvement projects.

b. San Bernardino County Countywide Plan (2020)

The Countywide General Plan (Countywide Plan) is organized around two main documents: (1) the Policy Plan and (2) the Business Plan. The Policy Plan serves as the County's General Plan–a blueprint for meeting the County's long-term vision for the future. The Policy Plan addresses physical, social, and economic issues facing the unincorporated portions of the County as well as supportive services for adults and children, healthcare services, public safety, and other regional County services provided to both incorporated and unincorporated areas. The Business Plan integrates the Countywide Plan goals, policies, and actions into the way the County operates and its budget.

c. San Bernardino County Development Code

The County regulates zoning for all unincorporated areas of the County. The official document that regulates zoning for all unincorporated areas of the County is the County Development Code. Chapter 82.01 of the Development Code establishes the primary and overlay land use zoning districts applied to property within the County. The County's Land Use Plan and the Land Use Zoning District Maps have been adopted as part of the County's General Plan by ordinance and resolution. Unincorporated parts of the County are within the City's SOI.

d. Chino Airport Comprehensive Land Use Plan (1991)

Chino Airport is owned and operated by the County. It supports some cargo movement and charter service, air taxi, military operations, and flight training. In addition to flight operations, the airport is home to numerous aviation related companies, a restaurant, nursery, agriculture, and two aviation museums. It is expected to remain a general aviation airport.

Adopted in 1991, the Chino Airport Comprehensive Land Use Plan (ACLUP) was prepared by the County pursuant to California state laws intended to identify areas outside of the boundaries of the airport influenced by future operations of the airport and offers a comparison of proposed surrounding land uses against applicable noise, safety, and height criteria. The ACLUP has designated land surrounding Chino Airport into the following safety zones:

- Runway Safety Zone: Land use is extremely restricted but agricultural uses are allowed. It is designated by the Adopted General Plan for public uses and is under the control of Chino Airport.

- Safety Zone II: Restricts uses that would result in more than 50 persons per assembly area or 25 persons per building being present. This area is designated by the Adopted General Plan as Urban Reserve, General Industrial, Light Industrial, Agriculture, and Open Space/Recreation.

- Safety Zone III: No restrictions on residential zoning and is referred to as an outer boundary 10,000 feet from the airport.

- Conical Surface Area: Where it is recommended, the County and the City obtain a standard of aviation easement for all land transfers and/or proposed development.

The Runway Safety Zone is the most critical safety impact area in which land use is extremely restricted but agricultural uses are allowed. Runway Safety Zone II allows a limited number of dwellings as long as population density is kept low and height and noise criteria are met. Safety Zone III has no restrictions on residential zoning and is referred to as an outer boundary 10,000 feet from the airport. The conical surface area represents areas for which the County and the City are recommended to obtain a standard of aviation easement for all land transfers and/or proposed development.

The ACLUP states that development within a certain noise rating called a Community Noise Equivalent Level (CNEL) will either be restricted or need to meet a set of standards to mitigate noise

exposure (San Bernardino County Airport Land Use Commission 1991). The CNEL represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods, and nighttime periods relative to the daytime periods. Pursuant to Figure II-5 pf the ACLUP, the following noise restrictions are placed on the airport impact areas: Safety Zones I and II (75 CNEL); Safety Zone III (70 CNEL). All other zones are restricted by City regulations, generally 65 CNEL.

While the responsibility for the preparation and adoption of compatibility plans typically falls to the County airport land use commission in California, the County and its cities have elected to follow an alternative process provided for in State law. Under this process, the City was designated as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport in 1996. In 2011, the California Department of Transportation (Caltrans), Division of Aeronautics published the California Airport Land Use Planning Handbook, which local jurisdictions are required to rely on for guidance in preparing airport land use compatibility plans. The Chino ACLUP does not reflect the guidance set forth in the Caltrans handbook.

4.9.2.3 Local Regulations

a. Housing Element 2021-2029

The City adopted its Housing Element for the 2021 to 2029 planning period in November 2024, and the State of California certified it in December 2024. Given the requirement to update on a shorter timeline than other General Plan elements, the City's Housing Element is published under separate cover. The City's share of the Regional Housing Needs Allocation (RHNA) is determined by the SCAG in consultation with jurisdictions throughout the region. For the 2021-2029 planning period the City's RHNA allocation includes a total of 6,978 units, broken down as follows:

- 2,113 units affordable to very low-income households
- 1,284 units affordable to low-income
- 1,203 units affordable to moderate-income
- 2,378 units affordable to above-moderate income

To meet the RHNA allocation, the adopted 2021-2029 Housing Element identifies potential housing opportunity sites.

b. Residential Overlays

The City has two existing overlays that support the development of housing. The Mixed Use Overlay allows residential development up to 30 dwelling units per acre on top of the base zoning. The intent of the overlay is to permit both standalone residential uses and a mixture of residential and non-residential uses. Sites within the Mixed Use Overlay consist of largely vacant parcels or non-residential uses.

Sites within the existing Affordable Housing Overlay are also largely vacant or consist of non-residential uses. Similar to the Mixed Use Overlay, the existing base zoning will stay in place, and within it, parcels will be eligible to develop residential uses at 30 dwelling units per acre if the

affordability criteria are met. The affordability criteria are established in the language of the overlay district.

c. City Municipal Code

Title 18 Park and Recreation Land

Title 18 implements the provisions of the Quimby Act (California Government Code Section 66477). Through the authority of this code section, the City provides for the dedication of the land and/or payment of in-lieu fees towards the allocation of park land.

Title 20 Zoning Code

Title 20, Zoning, regulates the physical development of land and the kinds of uses allowed on each individual property within the City limit. The Zoning Code implements the General Plan, providing specific requirements for lots size, building placement, density of development, and height in addition to regulating allowable uses. The City's Zoning Code only applies within the City limit, whereas the SOI is under County zoning regulations.

Chapter 20.16 of the Zoning Ordinance contains the City's Right to Farm policy. This chapter is intended to maintain the continued viability of agricultural operations in the City. The Right to Farm Policy addresses the potential for conflicts between agricultural operations and adjacent non-agricultural land uses by limiting the circumstances in which such operations may be deemed to constitute a nuisance.

d. Specific and Master Plans

Central Avenue Specific Plan

Adopted in March 1982, the Central Avenue Specific Plan was based on the results of a land use, urban design, and circulation study of the Central Avenue corridor. The Central Avenue Specific Plan is nearly built out and the original vision has largely been achieved. Today, the Specific Plan area immediately north of Shaefer Avenue is a mix of neighborhood commercial and both general and light industrial land uses with a few single-family residential land uses. South of major roadway Riverside Drive and north of the institutional land use where the Civic Center is located, single-family residential land uses sit next to the commercial parcels fronting Central Avenue. This also applies to a few locations between Riverside Drive and Walnut Avenue and two locations south of Chino Avenue. City Hall is north of Chino Avenue, surrounded by mixed-use and neighborhood commercial land uses such as doctors' offices, a senior center, a community theatre, and pharmacies. North up Central Avenue, the parcels fronting it are predominantly regional commercial in character such as drive-through restaurants, drive-through banks, big box retailers, automotive services, small restaurants, and some business services and doctors' offices. North of Walnut Avenue, similar regional commercial land uses continue with several hotels north of State Route (SR) 60 and big box retailers located at the Central Plaza Shopping Center and Chino Town Center.

East Chino Specific Plan

Adopted in March 1987, the East Chino Specific Plan is in the southeastern portion of the City. The 972-acre site is generally bounded by Euclid, Riverside, Eucalyptus, and Mountain Avenues. At the time of adoption, primary uses within the specific plan included dairy farms and other agricultural uses, and the City adopted this specific plan to chart how to provide for new public services and facilities in anticipation of the area developing.

To date the Specific Plan has resulted in mostly residential land use, with some commercial and industrial uses particularly within the eastern side of the area along Euclid Avenue south of Edison Avenue. There is also an agricultural use on Edison Avenue, a few parks dispersed throughout the area, an elementary school, and two large vacant parcels: one on the corner of Shaefer Avenue and Euclid Avenue and the other near Euclid Avenue, north of a church on Edison Avenue within the Southern California Edison easement. Additionally, there are several vacant and underdeveloped parcels west of Euclid and south of Riverside Drive that are also RHNA overlay sites.

Eucalyptus Business Park Specific Plan

Adopted in December 1990, the Eucalyptus Business Park Specific Plan encompasses a 413.4-acre area situated in the southwestern portion of the City. The Specific Plan area is bound by Eucalyptus Avenue to the north, SR-71 to the west, Chino Hills Parkway to the south, and Central Avenue to the east.

Upon adoption, the purpose of the Specific Plan was to plan for a multi-owner business park occupied by manufacturing, industrial, warehouse/distribution, commercial, office, auto mall, and business park land uses. It sought to enhance the attractiveness of the area for quality businesses to relocate, offering a work environment with a broad range of support services and amenities available to employees.

Although an auto mall and other commercial uses were developed as planned, the area took on a more industrial character. A notable site within this area is at Ramona Avenue and Chino Hills Parkway, where a vacant building used to house a big box retailer. South of that site, an undeveloped 13-acre RHNA overlay site is situated over an area where the community gathers for events such as a Christmas tree lot, an annual corn maze, and a pumpkin patch. Located close to an exit off of SR-71, this area has the potential to serve as a "gateway entrance," though this was not called out in the Specific Plan.

Majestic Spectrum Specific Plan

Adopted in July 1986, The Majestic Spectrum Specific Plan is located in the southwest portion of the City, adjacent to SR-71. It includes 370 acres of land south of Schaefer Avenue, west of Ramona Avenue, north of Eucalyptus Avenue, and east of SR-71. The Specific Plan focused on providing guidance for a regional shopping area and commercial complex that could include the full spectrum of regional commercial land uses. To date, the Specific Plan has resulted in the eastern portion of the area becoming large retailers. To the east of this concentration of stores are warehouses and other industrial uses. It is entirely built out with no remaining vacant land.

The Preserve Specific Plan

The Preserve Specific Plan lays out a vision for a mixed-use community in a once predominantly agricultural portion. The approximately 5,435-acre Preserve Specific Plan area is in the southeastern portion of the City, immediately south of Chino Airport. The Prado Flood Control Basin in the county of Riverside borders The Preserve Specific Plan to the south and 2,778.56 acres of The Preserve are within the inundation area created by the raising of Prado Dam. The area below the 566-foot dam inundation elevation is constrained by the risk of flooding. The Preserve Specific Plan preserves significant areas of open space within the dam inundation area, providing opportunities for a dynamic combination of active recreation, wildlife, habitat, and preserved agricultural uses.

The Preserve is approximately 40 percent built out. Land uses are largely industrial in the northeastern part of The Preserve Specific Plan area, adjacent to large agricultural parcels and Chino Airport. Otherwise, a school, single-family, and multi-family residential development have been built along and south of Kimball Avenue. Moving southeast, there are multi-family land uses developed along both sides of east Pine Avenue with vacant land south and west of it. The dominant land uses south of Pine Avenue in the rest of The Preserve Specific Plan area are vacant, agricultural, open space, and institutional where the California Institution for Women is located. Some heavy, general, and light industrial uses are concentrated along Chino-Corona Road/Mill Creek Avenue along with a market and restaurant. Across Pine Avenue on Mill Creek Avenue is a vehicle service station with a car wash, gas station, and oil change center. Other industrial uses are between Euclid Avenue and Bickmore Avenue just south of Kimball Avenue. The highest density development project is a three-story building with 24 units per acre in the multi-family development south of Kimball Avenue, even though development is allowed to go up to 30 units per acre there. The City anticipates approximately 2,997 units could be built within The Preserve Specific Plan between 2021 and 2029, with very low- to mixed-income housing located north of Pine Avenue (including the Meadow Square Apartments affordable housing project) and mostly above-moderate-income level housing located south of Pine Avenue.

College Park Specific Plan

The College Park Specific Plan is located within the eastern portion of the City, generally bound by Central, Edison, and Euclid Avenues, directly south of the East Chino Specific Plan area. The land within the Specific Plan area was formerly under the jurisdiction of the State of California and was envisioned as additional space for the CIM. In 2003, the state identified 710 acres of CIM as surplus property, broke the property into three parts, and sold them to the following parties: the City, Chaffey College, and a private developer, SunCal Companies. The City owns and maintains 140 acres as part of Ayala Park, Chaffey College is located on 100 acres, and the remaining 470 acres have been developed into a residential neighborhood.

Today, the College Park Specific Plan is almost entirely built out with the exception of two sites: the vacant Village Center site between Oaks Avenue and Notre Dame Avenue adjacent to Ayala Park, which is designated for mixed-use development, and a site designated as a potential elementary school. Approximately 2,200 residential units have been constructed in the Village Center, and an anticipated 50,000 square feet of additional mixed-use space is expected to be constructed soon. Ayala Park and the vacant land are also adjacent to the Institutional land use where Chaffey College is located, though Chaffey College has not fully expanded within the space designated as

Institutional. Moving further east, the dominant land use is single-family residential, except for multi-family residential land use along Eucalyptus Avenue and in the southeast corner of the Specific Plan area along Euclid Avenue. Olympic Park is a neighborhood park with a large field used as Open Space adjacent to it along north Mountain Avenue. This area was intended for a 10-acre elementary school but was not built.

Civic Center Master Plan

The Civic Center Master Plan, developed between 2020 and 2022, outlines a 20-year vision for revitalizing the historic Civic Center area near Central Avenue and D Street, where the City's first City Hall was established. This comprehensive plan, a collaboration between City residents, stakeholders, and expert consultants, addresses the needs of a rapidly growing community.

The Civic Center Master Plan includes constructing new facilities like City Hall, the senior center, and the public library, and expanding existing ones such as the Neighborhood Activity Center and Carolyn Owens Center. The plan focuses on creating a vibrant, mixed-use environment with ample outdoor spaces and efficient civic facilities. This effort is part of a broader citywide initiative that encompasses updates to parks, facilities, sewer, water, and pavement management plans, as well as the Housing Element and General Plan. Anchored by the City's 2021 Strategic Plan, the Master Plan aims to enhance customer service, bolster the City's image, and foster community collaboration. It represents a significant step in the City's journey towards meeting the evolving needs of its residents while maintaining public trust and financial stability.

e. Parks and Facilities Master Plan 2021-2026

In 2022, the City adopted a Parks and Facilities Master Plan (PFMP) to serve as a strategic roadmap for the development, design, maintenance, and funding of parks and recreational facilities. The 2021-2026 PFMP was adopted to create a clear vision, action plan, and financial strategy for the City's parks and facilities. Through an analysis of existing facilities, amenities, demographic trends, and community input, the PFMP identifies community needs and issues affecting current service delivery over the next five years. The PFMP lays out signature action items, or Big Moves, to serve as a road map for future priorities. The PFMP identifies four types of parks and establishes standards for size and level of service for each.

Pursuant to the Quimby Act, the City has enacted an ordinance requiring new development to dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of three acres per 1,000 residents (see Section 18.01.010 of the City's Municipal Code). As residential development occurs, parks are provided by the developer, or a contribution is made to a fund which the City uses as needed to construct park facilities to meet demand from new residents.

f. Parks and Park Facilities Standards

The purpose of the Parks and Park Facilities Standards is to establish park development standards for guidance in acceptance of park land, collection of park fees, or provision of in lieu improvements, and criteria for design of public and private parks. Overall, the City has sufficient parkland to meet the established standard of 3.0 acres per 1,000 residents now and in the future. However, based on

a projected 2045 population of 121,300, the City will need to add approximately 85 acres of new neighborhood parks to meet the standard established in the PFMP.

g. Measure M

The City adopted a residential growth control measure, Measure M, as an amendment to the General Plan on November 8, 1988. It applies to land within the City's geographical boundaries at the time of adoption. It prohibits the City Council from increasing residential density or rezoning non-residential land for residential uses without a vote of the people. Through the years, there have been several ballot measures that proposed land use changes to permit residential land use in new areas or to increase residential density.

h. Measure Y

In 2022, the City passed an ordinance to approve the Housing Element Update with the application of two identified overlay zoning designations. These two overlay zones, the Affordable Housing Overlay Zone and the Mixed Use Overlay Zone, would help the City meet its State-mandated RHNA allocation so that the 2021–2029 Housing Element Update would comply with state law. The Affordable Housing Overlay Zone applies to 44 sites in the City, and the Mixed Use Overlay Zone applies to 47 sites in the City. The total land area within these sites covers 1.2 percent of the City's total land area. Measure Y was put forward, and approved by the voters, as a way to satisfy Measure M's voter approval requirement since it did not affect or change the provisions of Measure M.

i. Chaffey College 2025 Facilities Master Plan

Chaffey College is spread across four campuses: Rancho Cucamonga, Fontana, Ontario, and the City. The 2018 update to the Vision 2025 Facilities Master Plan envisions a new instructional building and a smaller maintenance building with a work yard to be located along Eucalyptus Avenue. It also envisions a mixed-use facility currently in the design phases to be located on College Park Avenue and the continued development of the campus toward its full buildout as conceived by the Community College District's 2004 Facilities Master Plan and Vision 2025.

The 2004 Master Plan envisions the College expanding south, adding one large instructional building east of the existing Health Science Center (currently underway), six building sites staggered along a central green space with pathways, and a building at the intersection of Eucalyptus Avenue and Chaffey Avenue. Additionally, the Chino Education Center and the Chino Information Technology Center are located downtown, near Central Avenue between D Street and C Street.

j. Proposed General Plan Policies

Land Use and Community Character Element

Goal LCC-1: Balanced Community. Foster a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

City Structure

Policies

- Policy LCC-1.1: Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the City to support a complete community.
- Policy LCC-1.2: Ensure logical City boundaries that facilitate the efficient delivery of City services, address economic development needs, and optimize municipal costs and revenues.
- Policy LCC-1.3: Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino.
- Policy LCC-1.4: Promote infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods.
- Policy LCC-1.5: Locate manufacturing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.
- Policy LCC-1.6: Support the continued buildout of planned residential areas as needed to meet the community's housing needs.
- Policy LCC-1.7: Plan strategically for the reuse and redevelopment of properties in Chino that may be declared surplus by the State of California or other public agencies.
- Policy LCC-1.8: Integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions in Chino, including Chaffey College and the Chino Valley Medical Center. Such uses and amenities may include the following: retail, restaurants, lodging, neighborhood services, arts/culture venues, athletic facilities, and other publicly accessible facilities.
- Policy LCC-1.9: Encourage the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and optimize the use of public funds.

Growth Management

Policies

- Policy LCC-1.10: Preserve agricultural and open space land within the Prado Regional Park, recognizing its scenic value as well as its contribution to biodiversity, healthy air quality, community character, and quality of life.
- Policy LCC-1.11: Provide for the extension of public services in a logical and functional manner to support employment and housing growth.
- Policy LCC-1.12: Ensure that private development provides sufficient funding for infrastructure and public services to support the development.
- Policy LCC-1.13: Plan comprehensively for the annexation of any new areas and approve annexation only after City approval of an appropriate area-wide plan (e.g., master plan, specific plan) that addresses land use, circulation, housing, infrastructure, and public facilities and services. Exceptions to this requirement for area-wide plans include annexations of:
    - Existing developed areas;
    - Areas of less than five acres; and
    - Unincorporated islands.
- Policy LCC-1.14: Prior to the provision of City services to unincorporated areas, require those unincorporated properties to be annexed into the City, or require a conditional service agreement to be executed agreeing to annex when deemed appropriate by the City.

Goal LCC-2: Vibrant Downtown. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

Uses and Activities

Policies

- Policy LCC-2.1: Promote a mix of daytime and evening uses downtown, including businesses, entertainment, housing, cultural, and civic uses to activate the area throughout the day and into the evening.
- Policy LCC-2.2: Establish a land use and zoning framework to guide the creation of distinct core, civic, commercial and residential subdistricts within the downtown area (see Map LCC-6 in the Land Use and Community Character Element of the updated General Plan).
- Policy LCC-2.3: Focus the highest intensity of development along D Street and Fifth Street to create a distinctive, walkable mixed-use core between Sixth Street and Central Avenue, south of C Street.
- Policy LCC-2.4: Locate civic uses in and adjacent to the downtown core, recognizing their importance for downtown character and their contribution to business vitality.

- Policy LCC-2.5: Transition from the core area to surrounding residential neighborhoods with medium density housing, such as duplexes, triplexes, and townhomes.

- Policy LCC-2.6: Promote a mix of commercial, office, and residential uses along Central Avenue to strengthen its role as a mixed-use corridor at the heart of Chino.

- Policy LCC-2.7: Incorporate a large civic lawn visible from Central Avenue with an outdoor performance space, a plaza, and connecting pedestrian paths.

- Policy LCC-2.8: Cultivate a balance of recognizable brands and locally owned businesses downtown.

District Design

Policies

- Policy LCC-2.9: Recognize historic-age buildings, including the youth museum, green building, and Seventh Street Theater as integral components of downtown character. Promote preservation, rehabilitation, and adaptive reuse of historic-age buildings while accommodating new development and intensification of uses downtown.

- Policy LCC-2.10: Use a heritage theme in new development downtown and vary rooflines, building materials, colors, and façade articulation to heighten visual interest.

- Policy LCC-2.11: Emphasize human-scaled design in commercial, residential, and mixed-use development and employ measures such as articulated massing, awnings, and landscape elements to break down the scale of larger developments.

- Policy LCC-2.12: Build the visual presence of the downtown core with distinctive branding and signage, street furniture, and trees and plantings.

- Policy LCC-2.13: Within the core area, orient new buildings to the street, minimize setbacks along street frontages, and ensure a consistent street wall to promote a walkable, pedestrian-friendly environment.

- Policy LCC-2.14: Require that buildings fronting D Street and Seventh Street provide uses or design features that activate the ground floor. To comply with this requirement, new development must provide either:

    - One or more of the following uses: restaurants; cafes; bars and brew pubs; co-working spaces; professional offices; personal services; art and craft studios; other substantially similar uses; or

    - Two or more of the following design elements: show windows; awnings or overhangs; street furniture; "green/living" wall; public art; other innovative design strategy.

- Policy LCC-2.15: Encourage terraces and patios facing Aguilar Square to enhance the park and create a distinctive location for outdoor dining.

Goal LCC-3: Revitalized Commercial Centers. Transform Chino's shopping centers into vital activity hubs and gathering places that enhance quality of life for residents and attract visitors.

General

Policies

- Policy LCC-3.1: Within commercial centers where permitted on sites identifies in the Zoning Code, foster mixed-use development and the co-location of residential and commercial uses within site distance of one another on the site to promote day and evening vitality.

- Policy LCC-3.2: On sites where residential uses are permitted under zoning, encourage a mix of for sale and rental housing units in centers and corridors.

- Policy LCC-3.3: Promote the integration of amenities, events, and programming into regional, community and neighborhood shopping centers that strengthen their role as places for area residents to shop and gather. Features to integrate should include the following:

    - Pedestrian amenities;
    - Electric vehicle charging;
    - Bike parking;
    - Traffic-calming features;
    - Plazas and public areas;
    - Shade trees;
    - Lighting;
    - Public art;
    - Farmers markets;
    - Retail and other services that provide for everyday needs; and
    - Community events.

- Policy LCC-3.4: Encourage new mixed-use and commercial development within centers to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:

    - Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;

    - Maintaining overall harmony while providing smaller-scale variety; and

    - Articulating building façades with distinctive architectural features like awnings, windows, doors, and other such elements.

- Policy LCC-3.5: Ensure that commercial and residential uses within centers are designed to incorporate ground floor transparency and encourage pedestrian activity.

- Policy LCC-3.6: Strive to prevent the conversion of existing neighborhood retail uses and local businesses through business retention and anti-displacement strategies.

- Policy LCC-3.7: Ensure that the introduction of higher-intensity mixed-use development within commercial centers and along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring features such as the following:
    - Buildings set back from rear or side yard property lines adjoining single-family dwelling residential uses;
    - Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to minimize impacts to privacy and solar access;
    - Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas to the degree feasible; or
    - Lighting shielded from view and directed downward to minimize impacts on adjacent residential uses.
- Policy LCC-3.8: Encourage the development of older adult daycare facilities, assisted living facilities, hospice, childcare, and other care facilities within centers and corridors in Chino.

Regional Mixed Use Centers

Policies

- Policy LCC-3.9: Revitalize underutilized regional shopping centers in the area around Philadelphia Street and Central Avenue to support existing businesses and position Chino as a regional destination for festivals, cultural, and sporting events.
- Policy LCC-3.10: Permit a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both Chino residents and visitors, together with multifamily housing where permitted under zoning.
- Policy LCC-3.11: Foster a mix of uses on individual sites and throughout the wider area to activate the area throughout the day and into the evening while supporting long-term economic sustainability.
- Policy LCC-3.12: Integrate new employment-oriented uses such as corporate offices and educational facilities into the regional centers, whether in an integrated campus format or as part of mixed-use developments.
- Policy LCC-3.13: Recognize recreation and entertainment as key contributors to the vitality of the regional centers and accommodate a variety of sporting, recreational, and entertainment uses into the regional centers to provide activities and entertainment for Chino residents and visitors.
- Policy LCC-3.14: Leverage market demand to attract new medical office space and supportive uses such as pharmacies, diagnostic labs, rehabilitation centers, optical shops, and coffee shops, juice bars, or cafés to the regional centers.

- Policy LCC-3.15: Employ a variety of strategies to catalyze redevelopment and incentivize the provision of on-site amenities within regional centers, such as:

    - Economic incentives such as fee deferrals/reductions or tax increment financing;
    - Review parking requirements and incentivize the utilization of shared parking provisions;
    - Prioritization of capital investments;
    - Streamlined development review, environmental review, and permitting processes;
    - By-right entitlements for development projects consistent with applicable zoning;
    - Public-private partnerships; and
    - Proactive solicitation of development.

Boulevard Mixed Use Centers

Policies

- Policy LCC-3.16: Foster attractive, human-scaled mixed-use development that contributes to local character and enhances "small town" sense of place along key segments of Riverside Drive and Central Avenue.

- Policy LCC-3.17: Provide for a mix of commercial-retail and services in commercial centers on Riverside Drive and Central Avenue that cater to the daily needs of local residents together with multifamily housing where permitted under zoning.

- Policy LCC-3.18: Focus efforts to attract essential services such as medical clinics, grocery stores, banks, and dry cleaners to commercial centers in order to provide for the needs of area residents and ensure the vitality of the site over time.

- Policy LCC-3.19: Promote the consolidation of parcels under common ownership within centers to facilitate redevelopment and revitalization.

Euclid Avenue/Bickmore Avenue Opportunity Area

Policies

- Policy LCC-3.20: Leverage market demand for light industrial/manufacturing spaces, corporate offices and capitalize on the Euclid/Bickmore site's location on a major regional thoroughfare to support commercial-retail development on the Euclid/Bickmore site.

- Policy LCC-3.21: Attract retail and restaurant uses to the northern portion of the site and focus them along major street frontages with good visibility and access, locating light industrial and manufacturing uses behind the commercial retail uses at the interior of the site.

- Policy LCC-3.22: Require that light industrial uses on the site meet performance standards governing screening, landscaping, architectural design, noise, air quality, and traffic and access.

- Policy LCC-3.23: Provide bicycle and pedestrian connections to retail and restaurants from surrounding residential areas.

- Policy LCC-3.24: Incorporate on-site amenities into the commercial area, such as outdoor dining; landscaped gardens, plazas, and seating areas; play areas and family-friendly facilities; EV fast charging stations; event spaces and entertainment programming; public art.

Goal LCC-4: Attractive Corridors and Gateways. Promote distinctive corridors and gateways with well-designed buildings and streetscapes that build sense of place and local pride.

Policies

- Policy LCC-4.1: Insist on high-quality development that is sensitive to surrounding context throughout the City and particularly in centers and corridors.

- Policy LCC-4.2: Strengthen the sense of arrival into Chino with gateway design at the locations shown on Map LCC-4 (in the Land Use and Community Character Element of the General Plan). Gateway design elements shall include streetscape design, signage, building massing, and similarly themed design elements.

- Policy LCC-4.3: Incorporate prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gateways.

- Policy LCC-4.4: Maintain continuity in streetscape design along major streets and avenues that traverse the City north to south and east to west.

- Policy LCC-4.5: Enhance community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and City-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.

- Policy LCC-4.6: Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.

- Policy LCC-4.7: Ensure that commercial and mixed-use development conforms to regulations limiting the size, location, and general character of signage and façades so as not to disrupt the residential character of the neighborhood.

- Policy LCC-4.8: Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.

Goal LCC-5: Healthy, Thriving Neighborhoods. Maintain welcoming, family-friendly neighborhoods where generations grow up and grow old together.

Residential Neighborhoods

Policies

- Policy LCC-5.1: Promote a range of residential densities throughout the community to encourage a mix of housing types at varying price points and rents.
- Policy LCC-5.2: Facilitate the development of a greater variety of housing types and sizes in Chino neighborhoods to meet the needs of future demographics and changing household sizes, including single-family homes on small lots, accessory dwelling units, townhomes, cottage/bungalow courts, duplexes, triplexes, alley-facing units, and senior and student housing.
- Policy LCC-5.3: Encourage the use of innovative and cost-effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.
- Policy LCC-5.4: Support the development of three and four-bedroom homes and the inclusion of accessory dwelling units that cater to larger, multi-generational families and households.
- Policy LCC-5.5: Within individual residential subdivision projects, a variety of floor plans and elevations should be offered.
- Policy LCC-5.6: Encourage the development of housing for seniors and the disabled throughout Chino, including independent and assisted living facilities in residential neighborhoods to meet the needs of the community's aging population.
- Policy LCC-5.7: Support efforts to develop a more resilient power grid by encouraging backup generators, home microgrids, and solar energy systems with battery backups. The California Air Resources Board should be consulted for rules related to generator usage during a public safety power shutoff and generator emissions.

Neighborhood Design

Policies

- Policy LCC-5.8: Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.
- Policy LCC-5.9: Design large-scale, small-lot, single-family and multi-family residential projects to group dwellings around on-site open space and/or recreational features.

- Policy LCC-5.10: Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions and to help encourage reinvestment.

- Policy LCC-5.11: Require screening and buffering of nonresidential projects to protect adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare, and other adverse effects on adjacent uses.

- Policy LCC-5.12: New and retrofitted fences and walls around residential developments should incorporate landscape elements and changes in materials or texture to help provide privacy and deter graffiti and add visual interest.

Goal LCC-6: Strong employment districts. Strengthen Chino's established employment districts to build the local employment base.

- Policy LCC-6.1: Maintain land use and zoning standards for employment districts that accommodate a wide range of production, distribution, and repair-oriented uses, including research and development, manufacturing, and food processing.

- Policy LCC-6.2: Support the continued operation and expansion of industrial, manufacturing, and distribution activities within established employment districts, subject to performance standards for new development and operation that minimize noise, odor, or other harmful emissions beyond the boundaries of the site to the extent practicable.

- Policy LCC-6.3: Continue to provide a variety of sites suitable for large and small scale industrial, manufacturing, and logistics uses within established employment districts.

- Policy LCC-6.4: Foster the expansion of airport-related businesses at and around the Chino Airport, including businesses active in components/systems manufacturing; aircraft maintenance, repair and overhaul uses; aircraft restoration; aircraft testing; aircraft sales; corporate aviation departments; and fixed base operations.

- Policy LCC-6.5: Maintain standards that facilitate the development of buildings that can accommodate a variety of tenants and can easily be repurposed or divided to accommodate multiple tenants.

- Policy LCC-6.6: Permit on-site sales and dining within employment districts to facilitate tasting rooms, gift shops, and other accessory uses associated with manufacturing and production activities.

- Policy LCC-6.7: As market conditions permit, allow the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.

- Policy LCC-6.8: Promote the development and maintenance of well-designed industrial and light industrial properties and structures that meet adopted standards for visual quality and design, especially where interfacing with other uses.

Goal LCC-7: Ties to the Past. Recognize the value of Chino's agricultural heritage, historic buildings, and the contributions of past generations for community identity and sense of place.

Policies

- Policy LCC-7.1: Celebrate and foster an awareness of Chino's history and heritage. Methods may include:
    - Naming of parks and places that reflect the contributions of past generations;
    - Public art and signage that provides a historical perspective including works by local artists;
    - Placemaking strategies that commemorate places of special social historical significance and incorporate elements reflective of Chino's agricultural roots;
    - Parks and recreation programming that increases awareness of local heritage and culture (including through interpretive displays);
    - Incorporation of traditional native plants into landscape design palettes; and
    - Cultural heritage festivals and events.
- Policy LCC-7.2: Work with the Chino Valley Historical Society, the Chino Valley Chamber of Commerce, local businesses, and others to promote heritage tourism in Chino.
- Policy LCC-7.3: Foster the preservation, restoration, and compatible reuse of historically significant structures and sites in Chino while accommodating new development.
- Policy LCC-7.4: Evaluate all buildings and structures 50 years old and older for potential historic significance to approving a project that would demolish or significantly alter the resource.
- Policy LCC-7.5: Continue to encourage public participation in the process for evaluating and preserving historic and cultural resources.
- Policy LCC-7.6: Maintain opportunities for a dialogue with local Native American groups regarding cultural resources in Chino.
- Policy LCC-7.7: Continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
- Policy LCC-7.8: Treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.

Goal LCC-8: Distinctive Sense of Place. Preserve and enhance Chino's distinctive small town feel and scenic views while looking toward the future.

Policies

- Policy LCC-8.1: Maintain the "small town character" of Chino while allowing for population and business growth as well as increased employment, shopping, cultural and recreational opportunities.
- Policy LCC-8.2: Encourage compatible new development that respects and complements Chino's historic context and natural environment.
- Policy LCC-8.3: Recognize that a diversity of architectural styles contributes to Chino's charm and promote a variety of building styles and types consistent with the community's small-town feel.
- Policy LCC-8.4: Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.
- Policy LCC-8.5: Encourage the design of projects that enhance public safety and discourage crime by orienting homes and buildings toward the street, providing adequate lighting and sight lines, and selectively installing fencing and landscaping.
- Policy LCC-8.6: Encourage high standards of property maintenance and rapid abatement of conditions contributing to blight.
- Policy LCC-8.7: Protect and improve scenic vistas in Chino, including views of the San Gabriel Mountains and the Puente-Chino Hills from major roadways and public spaces.

Hazards, Safety, and Noise Element

Goal HSN-4: Airport Safety. Minimize airport safety hazards and promote compatibility with airport operations.

- Policy HSN-4.1: Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the ACLUP. However, proposed developments that are not consistent with the ACLUP standards may be referred to the Chino City Council for consistency review, as provided by law.
- Policy HSN-4.2: Minimize the potential for development in the Ontario or Chino Airport Influence Area to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight.
- Policy HSN-4.3: Require real estate disclosures for projects within the Chino Airport Influence Area, consistent with state law. Disclosures should notify the prospective purchasers of the potential annoyances or inconveniences associated with airport operations.

- Action HSN-4.a: Update the Chino ACLUP to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around the Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by the Caltrans, Division of Aeronautics. In the interim prior to completion of the update, permit development in the vicinity of the Chino Airport only if the project applicant has demonstrated compliance with guidance provided by the California Airport Land Use Planning Handbook published by the Caltrans, Division of Aeronautics.

4.9.3 Significance Determination Thresholds

The City has adopted Appendix G of the State California Environmental Quality Act Guidelines as the significance thresholds for land use and planning impacts. A project would normally have a significant effect on the environment if the project would:

1) Physically divide an established community.

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

4.9.4 Methodology

Preparation of this section was based on review of existing land use conditions in the City including aerial images and geographical information systems land use data. This was followed by an evaluation of how the proposed goals, policies, and actions would affect existing land uses within the Planning Area.

4.9.5 Topic 1: Physically Divide an Established Community

Would the project physically divide an established community?

4.9.5.1 Impact Analysis

Buildout of the project would result in development of approximately 9,786 new housing units and approximately 3,609,547 square feet of non-residential uses, generating approximately 9,023 new jobs in the Planning Area by 2045. As the project is a comprehensive update to the City's Adopted General Plan, the purpose of the project is to guide development into the future based on the vision established through the planning process. As described in Section 3.0, Project Description the project would provide the following guiding principles for the City:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;

- Guide the use of City resources and funds in a fiscally sustainable manner;

- Provide a basis for judging whether specific development proposals and public projects are in harmony with plan policies;

- Plan in a manner that addresses future land needs and economic opportunities, based on the projected population, housing, and job growth;

- Allow City departments, other public agencies, and private developers to design projects that will enhance the unique character of the community, preserve environmental resources, and minimize hazards; and

- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the zoning ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.

The project would facilitate future development within the Planning Area through the year 2045. The project would concentrate future development and redevelopment within Key Opportunity Areas, which consist primarily of vacant or underutilized land (see Figure 3-1). Underutilized sites were defined as parcels with a low assessed value ratio, low floor-to-area ratios, or both. Using these criteria, approximately 750 parcels were flagged as potential opportunity sites. Additionally, as described in Section 4.9.1 four of the City's specific plans (Central Avenue, East Chino, Majestic Spectrum, and Eucalyptus Business Park Specific Plans) are being phased out as they are almost entirely built out. Development would also be focused more in the three more recently adopted Preserve Specific Plan, College Park Specific Plan, and Civic Center Master Plan. In general, future development and redevelopment would utilize existing transportation facilities; no new infrastructure is proposed that would interfere with proposed opportunities for new employment, housing, and recreational uses within the existing community framework. The changes envisioned within the proposed land use plan and supporting policies are designed to provide more opportunities for social connections and community. Policy LCC-1.1 would foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the City to support a complete community. Policy LCC-1.3 would direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in the City. Policy LCC-1.5 would direct the City to locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses. Policy LCC-1.8 would integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions, including Chaffey College and the Chino Valley Medical Center. Policy LCC-1.9 would encourage the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and optimize the use of public funds. All of these policies would provide for orderly and balanced development while promoting connectivity within the Planning Area.

4.9.5.2 Significance of Impacts

The project would concentrate future development and redevelopment within Key Opportunity Areas, which consist primarily of vacant or underutilized land, and support continued development within the existing Preserve Specific Plan, College Park Specific Plan, and Civic Center Master Plan. Therefore, the project would not physically divide the community, and impacts would be less than significant.

4.9.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.6 Topic 2: Conflicts with Applicable Plans and Policies

Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

4.9.6.1 Impact Analysis

a. Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

As described in Section 4.9.2.2(a), SCAG's Connect SoCal 2020-2045 is the region's RTP/SCS that provides guidance for long-range planning around transportation and sustainability. It recommends several land use tools that can be implemented at the local level to promote human-scale, compact, and pedestrian-oriented development. The project proposes policies, the implementation of which would encourage this type of development throughout the Planning Area. Goal LCC-2 seeks to establish a vibrant downtown by reestablishing the neighborhood as a focal point for civic, cultural, and community life, and Goal LCC-3 seeks to revitalize commercial centers by transforming them into vital activity hubs and gathering places. Both goals include numerous policies that would promote mixed-use development, improve connectivity, and increase opportunities for non-vehicular travel. Additionally, the Infrastructure element includes numerous policies that would support pedestrian-oriented development. Policy INF-4.5 calls for a safe, convenient pedestrian environment, Policy INF-4.6 calls for the completion of a network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, Policy INF-4.7 requires pedestrian-friendly traffic signal accessories, and Policy INF-4.8 requires that new subdivisions, new multifamily developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers. Policy INF-4.9 calls for the removal of barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City. Through these, and other policies, the project would provide the City with the means to meet the goals of the SCAG's RTP/SCS.

b. San Bernardino County Countywide Plan

As discussed in Section 4.9.2.2(b) above, the County's Countywide Plan has jurisdiction over unincorporated territory within the County, including lands within the City's SOI. Although the project identifies land use designations within the City's SOI that are not consistent with the County's Countywide Plan, no conflicts would occur because the Countywide Plan would continue to apply until such a time that an annexation were to occur to bring lands into the City boundary. Therefore, the project would not conflict with the County's Countywide Plan.

c. San Bernardino County Development Code

As described under section 4.9.2.2(c), the primary and overlay land use zoning districts are established in Section 82.01 of the County's Development Code. As with the County's Countywide Plan, these zoning districts would apply to unincorporated land within the City's SOI. Some of these land use zoning districts and overlay zones would conflict with the project; however, upon annexation, the County zoning districts would no longer apply. Therefore, the project would not conflict with the County's Development Code.

d. Chino Airport Comprehensive Land Use Plan

As described in Section 4.7.7-1 above, the project would change the land use designation of properties located west of the Amazon Fulfillment Center and north of Kimball Avenue from Institutional to General Industrial that would be located within Runway Safety Zone II. These properties would be developed with warehouses and similar industrial uses in the future. As shown in Table 4.7-2 above, Manufacturing and Warehouse/ Distribution is listed as a normally acceptable use within Runway Safety Zone II. Additionally, future warehouses and similar industrial uses on these properties would not exceed the Maximum Gross Density permitted in Safety Zone II of 25 persons per acre. The project does not propose any other land uses changes within areas designated as Safety Zone II.

Pursuant to Proposed Plan Action HSN-4.a, the City would update the Chino Airport ACLUP to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics. As a result, the applicable airport safety zones and related standards for land uses, development intensity, heights, and other parameters would change; however, as the analysis required to inform the update has not yet been completed the precise parameters for future safety zones cannot be known at this time. Once updated, subsequent development within the Chino Airport influence area would be required to comply with the new standards. In the interim prior to completion of the update, pursuant to Action HSN-4.a, future site-specific development that demonstrates compliance with guidance provided by the California Airport Land Use Planning Handbook published by Caltrans, Division of Aeronautics would be permitted.

e. Zoning Ordinance

The project introduces new General Plan Land Use designations, as shown in Figure 3-2 above. The proposed updates to the existing land use designations could present initial inconsistencies with the City's Zoning Code, which is codified in Title 20 of the City's Municipal Code. However, the Zoning Code is a mechanism for the implementation of the City's General Plan. Per Section 20.01.030 of the Zoning Code, "the zoning code implements the goals and policies of the City of Chino General Plan by regulating the uses of land and structures within the City of Chino. The zoning code and the general plan shall be consistent with one another. If there are inconsistencies between the zoning code and the general plan, the general plan governs land use." While the land use designations identified in the project would apply, the City would be required to process zoning changes to ensure consistency. Furthermore, the project includes several targeted zoning map amendments as shown

on Figure 3-3 above. These amendments are proposed to better align zoning with as built uses and market potential for the respective sites. All the map amendments involve a change from one existing zoning district to another, and all amendments are consistent with the requirements of Measure M, the City's residential growth control measure. Therefore, future development facilitated by the project would not conflict with the City's Zoning Ordinance.

f. Existing Planning Initiatives

The City has six specific plans, four of which are mostly built out. The project would be consistent with the development standards of these four specific plans as their original intent has been mostly realized. The three remaining plans, The Preserve Specific Plan, the College Park Specific Plan, and the Civic Center Master Plan, have been more recently implemented, and the project would allow for their continued implementation. For example, based on the remaining capacity within The Preserve Specific Plan, the City anticipates approximately 2,997 units could be built within this specific plan area between 2021 and 2029. For the Civic Center Master Plan, General Plan Goal LCC-2 and its supporting Policies would reestablish Downtown as a focal point for civic, cultural, and community life, using the Civic Center as one of the anchors, while allowing for future development in accordance with this master plan. For the College Park Specific Plan, the project would continue to support institutional and mixed-use development of this area in accordance with the existing specific plan. The project would not conflict with any of the City's seven specific plans.

The Chaffey College 2025 Facilities and Master Plan guides development for the Chino campus of this four-campus college. As the project would not include any proposed changes to the campus, it would not cause a conflict with this master plan. Additionally, proposed Policy LCC-1.8 would direct the City to integrate uses and amenities that increase economic opportunity, neighborhood vitality, and quality of life in and around anchor institutions, including Chaffey College. The project would not conflict with the Chaffey College 2025 Facilities and Master Plan. Vibrant Downtown. Reestablish Downtown Chino as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

In 2022, the City passed Measure Y as a means to implement two overlay zones, the Affordable Housing Overlay Zone and the Mixed Use Overlay Zone, without affecting the existing mandates of Measure M, which restricts the City Council from increasing residential density or rezoning non-residential land for residential uses without a vote of the people. The passage of Measure Y gives the City the ability to meet state-mandated housing requirements. Both of the overlay zones included in Measure Y are carried forward into the project as existing zoning designations, and the project would not conflict with the specifications of these overlay zones. The project would not conflict with Measures M or Y nor the overlay zones as implemented by Measure Y.

g. Parks and Facilities Master Plan 2021-2026

The project proposes several parks and public space improvements. Specific strategies incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the primarily in northern part of the City where there is a need for new parks and recreational spaces. Specifically, Action LCC-3.h, encourages the City to explore opportunities to close off some alleyways

or driveways on commercial properties as a way to create opportunities for outdoor dining and pocket parks along Riverside Drive to address a deficit of park space. Action LCC-3.i would direct the City to work with the Orange County Flood Control District to create publicly accessible passive open space on the southern portion of the Euclid/Bickmore Key Opportunity Area. To assist in the accumulation of needed park land, the City relies on the Quimby Act (Chapter 18.01 of the City's Municipal Code) to acquire and pay for new parks related to new development. Future development would be subject to in lieu fees or would be required to provide both new recreational facilities and funds for the maintenance and enhancement of existing recreational resources as part of the implementation of the City's 2021–2026 PFMP. Impact fees would be triggered during the building permit process and would be guided by the park land dedication, in-lieu fees, and park development fees set forth in Chapter 18.01 of the City's Municipal Code to provide guidance in acceptance of park land, collection of park fees or provision of in lieu improvements, and criteria for design of public and private parks.

Pursuant to the Quimby Act, the City's PFMP require developers to dedicate park land and/or improvements/amenities and/or pay fees in lieu of dedication, at a rate of three acres per 1,000 persons. New development under the project would be consistent with this plan as it would implement or fund the implementation of the PFMP. Therefore, the project would not conflict with the City's PFMP.

4.9.6.2 Significance of Impacts

The project would not cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

4.9.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.7 Cumulative Analysis

As defined in Section 15130 of the State California Environmental Quality Act Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The study area for the assessment of cumulative impacts related to land use and planning is defined as the Planning Area. Given that the project involves a comprehensive update to the City's Adopted General Plan, the project itself is cumulative in nature, as it would shape growth in the Planning Area though 2045. As such, future development and redevelopment under the project would be required to comply with all applicable land use plans and regulations. Future growth facilitated by the project would largely occur as infill development within under-utilized areas. Therefore, the project would not contribute to a cumulative impact related to land use.

4.10 Noise

This section analyzes potentially significant impacts related to noise that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon traffic modeling prepared by Fehr & Peers, noise modeling prepared RECON (Appendix D), and standards established by the City.

4.10.1 Existing Conditions

4.10.1.1 Fundamentals of Noise and Vibration

a. Fundamentals of Noise

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

Additionally, in technical terms, sound levels are described as either a "sound power level" or a "sound pressure level," which while often confused, are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw}, is the energy converted into sound by the source. The L_{pw} is used to estimate how far a noise will travel and to predict the sound levels at various distances from the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an ear drum or microphone and is the sound pressure level. Noise measurement instruments only measure sound pressure, and noise level limits used in standards are generally sound pressure levels.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. Additionally, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL). The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies a 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and a 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added

sensitivity of humans to noise during the evening and night. The day-night average noise level (L_{DN}) is similar to the CNEL; however, it does not apply the 5 dB(A) evening penalty.

Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) receives an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would attenuate at 7.5 dB(A) per doubling of distance.

Human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 dB(A) barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation 2013 and 2020).

b. Fundamentals of Vibration

Vibration consists of energy waves transmitted through solid material (Federal Transit Administration [FTA] 2018). Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in hertz (Hz). The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz (FTA 2018).

Groundborne vibration is measured by its peak particle velocity (PPV), which is normally described in inches per second (in/sec). PPV is appropriate for determining potential structure damage but does not evaluate human response to vibration. The ground motion caused by vibration may also be described in decibel notation (vibration decibels), referenced as VdB, which serves to compress the range of numbers required to describe vibration relative to human response. Table 4.10-1 describes the general human response to different levels of groundborne vibration velocity levels.

Table 4.10-1
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

SOURCE: Federal Transit Administration 2018
VdB = vibration decibel

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Groundborne vibration can be a concern for nearby residents along a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. Groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains; buses on rough roads; and construction activities such as blasting, pile-driving, and operating heavy earth-moving equipment.

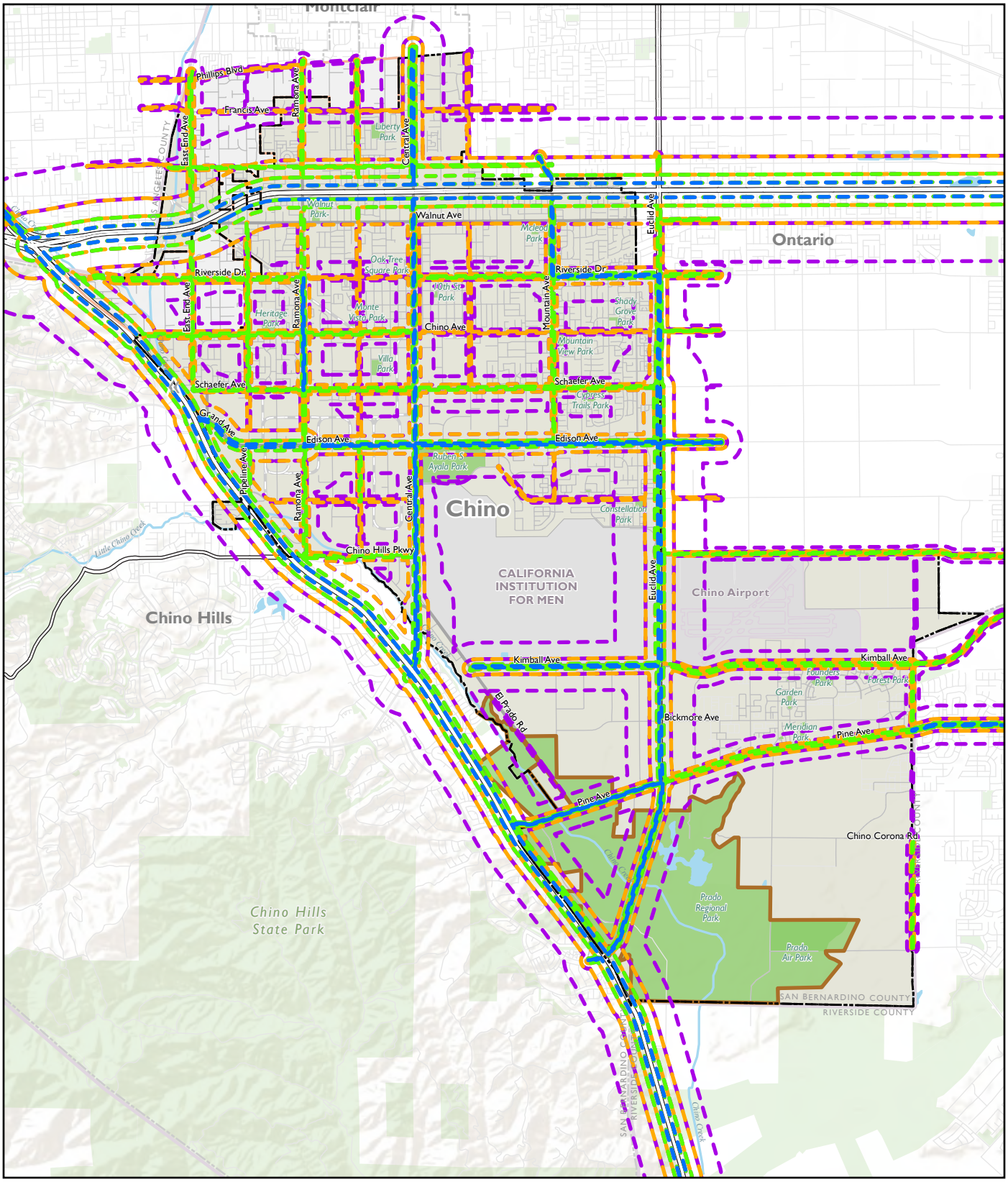
4.10.1.2 Existing Traffic Noise

The most pervasive noise in the Planning Area currently comes from mobile noise sources, such as motor vehicles, truck routes, and aircraft. The Planning Area is also exposed to noise emanating from sources such as industrial, commercial, and construction activities. Major roads/freeways generating the greatest noise level in the Planning Area are State Route (SR) 71 and SR-60. Numerous other roads within the Planning Area are also major sources of noise. The noise contour distances represent the predicted noise level for each roadway without the attenuating effects of noise barriers, structures, topography, or dense vegetation. As intervening structures, topography, and dense vegetation would affect noise exposure at a particular location, the noise contours should not be considered site-specific but are rather guides to determine when detailed acoustic analysis should be undertaken.

Figure 4.10-1 presents the existing vehicle traffic noise contours within the Planning Area. Noise contour calculations are provided in Appendix D. As shown in Figure 4.10-1, existing noise levels at areas located closest to the roadways exceed 60 CNEL. The local freeways are the dominant noise sources within the Planning Area. Noise contours from the freeways in many cases overlap with and encompass the noise contours from local roadways. Short-term noise measurements conducted in close proximity to heavily traveled roadways in the Planning Area ranged from 68.8 to 74.4 dB(A) L_{eq} and are consistent with the existing noise contour mapping. Noise levels in the Planning Area are typical of an urban environment. Noise measurement data is provided in Appendix D.

4.10.1.3 Airport Noise

Aircraft noise generally affects areas within the vicinity of an airport during takeoffs and landings, and areas located around the flight tracks. Chino Airport is located in the southeastern portion of the Planning Area. It is a non-commercial airport that is utilized by corporate users and independent pilots, students, and trainers. The Hazards, Safety, and Noise Element includes updated noise contours associated with operations at the airport. The 65 L_{DN} noise contour in general does not extend beyond the Chino Airport boundaries. The noise contour does not cover any residential properties.



City of Chino
Sphere of Influence
Prado Regional Park

Vehicle Traffic Noise
60 CNEL
65 CNEL
70 CNEL
75 CNEL

0 Miles 1.5

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FIGURE 4.10-1
Existing (2024) Vehicle Traffic Noise Contours

The Ontario International Airport is a commercial air facility located two miles northeast of the Planning Area. It exposes residents within the Planning Area to single-event takeoff noise. However, the Ontario International Airport noise contour map does not cover any part of the Planning Area, which implies that residents generally are not adversely affected by airport noise from that airport.

Figure 4.10-2 presents the noise contours for Chino Airport as presented in the Hazards, Safety, and Noise Element and the noise contours for Ontario International Airport as presented in its Airport Land Use Compatibility Plan (Ontario International Airport–Inter Agency Collaborative 2018).

4.10.1.4 Railroad Noise

Railroad noise is the result of the mechanical processes of the engine, the interaction of the wheels with the track, and use of the whistle. The amount of noise generated is dependent upon the speed of the train and the number of cars. Union Pacific operates a spur line that extends from the northwestern boundary of the Planning Area southeast to Benson Avenue and then south along Sixth Street through an industrial area. While the spur line is only used to service local industries, it does stop at a siding between Ramona Avenue and Monte Vista Avenue within a residential area, which generates high noise levels. Based on U.S. Department of Transportation (U.S. DOT) Federal Railroad Administration (FRA) crossing inventory data, up to two switching trains utilize this spur line near the residential uses per day and up to four switching trains utilize the internal spur lines within the industrial area per day (U.S. DOT 2025). Figure 4.10-3 presents the noise contours for the Union Pacific spur line.

4.10.1.5 Stationary Noise

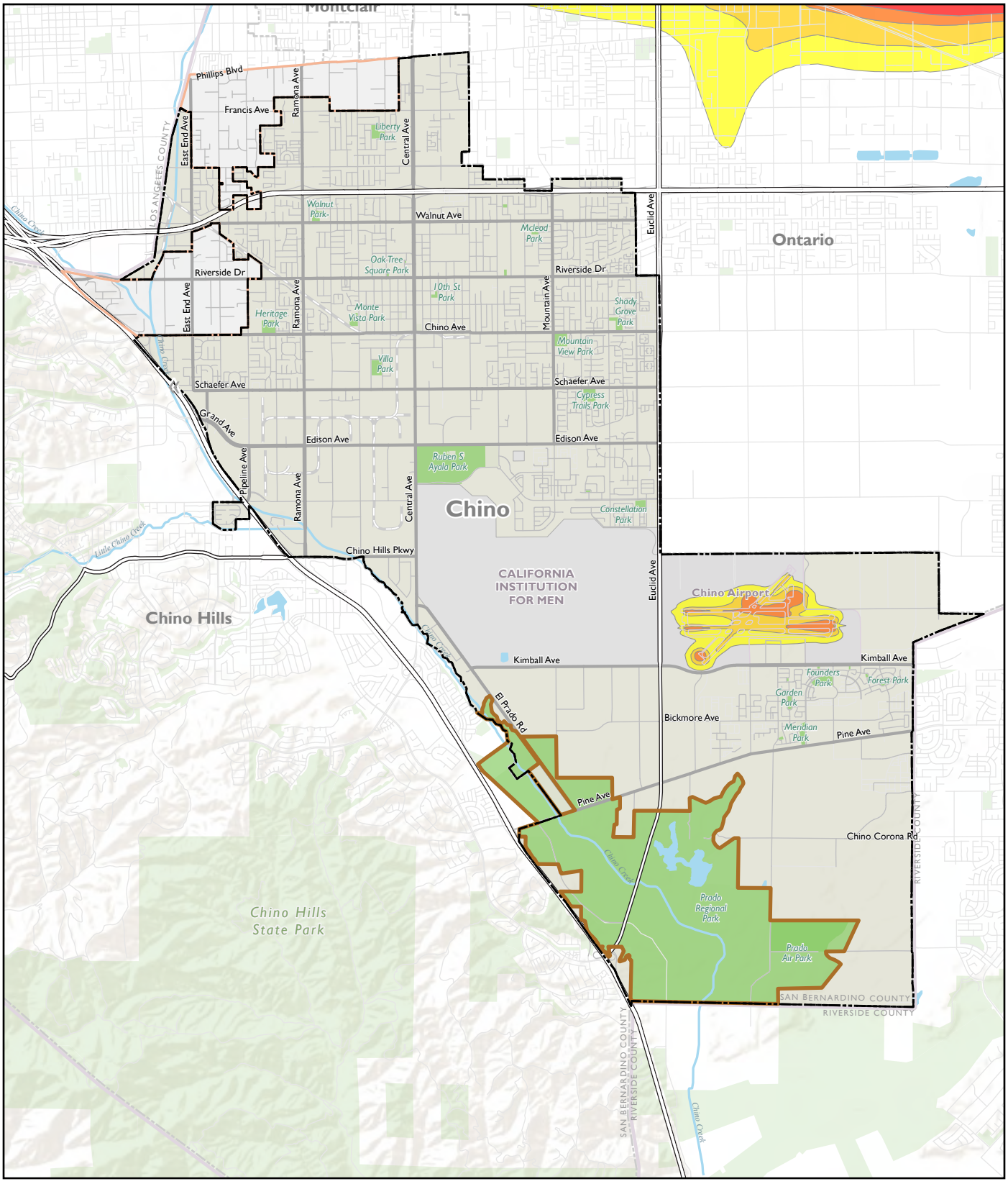
Stationary noise sources within the Planning Area consist of industrial and mechanical equipment, which are often referred to as "fixed sources." Industrial noise generated by processing and operation is usually of long duration at relatively low frequencies. Industrial uses, including manufacturing, warehousing, and distribution-related uses, mechanical equipment, generators, and vehicles associated with these uses all contribute to noise levels at industrial sites. Operation of heavy equipment during construction can generate high noise levels for temporary, but sometimes extended periods of time. Other land uses, such as commercial development, may result in generally nuisance noise exposure from high amounts of activity, maintenance activities, and mechanical noise.

4.10.2 Applicable Regulatory Requirements

4.10.2.1 Federal Regulations

a. Construction Noise

The FTA provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. The FTA also oversees safety measures. The FTA's Transit Noise and Vibration Impact Assessment manual indicates that 80 dB(A) L_{eq} is reasonable criteria for assessing construction noise levels at residential uses (FTA 2018). In the absence of local construction noise level limits, the FTA recommended 80 dB(A) L_{eq} criteria is often used to assess the significance of construction noise at residential receivers.



City of Chino
Sphere of Influence
Prado Regional Park

Airport Noise
65 CNEL
70 CNEL
75 CNEL
80 CNEL

0 Miles 1.5

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FIGURE 4.10-2
Airport Noise Contours

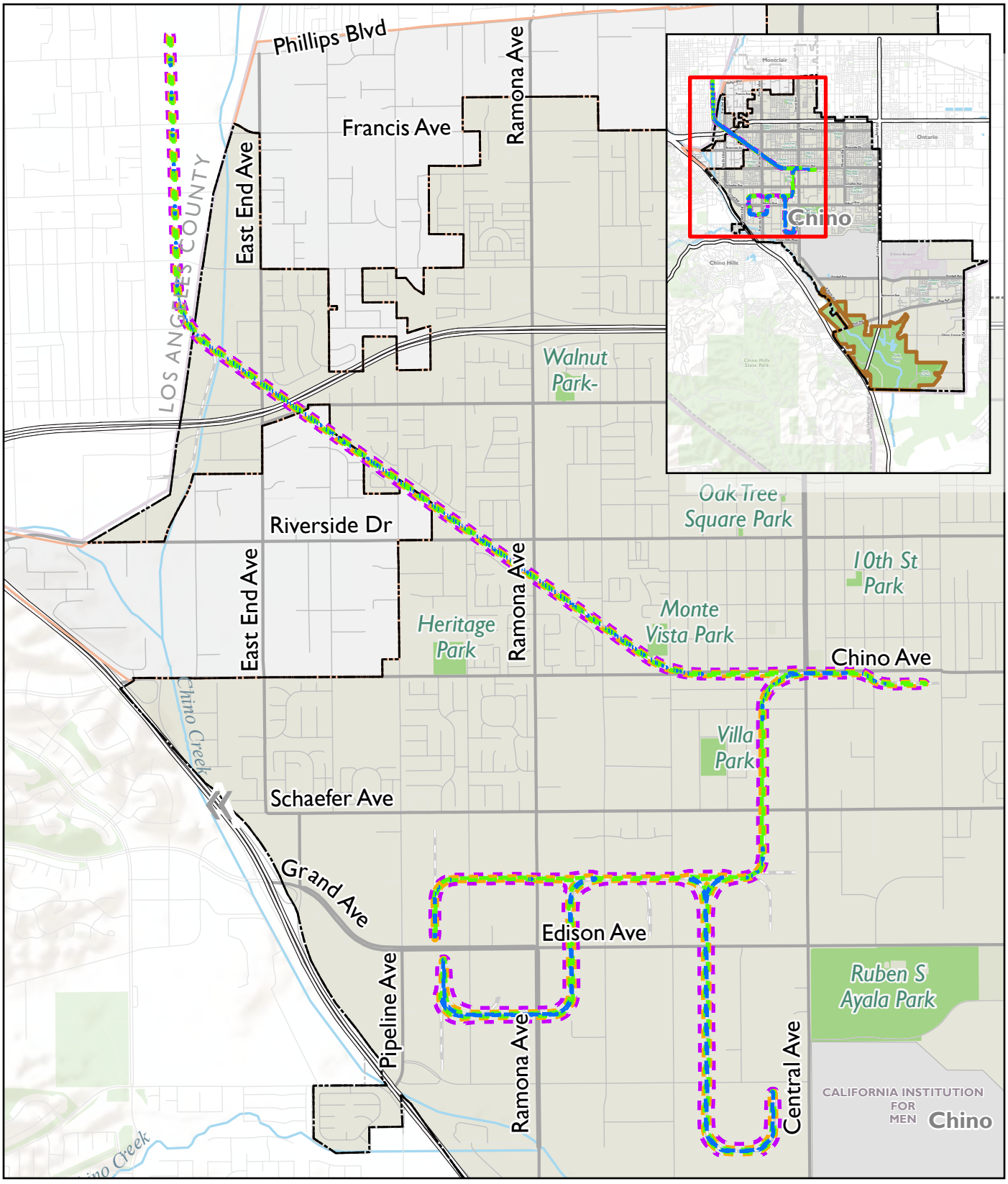

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FIGURE 4.10-3
Railroad Noise Contours

b. Vibration

The FTA provides criteria for acceptable levels of groundborne vibration for various types of buildings. Structures amplify groundborne vibration; wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively, but the standards recommended by the FTA are presented in Table 4.10-2.

Table 4.10-2
Construction Vibration Damage Criteria

Building/Structural Category	PPV (in/sec)	Approximate VdB
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

SOURCE: Federal Transit Administration 2018
PPV = peak particle velocity; in/sec = inch per second; VdB = vibration decibel

The FTA also provides guidance for assessing vibration impacts from railroad operations. The criteria for determining the significance of impacts are presented in Table 4.10-3.

Table 4.10-3
Guidelines for Determining the Significance of Groundborne Vibration and Noise Impacts

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 micro-inch per second)			Groundborne Noise Impact Levels (dB re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where low ambient vibration is essential for interior operations (research and manufacturing facilities with special vibration constraints)	65 VdB	65 VdB	65 VdB	N/A	N/A	N/A
Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, and other sleeping facilities)	72 VdB	75 VdB	80 VdB	35 dB(A)	38 dB(A)	43 dB(A)
Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, and quiet offices)	75 VdB	78 VdB	83 VdB	40 dB(A)	43 dB(A)	48 dB(A)

SOURCE: Federal Transit Administration 2018
VdB = vibration decibel; re = relative; N/A = not applicable
"Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
"Occasional Events" is defined as 30 to 70 vibration events per day. Most commuter trunk links fall into this category.
"Infrequent Events" is defined as fewer than 30 vibration events per day. This category includes most commuter rail systems.

4.10.2.2 State Regulations

a. General Plan Guidelines

The state of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels, expressed in CNEL (Governor's Office of Planning and Research 2017). This table provides a tool to gauge the compatibility of land uses relative to existing and future noise levels. It provides land use compatibility guidelines that local jurisdictions can use as a guide for establishing their own General Plan noise compatibility levels that reflect the noise-control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. The compatibility guidelines identify normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after detailed analysis of the noise reduction requirements for each land use, and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

b. California Code of Regulations

For residential uses, interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations, California Noise Insulation Standards. Title 24, Chapter 12, Section 1206.4 of the 2022 California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation.

For non-residential structures, Title 24, Chapter 12, Section 1207.5 refers to 2022 California Green Building Standards, Chapter 5–Nonresidential Mandatory Measures, Division 5.5–Environmental Quality, Section 5.507–Environmental Comfort, Subsection 5.507.4–Acoustical Control. Pursuant to these standards, all non-residential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation.

4.10.2.3 San Bernardino County Airport Land Use Commission

As discussed in Section 4.10.1.3 above, Chino Airport is located in the southeastern portion of the Planning Area. Chino Airport is surrounded by residential uses to the south, industrial and agricultural uses to the east, industrial and institutional (California Institution for Men) uses to the west, and the City of Ontario to the north. The San Bernardino County Airport Land Use Commission (ALUC) prepares airport land use compatibility plans (ALUCPs) in order to promote compatibility between airports and the land uses surrounding them. ALUCPs set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances. Adopted in 1991, the Chino Airport Comprehensive Land Use Plan (ACLUP) prepared by the County serves as the ALUCP

and provides guidance specific to the airport. The noise compatibility standards are summarized in Table 4.10-4.

Table 4.10-4
Chino Airport Land Use Compatibility for Community Noise Environments

Land Use Category	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Homes						
Residential – Multi-Family						
Transient Lodging, Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Table 4.10-4 Chino Airport Land Use Compatibility for Community Noise Environments	
	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	CONDITIONALLY ACCEPTIBLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
	NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	CLEARLY UNACCEPTIBLE New construction or development should generally not be undertaken.
SOURCE: San Bernardino County Airport Land Use Commission 1991	

4.10.2.4 Local Regulations

a. Existing 2025 General Plan

The City's noise guidelines are found under Chapter 14 of the Noise Element of the existing 2025 General Plan (City of Chino 2010). The purpose of the Noise Element is to identify and evaluate noise generation in the City in order to minimize problems from intrusive sound and to ensure that development does not expose people to unacceptable noise levels. The interior and interior noise standards are presented in Table 4.10-5.

The Noise Element of the existing 2025 General Plan also contains goals, objectives, and policies designed to protect residents from excessive noise by ensuring appropriate exterior and interior noise levels for existing and new land uses, reducing noise impacts from transportation, and controlling sources of construction noise.

Table 4.10-5 Interior and Exterior Noise Standards			
Land Use Categories		Energy Average (L_{DN})	
Categories	Uses	Interior[a]	Exterior[b]
Residential	Single-Family, Duplex, Multiple Family	45[c]	65
	Mobile Home	--	65[d]
Commercial, Industrial	Hotel, Motel, Transient Lodging	45	65
	Commercial, Retail, Bank, Restaurant	55	--
	Office Building, Research & Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theatres	45	--

Table 4.10-5 Interior and Exterior Noise Standards			
Land Use Categories		Energy Average (L_{DN})	
Categories	Uses	Interior[a]	Exterior[b]
Institutional	Hospital, Schools, Classroom	45	65
	Church, Library	45	--
Open Space	Parks	--	65

[a]Interior environment excludes bathrooms, toilets, closets, and corridors.
[b]Outdoor environment limited to private yard of single-family or multi-family private patio or balcony which is served by a means of exit from inside; mobile home park; hospital patio; park picnic area; school playground; and hotel and motel recreation area.
[c]Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided per the California Building Code.
[d]Exterior noise level should be such that interior noise levels will not exceed 45 dB L_{DN}.

b. Municipal Code

Title 9 – Public Peace, Morals and Welfare

Title 9, Chapter 9.40 referred to as the Noise Ordinance regulates allowable noise levels throughout the City.

Operational Noise

The City's Noise Ordinance provides regulations for the control of excessive and annoying noise from stationary sources. Examples of stationary sources include industrial plants, pumps, compressors, and refrigeration units. The Noise Ordinance provides specific standards to be applied for various land uses for both daytime and nighttime hours, prohibits certain noise sources, and describes the manner in which standards are to be enforced. Section 9.40.040 of the Noise Ordinance describes maximum noise levels for noise intrusion into residential properties, which are presented in Table 4.10-6. Each of the noise levels in this table should be reduced by 5 dB(A) for impulse or simple tone noises, or for noises consisting of speech or music. However, if the ambient noise level exceeds the resulting standard, the ambient shall be the standard.

Table 4.10-6 Exterior Noise Ordinance Standards		
Maximum Time of Exposure	Level Not to Exceed 7:00 a.m. to 10:00 p.m.	Level Not to Exceed 10:00 p.m. to 7:00 a.m.
30 min/hr (L_{50})	55	50
15 min/hr (L_{25})	60	55
5 min/hr (L_{08})	65	60
1 min/hr (L_{02})	70	65
Any period of time (L_{max})	75	70

SOURCE: Municipal Code Section 9.40.040.
L_{50} = Noise level exceeded 50 percent of the time; L_{25} = Noise level exceeded 25 percent of the time; L_{08} = Noise level exceeded 8 percent of the time; L_{02} = Noise level exceeded 2 percent of the time; L_{max} = Maximum noise level

Construction Noise

The Municipal Code limits construction activities in Section 9.40.060, which states:

> Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided said activities do not take place outside the hours for construction as defined in Section 15.44.030 of this code, and provided the noise standard of sixty-five dBA plus the limits specified in Section 9.40.040(B) as measured on residential property and any vibration created does not endanger the public health, welfare and safety.

The Municipal Code limits construction hours in Section 15.44.030, which states:

> Construction shall occur only between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, with no construction allowed on Sundays and federal holidays. For the purposes of this section, construction shall mean any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, streets and other paving, utilities, filling, grading, excavation, mining, dredging, drilling operations, or pile driving.

Vibration

The Municipal Code limits vibration in Section 9.40.110, which states:

> Notwithstanding other sections of this chapter, it is unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this chapter, the perception threshold shall be presumed to be more than 0.05 inches per second RMS vertical velocity.

This threshold is applicable to operational sources of vibration.

c. Proposed General Plan Policies

The following goals, policies, and actions are proposed to assist the City to reduce noise:

Goal HSN-1: Hazard Protection. Protect life and property from natural and human-made hazards.

- Policy HSN-1.27: Design for a pleasant, healthy sound environment conducive to living and working.
- Policy HSN-1.28: Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.
- Policy HSN-1.29: Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight.

- Policy HSN-1.30: Locate and design transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.

- Policy HSN-1.31: Apply the community noise compatibility standards (Table HSN-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the Chino Airport Comprehensive Land Use Plan (ACLUP) in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ACLUP.

- Policy HSN-1.32: Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.

- Policy HSN-1.33: Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, notification of neighbors, and sound attenuation devices.

- Policy HSN-1.34: Noise impacts should be controlled at the noise source where feasible (as opposed to at receptor end) with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.

- Policy HSN-1.35: Require noise buffering, dampening, or active cancellation, on roof-top or other out-door mechanical equipment located near residences, parks, and other noise sensitive land uses.

- Policy HSN-1.36: Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls.

- Action HSN-1.l: Study the feasibility of using alternative pavement materials such as open-graded or rubberized asphalt pavements on high volume roadway segments adjacent to residential neighborhoods and mixed-use districts to reduce noise generation. Based on the results, if appropriate conduct pilot projects and update City standards.

- Action HSN-1.m: Update the Municipal Code to establish controls on outdoor noise in commercial mixed-use areas, such as outdoor dining terraces or public plazas. Controls may include limits on noise levels or hours of operation.

- Action HSN-1.n: Use the development review process to proactively identify and address potential noise compatibility issues.

- Action HSN-1.o: Continue to work with community members and business owners to address noise complaints and ensure voluntary resolution of issues through the enforcement of Municipal Code provisions.

Table HSN-1 Community Noise Compatibility Matrix							
	Community Noise Exposure (CNEL)						
	55	60	65	70	75	80	
Residential – Low Density Single Family, Duplex, Mobile Homes	A			B	C	D	
Residential – Multiple Family	A			B	C	D	
Transient Lodging: Motels, Hotels	A			B	C		D
Schools, Libraries, Churches, Hospitals, Nursing Homes	A				C		D
Auditoriums, Concert Halls, Amphitheaters	B				C		
Sports Arena, Outdoor Spectator Sports	B					C	
Playgrounds, Neighborhood Parks	A				B	C	
Golf Courses, Riding Stables, Water Recreation, Cemeteries	A					C	D
Office Buildings, Business Commercial and Professional	A				B		C
Industrial, Manufacturing, Utilities, Agriculture	A					B	C

Table HSN-1 (cont.) Community Noise Compatibility Matrix	
A	**Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
B	**Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
C	**Normally Unacceptable:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
D	**Clearly Unacceptable:** New construction or development should generally not be undertaken.

Goal HSN-4: Airport Safety. Minimize airport safety hazards and promote compatibility with airport operations.

- Policy HSN-4.1: Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the Chino ACLUP. However, proposed developments that are not consistent with the ACLUP standards may be referred to the Chino City Council for consistency review, as provided by law.

4.10.3 Significance Determination Thresholds

Thresholds used to evaluate noise impacts are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

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

2) Generate excessive groundborne vibration or groundborne noise levels; or

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

4.10.4 Methodology

4.10.4.1 Vehicle Traffic Noise

The estimated roadway noise impacts from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Total ADT, speeds, and truck volumes were obtained from the traffic consultant.

The off-site traffic noise analysis includes the following traffic scenarios.

- Existing Conditions (2024)
- Buildout of the existing 2025 General Plan/No Project Alternative (2045)
- Project Buildout (2045)

Noise contours were used to assess the project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 60, 65, 70, and 75 CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise

contributions from the surrounding stationary noise sources within the Planning Area. Existing and future vehicle traffic noise calculations are provided in Appendix D.

4.10.4.2 Railroad Noise

As described in Section 4.10.1.4 above, Union Pacific operates a spur line that extends from the northwestern boundary of the Planning Area southeast to Benson Avenue and then south along Sixth Street to an industrial area. Up to two switching trains utilize this spur line near the residential uses per day. Noise due to trains was modeled using the SoundPLAN model (Navcon Engineering, Inc. 2018) with one train passing the residential area during the daytime hours and one during the nighttime hours. Based on FTA crossing data, these trains travel at up to 10 miles per hour (mph). SoundPLAN data is provided in Appendix D.

4.10.4.3 Stationary Noise

Stationary sources of noise include activities associated with a given land use. Various land uses contain on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. Stationary noise is considered a "point source" and attenuates over distance at a rate of 6 dB(A) for each doubling of distance. The exact location and nature of future stationary noise sources is not known at this time and therefore cannot be calculated in this analysis. Impacts were assessed in this analysis by identifying potential types of stationary sources and locations of mixed-use land use interfaces and identifying applicable regulations and mitigation framework for addressing impacts.

4.10.4.4 Construction Noise

Construction has the potential to generate temporary increases in ambient noise. Construction noise is usually generated by activities such as diesel-powered construction equipment used for site preparation and grading; removal of existing structures and pavement; loading, unloading, and placing materials and paving. Diesel engine-driven trucks also bring materials to the site and remove the spoils from excavation. Table 4.10-7 presents typical construction equipment noise levels.

Typical construction equipment would generate maximum noise levels between 70 and 95 dB(A) maximum noise level at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Average construction noise levels were calculated for the simultaneous operation of three common pieces of construction equipment: backhoe, excavator, and loader. The usage factors were applied to the maximum noise level at 50 feet for each piece of equipment, and then noise levels were added logarithmically. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers.

Table 4.10-7 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt ampts or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: Federal Highway Administration 2006 dB(A) = A-weighted decibels; L_{eq} = one-hour equivalent noise level		

4.10.4.5 Vibration

Potential sources of groundborne vibration include construction activities, railroad activities, and stationary sources. Table 4.10-8 presents approximate vibration levels for construction equipment at a distance of 25 feet.

Table 4.10-8 Vibration Levels for Construction Equipment	
Equipment	Approximate PPV Vibration Level at 25 feet (inch/second)
Pile Driver, Impact (Upper Range)	1.518
Pile Drive, Impact (Typical)	0.644
Pile Driver, Sonic (Upper Range)	0.734
Pile Drive, Sonic (Typical)	0.170
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
SOURCE: FTA 2018 PPV = peak particle velocity	

Vibration impacts due to construction equipment were evaluated using these source vibration levels, and the FTA criteria shown in Table 4.10-2. Vibration impacts due to railroad operations were evaluated using the FTA criteria shown in Table 4.10-3 and the FTA screening distances for each land use category. Vibration impacts due to stationary sources are subject to Section 9.40.110 of the Municipal Code and were addressed qualitatively.

4.10.5 Topic 1: Increase in Ambient Noise

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

4.10.5.1 Impact Analysis

a. Traffic Noise

Increase in Ambient Noise

Noise level increases generated by the project were evaluated at the closest receiver locations based on Appendix G of the State CEQA Guidelines presented in Section 4.10.3 above. Under CEQA, consideration must be given to the magnitude of the increase, the existing baseline ambient noise levels, and the location of noise sensitive land uses to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called ambient environment.

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the CNEL and L_{eq}.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in baseline ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without project (baseline) noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dB(A) or readily perceptible, 3 dB(A) or barely perceptible, and 1.5 dB(A) depending on the underlying without-project noise levels for noise sensitive land uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the FHWA and California Department of Transportation.

Based on this guidance, long-term traffic noise that affects sensitive land uses would be considered substantial and constitute a significant noise impact if the project would:

- Increase noise levels by 5 dB or more where the no project noise level is less than 60 CNEL;
- Increase noise levels by 3 dB or more where the no project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no project noise level is greater than 65 CNEL.

The noise analysis is based on the baseline year 2024 condition and future year 2045 condition traffic volume data. Without the project, existing noise levels range from 50.5 to 75.8 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 79.4 to 85.3 CNEL at 100 feet from the freeways. With the project, future noise levels are expected to range from 47.5 to 77.7 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 80.9 to 85.9 CNEL at 100 feet from the freeways. Traffic noise level impacts would exceed the noise level increase thresholds along 34 roadway and freeway segments. Table 4.10-9 presents the existing and future noise levels at the analyzed roadway segments under buildout of the project. Based on the significance criteria for off-site traffic noise, land uses adjacent to these study area roadway segments would experience a significant noise level increases due to the project-related traffic as compared to the existing traffic noise levels.

Table 4.10-9 Traffic Noise Increases Along Study Roadway Segments							
			CNEL at Receiving Land Use			Incremental Noise Level Increase Threshold	
ID	Road	Segment	Existing	Future	Project Addition	Limit	Exceeded?
1	SR-71	South of City Boundary	82.1	83.6	1.5	1.5	YES
2	SR-71	Southern City Boundary to Euclid Avenue	80.8	82.4	1.6	1.5	YES
3	SR-71	Euclid Avenue to Pine Avenue	79.7	80.9	1.2	1.5	NO
4	SR-71	Pine Avenue to Central Avenue	80.1	81.6	1.5	1.5	YES
5	SR-71	Central Avenue to Chino Hills Parkway	80.6	82.0	1.4	1.5	NO
6	SR-71	Chino Hills Parkway to Grand Avenue	81.0	82.3	1.3	1.5	NO
7	SR-71	Grand Avenue to Chino Avenue	80.2	81.1	0.9	1.5	NO
8	SR-71	Chino Avenue to Riverside Drive	82.1	83.5	1.4	1.5	NO
9	SR-71	Riverside Drive to SR-60	79.7	82.0	2.3	1.5	YES
10	SR-71	North of SR-60	79.4	82.1	2.7	1.5	YES
11	SR-60	SR-71 to Reservoir Street	84.7	85.4	0.7	1.5	NO
12	SR-60	Reservoir Street to Ramona Avenue	85.1	85.7	0.6	1.5	NO
13	SR-60	Ramona Avenue to Central Avenue	85.2	85.9	0.7	1.5	NO
14	SR-60	Central Avenue to Mountain Avenue	85.2	85.9	0.7	1.5	NO
15	SR-60	Mountain Avenue to Euclid Avenue	85.3	85.9	0.6	1.5	NO
16	SR-60	East of Euclid Avenue	85.2	85.8	0.6	1.5	NO
17	Phillips Boulevard	West of Ramona Avenue	64.9	62.8	-2.1	3	NO
18	Phillips Boulevard	Ramona Avenue to Central Avenue	62.2	61.9	-0.3	3	NO
19	Phillips Boulevard	Central Avenue to Mountain Avenue	50.5	47.5	-3.0	5	NO
20	Francis Avenue	West of Ramona Avenue	64.1	62.3	-1.8	3	NO
21	Francis Avenue	Ramona Avenue to Central Avenue	63.2	62.3	-0.9	3	NO
22	Francis Avenue	Central Avenue to Mountain Avenue	66.0	66.3	0.3	1.5	NO
23	Philadelphia Street	West of City Boundary	63.1	64.0	0.9	3	NO
24	Philadelphia Street	City Boundary to Ramona Avenue	68.7	69.7	1.0	1.5	NO
25	Philadelphia Street	Ramona Avenue to Central Avenue	68.9	70.4	1.5	1.5	YES
26	Philadelphia Street	Central Avenue to Mountain Avenue	67.9	68.8	0.9	1.5	NO
27	Philadelphia Street	Mountain Avenue to Euclid Avenue	65.1	64.7	-0.4	1.5	NO
28	Riverside Drive	SR-71 to Ramona Avenue	70.2	71.3	1.1	1.5	NO
29	Riverside Drive	Ramona Avenue to Central Avenue	63.4	64.9	1.5	3	NO
30	Riverside Drive	Central Avenue to Mountain Avenue	68.6	68.9	0.3	1.5	NO
31	Riverside Drive	Mountain Avenue to Euclid Avenue	73.0	73.9	0.9	1.5	NO
32	Riverside Drive	East of Euclid Avenue	69.2	69.9	0.7	1.5	NO
33	Chino Avenue	SR-71 to Central Avenue	69.5	70.0	0.5	1.5	NO
34	Chino Avenue	Central Avenue to Mountain Avenue	65.1	65.3	0.2	1.5	NO
35	Chino Avenue	Mountain Avenue to Euclid Avenue	65.0	68.8	3.8	3	YES
36	Chino Avenue	East of Euclid Avenue	67.6	69.8	2.2	1.5	YES
37	Schaefer Avenue	West of Ramona Avenue	68.1	69.1	1.0	1.5	NO
38	Schaefer Avenue	Ramona Avenue to Central Avenue	71.6	72.1	0.5	1.5	NO
39	Schaefer Avenue	Central Avenue to Mountain Avenue	70.0	70.0	0.0	1.5	NO
40	Schaefer Avenue	Mountain Avenue to Euclid Avenue	69.7	71.3	1.6	1.5	YES
41	Schaefer Avenue	East of Euclid Avenue	59.4	65.9	6.5	5	YES
42	Edison Avenue	SR-71 to Ramona Avenue	75.8	76.7	0.9	1.5	NO
43	Edison Avenue	Ramona Avenue to Central Avenue	73.6	75.4	1.8	1.5	YES
44	Edison Avenue	Central Avenue to Mountain Avenue	74.1	75.5	1.4	1.5	NO
45	Edison Avenue	Mountain Avenue to Euclid Avenue	73.3	76.1	2.8	1.5	YES
46	Edison Avenue	East of Euclid Avenue	72.2	76.5	4.3	1.5	YES
47	Eucalyptus Avenue	Pipeline Avenue to Ramona Avenue	66.2	67.1	0.9	1.5	NO
48	Eucalyptus Avenue	Ramona Avenue to Central Avenue	66.6	66.0	-0.6	1.5	NO

Table 4.10-9
Traffic Noise Increases Along Study Roadway Segments

ID	Road	Segment	CNEL at Receiving Land Use			Incremental Noise Level Increase Threshold	
			Existing	Future	Project Addition	Limit	Exceeded?
49	College Park Avenue	Central Avenue to Eucalyptus Avenue/ Oaks Avenue	60.3	65.5	5.2	3	YES
50	Eucalyptus Avenue	College Park Avenue/Oaks Avenue to Euclid Avenue	64.3	64.5	0.2	3	NO
51	Eucalyptus Avenue	East of Euclid Avenue	64.0	70.4	6.4	3	YES
52	Chino Hills Parkway	SR-71 to Central Avenue	69.9	71.4	1.5	1.5	YES
53	Merrill Avenue	Euclid Avenue to Hellman Avenue	68.0	69.9	1.9	1.5	YES
54	Merrill Avenue	Hellman Avenue to Archibald Avenue	68.5	70.2	1.7	1.5	YES
55	Kimball Avenue	El Prado Road to Euclid Avenue	74.2	75.1	0.9	1.5	NO
56	Kimball Avenue	Euclid Avenue to Hellman Avenue	71.2	74.5	3.3	1.5	YES
57	Limonite Avenue	Hellman Avenue to Archibald Avenue	69.3	76.5	7.2	1.5	YES
58	Pine Avenue	SR-71 to Euclid Avenue	72.1	74.1	2.0	1.5	YES
59	Pine Avenue	Euclid Avenue to Hellman Avenue	70.5	71.3	0.8	1.5	NO
60	Pine Avenue	Hellman Avenue to Archibald Avenue	71.8	71.6	-0.2	1.5	NO
61	El Prado Road	Central Avenue to Pine Avenue	62.2	60.0	-2.2	3	NO
62	East End Avenue	North of Walnut Avenue	71.0	72.3	1.3	1.5	NO
63	East End Avenue	Walnut Avenue to Riverside Drive	70.4	71.7	1.3	1.5	NO
64	East End Avenue	Riverside Drive to Chino Avenue	68.6	69.3	0.7	1.5	NO
65	East End Avenue	Chino Avenue to Schaefer Avenue	68.8	70.3	1.5	1.5	YES
66	Pipeline Avenue	North of Walnut Avenue	60.9	60.1	-0.8	3	NO
67	Pipeline Avenue	Walnut Avenue to Riverside Drive	68.3	69.2	0.9	1.5	NO
68	Pipeline Avenue	Riverside Drive to Chino Avenue	69.0	69.5	0.5	1.5	NO
69	Pipeline Avenue	Chino Avenue to Schaefer Avenue	69.9	70.4	0.5	1.5	NO
70	Pipeline Avenue	Schaefer Avenue to Edison Avenue	67.5	69.0	1.5	1.5	YES
71	Pipeline Avenue	Edison Avenue to Eucalyptus Avenue	71.0	70.5	-0.5	1.5	NO
72	Pipeline Avenue	Eucalyptus Avenue to SR-71	71.3	71.4	0.1	1.5	NO
73	Ramona Avenue	North of SR-60	69.0	70.3	1.3	1.5	NO
74	Ramona Avenue	SR-60 to Riverside Drive	71.8	71.4	-0.4	1.5	NO
75	Ramona Avenue	Riverside Drive to Chino Avenue	72.9	72.1	-0.8	1.5	NO
76	Ramona Avenue	Chino Avenue to Schaefer Avenue	72.6	72.5	-0.1	1.5	NO
77	Ramona Avenue	Schaefer Avenue to Edison Avenue	70.5	70.8	0.3	1.5	NO
78	Ramona Avenue	Edison Avenue to Eucalyptus Avenue	67.7	69.3	1.6	1.5	YES
79	Ramona Avenue	Eucalyptus Avenue to Chino Hills Parkway	70.2	70.4	0.2	1.5	NO
80	Ramona Avenue	South of Chino Hills Parkway	68.3	68.9	0.6	1.5	NO
81	Monte Vista Avenue	North of Walnut Avenue	67.7	67.7	0.0	1.5	NO
82	Monte Vista Avenue	Walnut Avenue to Riverside Drive	67.2	67.6	0.4	1.5	NO
83	Monte Vista Avenue	Riverside Drive to Chino Avenue	67.1	66.9	-0.2	1.5	NO
84	Monte Vista Avenue	Chino Avenue to Schaefer Avenue	63.8	63.0	-0.8	3	NO
85	Monte Vista Avenue	Schaefer Avenue to Edison Avenue	67.3	68.2	0.9	1.5	NO
86	Monte Vista Avenue	Edison Avenue to Eucalyptus Avenue	69.9	71.0	1.1	1.5	NO
87	Monte Vista Avenue	Eucalyptus Avenue to Chino Hills Parkway	65.4	68.0	2.6	1.5	YES
88	Benson Avenue	North of Philadelphia Street	65.8	66.7	0.9	1.5	NO
89	Benson Avenue	Philadelphia Street to Walnut Avenue	65.9	65.6	-0.3	1.5	NO
90	Benson Avenue	Walnut Avenue to Riverside Drive	64.7	64.3	-0.4	3	NO
91	Benson Avenue	Riverside Drive to Chino Avenue	67.0	66.6	-0.4	1.5	NO
92	Benson Avenue	Chino Avenue to Schaefer Avenue	66.2	66.2	0.0	1.5	NO
93	Benson Avenue	South of Schaefer Avenue	66.2	66.2	0.0	1.5	NO
94	Central Avenue	North of Philadelphia Street	73.9	74.6	0.7	1.5	NO
95	Central Avenue	Philadelphia Street to SR-60	72.6	72.8	0.2	1.5	NO

Table 4.10-9
Traffic Noise Increases Along Study Roadway Segments

ID	Road	Segment	CNEL at Receiving Land Use			Incremental Noise Level Increase Threshold	
			Existing	Future	Project Addition	Limit	Exceeded?
96	Central Avenue	SR-60 to Walnut Avenue	72.2	71.9	-0.3	1.5	NO
97	Central Avenue	Walnut Avenue to Riverside Drive	71.5	71.7	0.2	1.5	NO
98	Central Avenue	Riverside Drive to Chino Avenue	71.5	71.0	-0.5	1.5	NO
99	Central Avenue	Chino Avenue to Schaefer Avenue	71.8	72.0	0.2	1.5	NO
100	Central Avenue	Schaefer Avenue to Edison Avenue	71.5	71.1	-0.4	1.5	NO
101	Central Avenue	Edison Avenue to Eucalyptus Avenue	71.5	71.2	-0.3	1.5	NO
102	Central Avenue	Eucalyptus Avenue to Chino Hills Parkway	72.0	72.3	0.3	1.5	NO
103	Central Avenue	Chino Hills Parkway to El Prado Road	73.1	73.3	0.2	1.5	NO
104	Central Avenue	El Prado Road to SR-71	74.7	74.7	0.0	1.5	NO
105	Mountain Avenue	North of SR-60	72.1	72.2	0.1	1.5	NO
106	Mountain Avenue	SR-60 to Riverside Drive	72.1	72.9	0.8	1.5	NO
107	Mountain Avenue	Riverside Drive to Chino Avenue	70.9	70.7	-0.2	1.5	NO
108	Mountain Avenue	Chino Avenue to Schaefer Avenue	70.9	70.2	-0.7	1.5	NO
109	Mountain Avenue	Schaefer Avenue to Edison Avenue	67.7	66.9	-0.8	1.5	NO
110	Mountain Avenue	Edison Avenue to Eucalyptus Avenue	62.6	59.3	-3.3	3	NO
111	Fern Avenue	Riverside Drive to Chino Avenue	59.4	60.0	0.6	5	NO
112	Fern Avenue	Chino Avenue to Schaefer Avenue	54.8	56.0	1.2	5	NO
113	Fern Avenue	Schaefer Avenue to Edison Avenue	57.8	58.2	0.4	5	NO
114	Fern Avenue	Edison Avenue to Eucalyptus Avenue	60.5	47.9	-12.6	3	NO
115	Euclid Avenue	North of SR-60	67.2	66.7	-0.5	1.5	NO
116	Euclid Avenue	SR-60 to Walnut Avenue	69.0	69.6	0.6	1.5	NO
117	Euclid Avenue	Walnut Avenue to Riverside Drive	67.9	69.0	1.1	1.5	NO
118	Euclid Avenue	Riverside Drive to Chino Avenue	71.8	73.6	1.8	1.5	YES
119	Euclid Avenue	Chino Avenue to Schaefer Avenue	73.0	74.9	1.9	1.5	YES
120	Euclid Avenue	Schaefer Avenue to Edison Avenue	75.4	77.6	2.2	1.5	YES
121	Euclid Avenue	Edison Avenue to Eucalyptus Avenue	75.1	77.2	2.1	1.5	YES
122	Euclid Avenue	Eucalyptus to Merrill Avenue	75.2	77.5	2.3	1.5	YES
123	Euclid Avenue	Merrill Avenue to Kimball Avenue	75.2	77.7	2.5	1.5	YES
124	Euclid Avenue	Kimball Avenue to Pine Avenue	74.0	76.9	2.9	1.5	YES
125	Euclid Avenue	Pine Avenue to SR-73	72.6	74.9	2.3	1.5	YES
126	Hellman Avenue	Merrill Avenue to Kimball Avenue	60.8	68.0	7.2	3	YES
127	Hellman Avenue	Kimball Avenue to Pine Avenue	68.0	69.0	1.0	1.5	NO
128	Hellman Avenue	Pine Avenue to Chino Corona Road	59.7	63.2	3.5	5	NO
129	Hellman Avenue	Chino Corona Road to River Road	67.3	68.5	1.2	1.5	NO
130	Walnut Avenue	West of Pipeline Avenue	64.7	65.5	0.8	3	NO
131	Walnut Avenue	Pipeline Avenue to Ramona Avenue	68.2	68.6	0.4	1.5	NO
132	Walnut Avenue	Ramona Avenue to Central Avenue	67.3	66.0	-1.3	1.5	NO
133	Walnut Avenue	Central Avenue to Mountain Avenue	65.3	65.5	0.2	1.5	NO
134	Walnut Avenue	Mountain Avenue to Euclid Avenue	65.0	65.0	0.0	3	NO
135	Walnut Avenue	East of Euclid Avenue	71.1	71.8	0.7	1.5	NO

SOURCE: Appendix D

It should be noted, without approval of the project, a significant increase in ambient noise levels would also occur with buildout with the existing 2025 General Plan. This is due to regional growth that would occur under buildout of the existing 2025 General Plan. Buildout conditions under the existing 2025 General Plan would range from 47.7 to 77.9 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 80.9 to 85.9 CNEL at 100 feet from the freeways. Under buildout of the existing 2025 General Plan, off-site traffic noise level impacts would exceed noise level increase thresholds along 31 segments.

The proposed Hazards, Safety, and Noise Element includes measures to reduce vehicle noise. Future development and redevelopment under the project would be subject to Policies HSN-1.31, HSN-1.32, and HSN-1.36, which would apply the noise compatibility standards to new development and major redevelopment projects, require a noise study and mitigation measures for all site-specific projects that would expose people to noise levels in excess of the compatibility standards, and require developers to reduce noise impacts through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Future development and redevelopment would be required to prepare noise studies in accordance with the City's environmental review procedure for all site-specific projects that are not compatible with the future noise level at the site. These studies are required to identify all measures necessary to reduce noise levels to meet the City's interior and exterior noise compatibility standards. Through implementation of these policies, noise levels at new noise sensitive land uses would be evaluated and noise reduction techniques would be implemented to reduce noise exposure.

For existing land uses exposed to significant increase in noise, proposed Policy HSN-1.29 that "Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight." Additionally, Action HSN-1.l directs the City to study the feasibility of using alternative pavement materials such as open-graded or rubberized asphalt pavements on high volume roadway segments adjacent to residential neighborhoods and mixed-use districts to reduce noise generation. Alternative pavement materials have been shown to reduce roadway noise levels. However, the increase in ambient noise levels adjacent to the roadway segments listed above would likely remain at levels that would expose existing noise sensitive land uses to a significant increase in ambient noise levels.

Land Use Compatibility

Figure 4.10-4 presents future vehicle traffic noise contours in 2045 under buildout of the project. A significant impact would occur if implementation of the project resulted in an exposure of people to current or future motor vehicle traffic noise levels that exceed standards established in Table HSN-1 of the Hazards, Safety, and Noise Element As shown in Table HSN-1, for residential land uses, noise levels are normally acceptable up to 65 CNEL, conditionally acceptable with noise levels from 65 to 70 CNEL, normally unacceptable with noise levels from 70 to 75 CNEL, and clearly unacceptable above 75 CNEL. Compatibility levels for other land uses are generally greater than those for residential land uses.

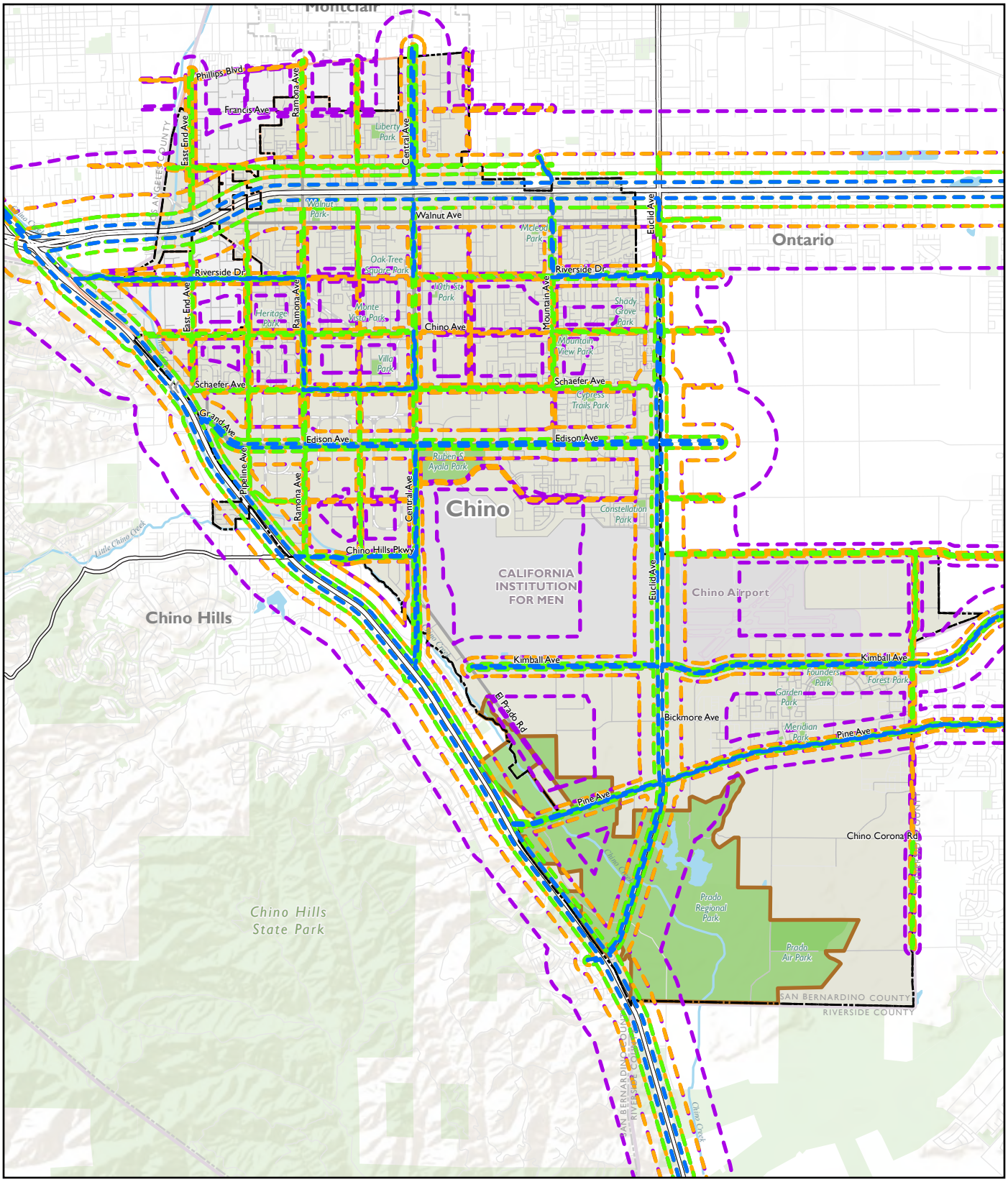

FIGURE 4.10-4
GPU Buildout (2045) Vehicle Traffic Noise Contours

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Project land use changes would be located within the Key Opportunity Areas shown in Figure 3-1. These areas are located adjacent to freeways and other heavily traveled roadways including SR-71, SR-60, Central Avenue, Walnut Avenue, Riverside Drive, Chino Avenue, and Euclid Avenue. Noise sensitive land uses that are developed near higher-volume roadways could experience noise levels exceeding the City's noise compatibility standards, particularly those uses located near freeways. Future development and redevelopment under the project would be subject to proposed Policies HSN-1.31, HSN-1.32, and HSN-1.36, which would apply the noise compatibility standards to new development and major redevelopment projects, require a noise study and mitigation measures for all site-specific projects that would expose people to noise levels in excess of the compatibility standards, and require developers to reduce noise impacts through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Future development and redevelopment would be required to prepare noise studies in accordance with the City's environmental review procedure for all site-specific projects that are not compatible with the future noise level at the site. These studies are required to identify all measures necessary to reduce noise levels to meet the City's interior and exterior noise compatibility standards. Through implementation of these policies, noise levels at new noise sensitive land uses would be evaluated and noise reduction techniques would be implemented to reduce noise exposure. Noise reduction techniques analyzed in future studies include, but are not limited to, the following:

- Orient buildings and structures to minimize exposure to noise sources and maximize natural sound attenuation. Design building layouts and configurations to create quiet zones or shield noise sensitive areas from adjacent noise sources, such as roads, railways, or industrial facilities.

- Incorporate sound-absorbing materials, insulation, and architectural features into building design and construction to reduce indoor noise levels and enhance occupant comfort. Utilize noise-reducing technologies, such as double-glazed windows, soundproofing walls, and resilient flooring, to mitigate noise intrusion from external sources.

- Utilize landscaping and vegetation strategies to create natural barriers and absorb sound waves, reducing the transmission of noise between land uses.

- If necessary, construct noise barriers to reduce exterior noise levels to the City's noise compatibility levels.

However, traffic noise would likely remain at levels that that would exceed exterior and interior standards.

b. Railroad Noise

Union Pacific operates a spur line that extends from the northwestern boundary of the Planning Area southeast to Benson Avenue and then south along Sixth Street to an industrial area. Figure 4.10-3 presented railroad noise contours, and Table 4.10-10 presents the approximate contour distances from the locations of the switching trains.

Table 4.10-10 Railroad Noise Contour Distances				
	Distance to Noise Contour (feet)			
	55 CNEL	50 CNEL	45 CNEL	40 CNEL
Switching Trains	16	43	87	176
CNEL = community noise equivalent level				

As shown in Figure 4.10-3 and Table 4.10-10, due to the limited number of trains that travel in and out of the Planning Area and the slow speed of travel, railroad noise levels would not exceed 65 CNEL outside the railroad right-of-way. As discussed above, the proposed Hazards, Safety, and Noise Element includes policies to reduce the exposure of noise sensitive land uses from excessive noise, including noise generated by the railroad. Policy HSN-1.29 protects "occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight." Future development and redevelopment under the project would be subject to Policies HSN-1.31, HSN-1.32, and HSN-1.36, which would apply the noise compatibility standards to new development and major redevelopment projects, require a noise study and mitigation measures for all site-specific projects that would expose people to noise levels in excess of the compatibility standards, and require developers to reduce noise impacts through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Due to the anticipated low noise levels generated by railroad traffic and through implementation of applicable policies of the Hazards, Safety, and Noise Element, railroad noise would not exceed the City's noise standards.

c. Stationary Noise

A significant impact would occur if implementation of the project resulted in the exposure of people to noise levels that exceed property line limits established in Municipal Code under Section 9.40.040 (see Table 4.10-6 above). Stationary sources of noise include activities associated with a given land use. For example, noise sources from commercial land uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses. Noise generated by residential or commercial uses is generally short-lived and intermittent, while noise generated by automobile-oriented commercial and industrial uses is usually sporadic, highly variable, and spatially distributed. Noise sources from industrial uses would include mechanical equipment, generators, and trucks. Additionally, potential noise conflicts could occur in mixed use areas where residential uses are close to commercial and retail uses.

The type of land uses proposed under the project would be similar to land uses that currently exist within the Planning Area. When compared to the existing year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. Noise levels within the Planning Area are currently dominated by vehicle traffic on freeways and heavily traveled area roadways and would continue to be the primary source of noise under project buildout. Therefore, future noise levels from stationary sources throughout the Planning Area would not be expected to increase the hourly or daily average sound level with respect to current conditions. While noise sensitive land uses would be exposed to noise associated with the operation of commercial and

industrial uses, future development and redevelopment would be required to demonstrate compliance with the Municipal Code. Additionally, the proposed Hazards, Safety, and Noise Element contains policies to reduce impacts associated with stationary sources of noise. Policy HSN-1.30 would "Locate and design transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses." Policy HSN-1.34 states that "Noise impacts should be controlled at the noise source where feasible (as opposed to at receptor end) with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources." Policy HSN-1.35 would "Require noise buffering, dampening, or active cancellation, on roof-top or other out-door mechanical equipment located near residences, parks, and other noise sensitive land uses." Outside of project specific requirements consistent with the General Plan policies, General Plan Action HSN-1.m directs the City to "Update the Municipal Code to establish controls on outdoor noise in commercial mixed use areas, such as outdoor dining terraces or public plazas. Controls may include limits on noise levels or hours of operation." Additionally, Action HSN-1.o requires the City to "Continue to work with community members and business owners to address noise complaints and ensure voluntary resolution of issues through the enforcement of Municipal Code provisions."

Therefore, noise associated with stationary noise would likely remain at levels that would expose existing noise sensitive land uses to a significant increase in ambient noise levels.

d. Construction Noise

Implementation of the project may result in simultaneous construction of various development and redevelopment projects over the duration of project buildout. Future development and redevelopment under the project could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the Planning Area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be close to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and the use of power tools. Noise would also be generated by construction equipment use, including earthmovers, material handlers, and portable generators, and could reach high noise levels for brief periods.

As discussed in Section 4.10.4.4 above, hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 80 dB(A) L_{eq} at 70 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 70 feet of construction activities.

The City regulates construction noise through Municipal Code Sections 9.40.060 and 15.44.030, which set noise standards for construction activities and limit construction to 7:00 a.m. and 8:00 p.m. Mondays through Saturday. Additionally, Policy HSN-1.33 requires all construction activities to meet the City Municipal Code standards.

Implementation of the project would increase development capacity within the Planning Area. As noted previously, construction noise levels are variable and depend on specific locations, site plans, and construction details relative to specific projects. Significant noise impacts may occur associated with individual site-specific projects, particularly if construction techniques such as pile driving are proposed. However, construction would be localized and would occur intermittently for varying periods of time in accordance with the City's Municipal Code.

Because project-level information is not yet available, it is not possible to quantify construction noise impacts at noise sensitive land uses. In most cases, construction of individual site-specific projects would temporarily increase the ambient noise environment, potentially affecting existing and future sensitive receptors. The Municipal Code and proposed Hazards, Safety, and Noise Element policies would serve to minimize construction noise. However, because construction activities may occur near noise sensitive land uses and because noise disturbances could occur for prolonged periods of time or during noise sensitive hours of the day, construction noise associated with future site-specific projects could exceed the City's noise standards.

4.10.5.2 Significance of Impacts

a. Traffic Noise

Increase in Ambient Noise

The increase in ambient noise levels adjacent to roadway segments presented in Table 4.10-9 above would expose existing noise sensitive land uses to a significant increase in ambient noise levels, and impacts would be significant.

Land Use Compatibility

Hazards, Safety, and Noise Element policies HSN-1.31, HSN-1.32, and HSN-1.36 would apply the noise compatibility standards to new development and major redevelopment projects, require a noise study and mitigation measures for all site-specific projects that would expose people to noise levels in excess of the compatibility standards, and require developers to reduce noise impacts through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). However, because specific project details are not yet known, impacts associated with land use compatibility conflicts would have the potential to be significant.

b. Railroad Noise

Due to the anticipated low noise levels generated by railroad traffic and through implementation of applicable Hazards, Safety, and Noise Element policies, impacts associated with railroad noise would be less than significant.

c. Stationary Noise

Future development and redevelopment would be required to show compliance with the City's Municipal Code. Additionally, compliance with applicable policies in the Hazards, Safety, and Noise Element would reduce impacts associated with stationary sources of noise. However, because specific project details are not yet known, impacts associated with stationary sources of noise would have the potential to be significant.

d. Construction Noise

The City limits construction activities to 7:00 a.m. and 8:00 p.m., Monday through Saturday, and establishes noise level limits through Section 9.40.060 of the Municipal Code. Additionally, Policy HSN-1.33 requires all construction activities to meet the City Municipal Code standards. However, because specific project details are not yet known and because construction activities could expose noise sensitive land uses to periods of high-level construction noise, construction noise impacts associated with future development and redevelopment under the project would have the potential to be significant.

4.10.5.3 Mitigation

a. Traffic Noise

Increase in Ambient Noise

Impacts associated with the increase in ambient noise and land use compatibility would be significant without mitigation. For existing noise sensitive land uses, possible noise-reduction measures would include retrofitting older structures with acoustically rated windows and doors featuring higher sound transmission class ratings, which is a measure of exterior noise reduction performance. However, there is no mechanism in place for implementing such a retrofit program. Because the significant noise impacts would be to existing homes and other noise sensitive land uses in an already urbanized area, there is no feasible mitigation. Mitigation for future development and redevelopment under the project is presented below.

NOI-1: Exterior Noise Analysis

Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

NOI-2: Interior Noise Analysis

Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

Land Use Compatibility

See mitigation measures NOI-1 and NOI-2 above.

b. Railroad Noise

Impacts would be less than significant. No mitigation is required.

c. Stationary Noise

NOI-3: Stationary Noise

Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.

d. Construction Noise

NOI-4: Construction Noise

Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City:

- The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.

- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses.

- Stockpiling shall be located as far as feasible from nearby noise sensitive land uses.

- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.

4.10.5.4 Significance of Impacts after Mitigation

a. Traffic Noise

Increase in Ambient Noise

Implementation of mitigation measures NOI-1 and NOI-2 would reduce noise exposure for future development to the extent feasible. However, site-specific development projects are not currently available, and there is a potential for noise to exceed the City's noise standards. Therefore, despite adherence to mitigation measures NOI-1 and NOI-2, impacts associated with increases in ambient noise would remain significant and unavoidable.

Land Use Compatibility

Implementation of mitigation measures NOI-1 and NOI-2 would reduce noise exposure for future development to the extent feasible. However, site-specific development projects are not currently available, and there is a potential for noise to exceed the City's noise standards. Therefore, despite adherence to mitigation measures NOI-1 and NOI-2, impacts associated with land use incompatibility would remain significant and unavoidable.

b. Railroad Noise

Impacts would be less than significant. No mitigation is required.

c. Stationary Noise

Implementation of mitigation measure NOI-3 would reduce impacts related to stationary noise to a level less than significant.

d. Construction Noise

Implementation of mitigation measure NOI-4 would reduce impacts related to construction noise to a level less than significant.

4.10.6 Topic 2: Vibration

Would the project generate excessive groundborne vibration or groundborne noise levels?

4.10.6.1 Impact Analysis

a. Construction

Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some development and redevelopment sites, and

vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high-power tools) would be intermittent and would only occur for short periods of time for any individual development site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would not generate perceptible levels of vibration.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs close to structures. As shown in Table 4.10-8, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (e.g., 0.12 PPV for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Construction details and equipment for future site-specific projects is not known at this programmatic level of analysis. Thus, construction of future site-specific projects may exceed applicable vibration thresholds.

b. Railroad

Construction of vibration-sensitive uses close to railroad tracks could result in rattling windows and vibration of floors once these structures are operational. Train vibration depends upon a variety of factors: the weight of the train, the travel speed, the condition of the track and the character of the subsoil all affect the observed vibration level. Vibration impacts due to the proximity of land uses to the rail corridor were analyzed using the FTA criteria presented in Table 4.10-3 above. Based on U.S. DOT FRA crossing inventory data, up to two switching trains utilize this spur line near the residential uses per day and up to four switching trains utilize the internal spur lines within the industrial area per day. These are considered infrequent events (fewer than 30 per day). Sensitive land uses adjacent to the railroad tracks include residential uses (Category 2) and uses with daytime use (Category 3). As shown in Table 4.10-3 above, a significant vibration impact may occur if Category 2 and 3 land uses are exposed to vibration levels of 80 and 83 VdB, respectively, for infrequent events. Other land uses adjacent to the railroad tracks, such as industrial uses, are not sensitive to groundborne vibration.

Figure 4.10-5 presents the generalized ground surface vibration curves that are based on measurements of ground-borne vibration at representative North American transit systems (FTA 2018). These curves can be used to represent vibration characteristics for standard transportation systems. As shown in Figure 4.10-5, the reference speed in the generalized ground surface vibration curves is 50 mph. Using FTA equations and methodology, adjusting for a speed of 10 mph results in vibration levels that are 14 VdB less than those shown in Figure 4.10-5. Residential uses and other vibration sensitive uses are located 30 feet or more from the railroad tracks. Using the generalized vibration curve and adjusting for speed, vibration levels are estimated to be 74 VdB or less at the adjacent uses. Given the limited number of trains and the low speed (10 mph), vibration levels are adjacent to the railroad tracks would not exceed applicable vibration thresholds.

Source: FTA Report No. 0123, 2018

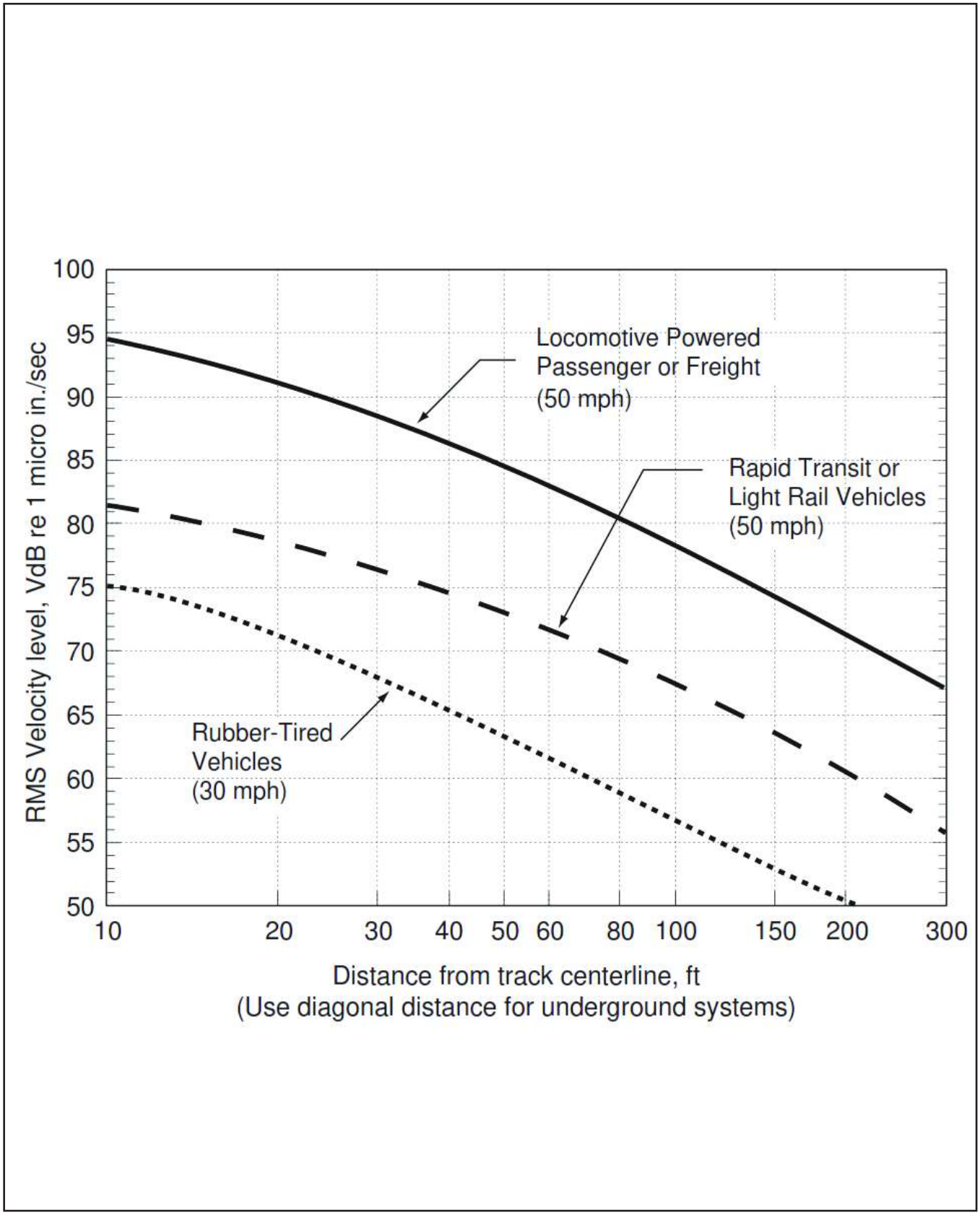

FIGURE 4.10-5
Generalized Ground Surface Vibration Curve

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c. Stationary Sources

Industrial manufacturing operations occasionally utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of industrial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Furthermore, the project does not propose any industrial manufacturing uses. Residential and commercial uses do not typically generate vibration. Therefore, vibration associated with stationary sources would not exceed applicable vibration thresholds.

4.10.6.2 Significance of Impacts

a. Construction

Construction details and equipment for future site-specific projects are not known at this programmatic level of analysis. Thus, future development and redevelopment would have the potential to result in significant impacts related to construction vibration.

b. Railroad

Given the limited number of trains and the low speed (10 mph), vibration levels are adjacent to the railroad tracks would be less than significant.

c. Stationary Sources

Vibration impacts associated with stationary sources would be less than significant.

4.10.6.3 Mitigation

a. Construction

NOI-5: Construction Vibration

Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory

rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

b. Railroad

Impacts would be less than significant. No mitigation is required.

c. Stationary Sources

Impacts would be less than significant. No mitigation is required.

4.10.6.4 Significance of Impacts after Mitigation

a. Construction

Implementation of mitigation measure NOI-5 would reduce exposure to construction vibration to the extent feasible. However, site-specific development projects are not currently available, and there is a potential for construction vibration to exceed the applicable standards. Therefore, despite adherence to mitigation measure NOI-5, impacts associated with construction vibration would remain significant and unavoidable at this program level of review.

b. Railroad

Impacts would be less than significant. No mitigation is required.

c. Stationary Sources

Impacts would be less than significant. No mitigation is required.

4.10.7 Topic 3: Airports

Would the project expose people residing or working in the project area to excessive aircraft noise levels?

4.10.7.1 Impact Analysis

Chino Airport is in the southeastern portion of the Planning Area, and Ontario International Airport is a commercial air facility located two miles northeast of the Planning Area. As shown in Figure 4.10-2 above, the 65 L_{DN} noise contour does not extend beyond the Chino Airport boundaries. The noise contour does not cover any residential properties. The Ontario International Airport noise contour map does not cover any part of the Planning Area. Noise levels are not anticipated to exceed the compatibility levels of the ACLUP. Additionally, as discussed above, the proposed Hazards, Safety, and Noise Element includes policies to reduce the exposure of noise sensitive receptors from excessive noise, including noise generated by aircraft. Policy HSN-1.29 protects "occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, railway lines, and within areas of aircraft overflight." Similarly, Policy HSN-4.1 requires that

new development be consistent with the safety zone land use and noise compatibility criteria established in the Chino ACLUP. Furthermore, the project includes an implementing action to update the Chino ACLUP to incorporate standards that minimize the public's exposure to excessive noise and safety hazards in areas around Chino Airport, relying on the compatibility guidance provided by the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics.

4.10.7.2 Significance of Impacts

Noise levels are not anticipated to exceed the compatibility levels of the ACLUP. Therefore, noise impacts due to aircraft would be less than significant.

4.10.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.7.4 Significance of Impacts after Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.8 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for noise. The analysis of vehicle traffic noise provided above is cumulative in nature because the analysis considers noise impacts associated with buildout of the entirety of the Planning Area and the traffic assumptions used in the analysis include cumulative traffic associated with regional growth. Cumulatively, there would be additional new future development and associated travel demand within the Planning Area and in the surrounding region. The residences and other sensitive land uses located along most of roadways within the Planning Area are currently affected by the existing traffic noise, and cumulative growth would result in a significant increase in ambient noise and would potentially result in noise levels that exceed the City's compatibility standards. As outlined in Section 4.10.5.1(a), under buildout of the project, traffic noise level impacts would exceed the noise level increase thresholds along 34 roadway and freeway segments. Based on the significance criteria for off-site traffic noise, land uses adjacent to these study area roadway segments would experience a significant cumulative noise level increases due to the project-related traffic as compared to the existing traffic noise levels. Therefore, impacts associated with increases in ambient traffic noise would be cumulatively considerable and would remain significant and unavoidable.

Stationary sources of noise, construction noise, and vibration are generally localized impacts that do not have regional or cumulative considerations. Noise sources associated with past, present, and future development in the region include construction equipment, landscape and building maintenance activities, mechanical equipment, solid waste collection, parking lots, commercial, office, and industrial activities, and residential, school, and recreation activities and events. However, construction vibration would be cumulatively considerable and would remain significant and unavoidable.

4.11 Population and Housing

This section analyzes potentially significant impacts related to population and housing that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (Chino) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1.

4.11.1 Existing Conditions

The City continues to expand housing opportunities to accommodate its growing population. Nearly 20 percent of land (3,731 acres) within the City limit, concentrated primarily in the older, northern portion of the City and in the College Park and Preserve Specific Plan Areas, comprise the City's residential areas. Residents are drawn to the City because of its prime location on the western side of San Bernardino County, its close proximity to employment opportunities and general business-friendly community, and its regional recreational attractions. While initially focused on low-density, single-family homes, the City's housing landscape now includes a variety of property types.

4.11.1.1 Population, Housing, and Employment Trends

The Southern California Association of Governments (SCAG) is the metropolitan planning organization responsible for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is required to update these forecasts every four years. To facilitate regional planning efforts, SCAG's planning area is further organized into 14 subregions. The City is in the San Bernardino Council of Governments subregion.

a. Population

Per the City's 6th Cycle Housing Element (2021–2029), the City's population has grown by 10.5 percent between 2010 and 2020, while San Bernardino County's region has experienced a growth rate of 10.1 percent over the same time period. The City has experienced slightly higher and more consistent growth rates compared to similar surrounding cities except for the City of Ontario, which experienced a 20.5 percent growth rate between 2010 and 2020. Most of the City's population growth stems from the annexation and development of The Preserve and College Park.

Table 4.11-1 presents existing and projected population within the City in comparison to San Bernardino County. As shown in Table 4.11-1, the population of the City is projected to increase from 93,114 in 2024 to 112,161 in 2045, which would constitute a 20.5 percent increase during that 21-year timeframe. The population within San Bernardino County was projected to increase from 2,195,611 in 2024 to 2,534,000 in 2045, which would constitute a 15.4 percent increase during that 21-year time frame. In comparison, the City is projected to experience a slightly higher population growth compared to San Bernardino County.

Table 4.11-1 Local and Regional Population Growth						
	City			San Bernardino County		
Year	Total Population	Population Increase	Percent Change	Total Population	Population Increase	Percent Change
2024[1]	93,114	--	--	2,195,611	--	--
2045	112,161	19,047	20.5%	2,534,000	338,389	15.4%
SOURCE: Southern California Association of Governments 2024 [1]2023 American Community Survey 1-Year Estimates data is used as a proxy for 2024 population, as this is the most recent census data available at the time of PEIR drafting.						

b. Housing

According to the 2021–2029 Housing Element, approximately 68.8 percent of existing homes in the City are single-family detached homes, 6.8 percent are single-family attached homes/townhomes/condos, 21.9 percent are multi-family condominiums or apartments, and 2.5 percent are mobile homes (City of Chino 2023). Table 4.11-2 presents the 2016-2045 housing growth rate for the City in comparison to that for San Bernardino County. As shown in Table 4.11-2, the number of households in the City was projected to increase from 27,372 in 2024 to 37,810 units in 2045, which would constitute a 38.1 percent increase during that 21-year time frame. The number of households within San Bernardino County was projected to increase from 682,807 in 2024 to 918,000 in 2045, which would constitute a 34.4 percent increase during that 21-year time frame. In comparison, the City is projected to experience a slightly greater increase in households compared to San Bernardino County.

Table 4.11-2 Local and Regional Housing Growth						
	City			San Bernardino County		
Year	Total Households	Household Increase	Percent Change	Total Households	Household Increase	Percent Change
2024[1]	27,372	--	--	682,807	--	--
2045	37,810	10,438	38.1%	918,000	235,193	34.4%
SOURCE: Southern California Association of Governments 2024 [1]2023 American Community Survey 1-Year Estimates data is used as a proxy for 2024 households, as this is the most recent census data available at the time of PEIR drafting.						

c. Employment

While the City began as an agricultural community, it grew with the construction of freeways and airports in the area, connecting the community to the region and the nation. Employment opportunities in the City are anchored by manufacturing, wholesale trade, logistics, and warehousing businesses. Landmark businesses in the City include the Chino Airport, the California Institution for Men, the California Institution for Women, and Chaffey College Chino Campus.

Table 4.11-3 presents employment growth forecast for the City in comparison to San Bernardino County. As shown in Table 4.11-3, the number of jobs within the City is projected to increase from 52,732 in 2024 to 60,610 in 2045, which would constitute a 14.9 percent increase during that 21-year time frame. The number of jobs within San Bernardino County is projected to increase from 1,006,411 in 2024 to 1,079,000 in 2045, which would constitute a 7.2 percent increase during that 21-year time frame. As such, the City is projected to experience greater job growth compared to San Bernardino County.

Table 4.11-3
Local and Regional Employment

	City			San Bernardino County		
Year	Total Jobs	Jobs Increase	Percent Change	Total Jobs	Jobs Increase	Percent Change
2024[1]	52,732	--	--	1,006,411	--	--
2045	60,610	7,878	14.9%	1,079,000	72,589	7.2%

SOURCE: Southern California Association of Governments 2024
[1].2023 American Community Survey 1-Year Estimates data is used as a proxy for 2024 households, as this is the most recent census data available at the time of PEIR drafting.

4.11.2 Applicable Regulatory Framework

4.11.2.1 Federal Regulations

a. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 United States Code Section 4601)

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 United States Code [USC] 4601 et seq.), provides important protections and assistance for people affected by federally funded projects in accordance with the following objectives:

(a) To ensure that owners of real property to be acquired for federal and federally assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in federal and federally assisted land acquisition programs;

(b) To ensure that persons displaced as a direct result of federal or federally assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and

(c) To ensure that agencies implement these regulations in a manner that is efficient and cost effective.

4.11.2.2 State Regulations

a. Senate Bill 375

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, was approved in 2008. SB 375 provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, helping to meet the statewide targets for reducing greenhouse gas emissions set by Assembly Bill (AB) 32 (see Section 4.6 above). As a part of this effort, SB 375 requires that regional housing needs be addressed in conjunction with regional transportation to integrate housing, land use, and transportation planning together. SB 375 also requires the Regional Housing Needs Allocation (RHNA) be completed every eight years and, if a jurisdiction does not meet this requirement, penalties may be incurred in accordance with SB 375 and AB 1233.

b. Senate Bill 35

SB 35, or the Affordable Housing Streamlined Approval Process, was passed in 2017. It creates an opt-in program for developers that allows a streamlined ministerial process (i.e., not subject to a discretionary review, and therefore California Environmental Quality Act [CEQA] exempt) for developments in localities that have not yet made sufficient progress toward meeting their RHNA. Eligible developments must include a specified level of affordability; be located on an infill site; and comply with existing residential and mixed-use general plan or zoning provisions.

c. Senate Bill 330

The "Housing Crisis Act" was passed in 2019 and was supplemented by AB 8 in 2021. It allows a housing developer to submit a "preliminary application" to a local agency for a housing development project. Submittal of a preliminary application allows a developer to provide a specific subset of information on the proposed housing development before providing the full amount of information required by the local government for a housing development application. Upon submittal of a preliminary application and payment of a permit processing fee, a housing developer is allowed to "freeze" the applicable fees and development standards that apply to a project while the rest of the material necessary for a full application submittal is assembled. After an application is deemed complete, local agencies cannot "disapprove" an eligible housing development project or condition its approval at a "lower density," as defined in Government Code Section 65589.5(g) if the project is consistent with objective standards. SB 330 also places additional limitations on an "affected" agency's ability to limit development, and requires the California Department of Housing and Community Development (HCD) to develop a list of "affected cities" and census designated places within the unincorporated County ("affected counties") that are prohibited from taking certain zoning-related actions, including, but not limited to the following:

- downzoning or actions resulting in lesser intensification,
- imposing a moratorium on development, and/or
- imposing design standards that are not objective.

The law also requires jurisdiction-wide housing replacement when affordable housing to lower-income residents is demolished. The majority of these provisions sunset, or expire, on January 1, 2030, unless extended by the legislature and governor.

d. Senate Bill 6

The "Middle Crisis Housing Act" was passed in 2022. It allows residential development on property zoned for retail and office space without the need to rezone the site and allows project applicants to invoke the Housing Accountability Act (1982) to limit local discretion to deny or implement a conditional approval. SB 6 does not provide a ministerial approval pathway and requires applicants to commit to both prevailing wage and more costly "skilled and trained workforce" requirements for project labor. SB 6 does not contain any affordability requirements.

e. Assembly Bill 2011

The "Housing and High Roads Job Act" was passed in 2022 and sunsets in 2033. It creates a ministerial, CEQA exempt, time-limited approval process for multi-family housing developments on commercially zoned property. Projects must pay prevailing wages to construction workers and meet specified below market rate (BMR) affordable housing targets. The legislation provides two distinct options: one for 100 percent BMR projects and a second for mixed-income (typically 15 percent BMR) projects located specifically on "commercial corridors." Eligibility is further limited by numerous site and project criteria requiring careful review. The streamlined review process relies on objective design standards.

4.11.2.3 Regional Regulations

a. Connect SoCal 2024

SCAG's regional council adopted Connect SoCal 2024 (2024-2050 Regional Transportation Plan/Sustainable Communities Strategy), in April 2024. Connect SoCal is a regional planning document that SCAG is required to update every four years per federal and state law. Additionally, because most areas within the SCAG region have been designated as nonattainment or maintenance areas for one or more transportation related criteria pollutants under the federal Clean Air Act, Connect SoCal must conform to the applicable State Implementation Plan.

b. Regional Housing Needs Assessment

To respond to state population and household growth, and to ensure the availability of decent affordable housing for all income groups, the state enacted a law that requires SCAG and other councils of governments to periodically distribute the state identified housing need for their regions. Local jurisdictions are required by state law (Government Code Section 65580 et seq.) to plan for their fair share of projected housing construction needs in their region over a specified planning period. Housing unit construction goals are set by the state HCD and allocated to cities through regional planning agencies. HCD is responsible for determining this regional need, initiating the process by which each region must then distribute their share of statewide need to all jurisdictions within its region. Future regional housing needs are calculated in terms of the following three factors:

1. The number of units needed to accommodate forecast population growth;

2. The number of units needed to replace demolition due to attrition in the housing stock (i.e., fire damage, obsolescence, redevelopment, and conversion to non-housing uses); and

3. Maintenance of an ideal vacancy rate for a well-functioning housing market (i.e., vacancy allowance).

After a RHNA determination has been made, a regional RHNA plan must be developed. State housing element law (Government Code Section 65584(d)) states that the RHNA plan shall be consistent with four objectives:

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in all jurisdictions receiving an allocation of units for low- and very low-income households.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the state Air Resources Board pursuant to California Government Code Section 65080.

3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

SCAG has developed a RHNA plan to address the housing needs of the southern California region. Future housing need are assessed for each city or county jurisdiction. The RHNA plan is based on the land use pattern in the 2024 Regional Transportation Plan and Sustainable Communities Strategy and the 2024 Regional Growth Forecast, in accordance with SB 375. This recent legislation, SB 375, as well as SB 575, affects the RHNA allocation process. The City's RHNA allocation for the 2021-2029 Housing Element is a total of 6,978 units, allocated by income level categories as follows:

- Extremely Low/Very Low Income: 2,113 units (30.3 percent of total)
- Low Income: 1,284 units (18.4 percent of total)
- Moderate Income: 1,203 units (17.2 percent of total)
- Above-Moderate Income: 2,378 units (34.1 percent of total)

4.11.2.4 Local Regulations

a. 2021-2029 Housing Element

California State Housing Element Law (California Government Code Article 10.6) establishes the requirements for the Housing Element of the General Plan. Specifically, Government Code Section 65588 requires that local governments review and revise the Housing Element of their comprehensive General Plans not less than once every eight years. The City Council adopted the 2021-2029 Housing Element on November 19, 2024, which was certified by HCD on December 26, 2024.

The Housing Element, as part of the City's General Plan, establishes housing-related actionable programs intended to guide land-use planning and development activities for the 2021-2029 Housing Element planning period in accordance with the City's stated housing goals and state law. The 2021-2029 Housing Element includes strategies for maintenance of existing housing and action-oriented programs to increase the capacity for additional housing options within the local housing supply, as necessary, to meet the current and future needs of people living and working in the City.

The following five major goals were identified by the City that are addressed by the housing plan in the 2021-2029 Housing Element:

- Maintenance and improvement of the existing housing stock.
- Adequate housing opportunities to meet the affordable housing needs of the community, including those groups with special housing needs.
- Adequate housing sites identified to accommodate the City's RHNA.
- Mitigation of governmental constraints to housing production and affordability.
- Fair housing opportunity for all residents to reside in the housing of their choice.

b. Housing Ballot Measures (Measure M and Measure Y)

Measure M (1988)

In 1988, the City adopted Measure M, a voter-approved residential growth control measure as an amendment to the General Plan. The measure applies to territory within the City's geographical boundaries at the time of adoption, and it prohibits the City Council from increasing residential density or rezoning non-residential land for residential uses without a vote of the people. However, to provide an updated housing element that meets the state's housing requirements, the City must rezone non-residential land. Through the years, there have been 15 ballot measures that proposed land use changes to permit residential land use in new areas or to increase residential density.

Measure Y (2022)

In 2022, the City passed Measure Y, an ordinance to approve the Housing Element Update with the application of two identified overlay zoning designations. These two overlay zones, the Affordable Housing Overlay Zone and the Mixed-Use Overlay Zone, would help the City meet its state -mandated RHNA allocation so that the 2021–2029 Housing Element Update would comply

with state law. The Affordable Housing Overlay Zone applies to 44 sites in the City, and the Mixed-Use Overlay Zone applies to 47 sites in the City. The total land area within these sites covers 1.2 percent of the City's total land area. Measure Y was put forward as a way to satisfy Measure M's voter approval requirement since it did not affect or change the provisions of Measure M.

4.11.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds. A significant impact related to population and housing would be significant if the project would:

1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.11.4 Methodology

Potential impacts associated with population and housing were evaluated through a comparison of project buildout with data derived from the 2021-2029 Housing Element (City of Chino 2023).

4.11.5 Topic 1: Population Growth

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

4.11.5.1 Impact Analysis

The project would facilitate future development within the Planning Area through 2045. The project would concentrate future development within key opportunity areas, which consist primarily of vacant or underutilized land, as well as a number of City-owned parcels. Underutilized sites were defined as parcels with a low assessed value ratio, low floor-to-area ratios, or both. The assessed value ratio is the ratio of the value of existing permanent improvements (i.e., buildings and structures) to the value of the land on which they sit. Where this ratio is less than one, a parcel may be considered underutilized. The floor-to-area ratio is the ratio of building floor area to overall site area. A low floor-to-area ratio means that the square footage of buildings is small compared to the overall size of the site. Using these criteria, approximately 750 parcels were flagged as potential opportunity sites. Areas of clustered parcels of vacant, underutilized, and City-owned land are identified as opportunity areas as they present the best opportunities for accommodating new housing and jobs.

Table 4.11-4 summarizes the projected buildout of the Planning Area, which includes parcels within the City boundaries and the SOI. Buildout of the project would result in approximately 39,194 housing units, an increase of 9,786 units over the 2024 existing conditions. Of these 9,786 new units, 2,787 would be single-family homes, 5,981 would be multi-family homes, and 1,011 would be accessory

dwelling units. In comparison to regional growth projections, project buildout of 39,194 units would be 13 units greater than of the 2045 SCAG projection of 39,181. This is a minimal difference in projected buildout.

Table 4.11-4
2024–2045 Net Housing and Jobs Buildout Summary

	Residential Units	Jobs	Jobs/Housing Ratio
2024	29,408	54,603	1.86
2045	39,194	63,626	1.62
2024–2045 Net Growth	9,786	9,023	-0.24
2045 SCAG Projection for the City	39,181	60,610	1.55

As described in Section 4.11.1.1 above, the City's population is projected to increase from 93,114 in 2024 to 112,161 in 2045, which would constitute an increase of 20.5 percent. Similarly, the number of housing units within the City's is projected to increase from 29,408 in 2024 to 39,181 in 2045, which would constitute an increase of 33.3 percent. Approval of the project would serve as an important action toward implementing the City's 2021 2029 Housing Element and the associated RHNA allocation of 6,978 units. Because the housing assessment in the RHNA is based on SCAG projections, future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 6,978 units as well as accommodate future population growth and housing needs projected in SCAG's growth projections.

The project has been designed to primarily focus future development and redevelopment within key opportunity areas along major transit corridors that are already served by existing infrastructure. Similarly, future development and redevelopment outside the key opportunity areas would occur in areas that are already served by infrastructure. Given these conditions and the City's existing development and housing occupancy patterns, future housing development facilitated by the project would not induce unplanned population growth directly or indirectly through extension of roads or other infrastructure.

4.11.5.2 Significance of Impacts

The project would accommodate increases in population based on SCAG's demographic projections, beyond the Adopted General Plan, primarily within developed areas that are already served by infrastructure. Therefore, the project would not induce substantial unplanned population growth in an area, either directly or indirectly, and impacts would be less than significant.

4.11.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.11.6 Topic 2: Displacement of People or Housing

Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.11.6.1 Impact Analysis

Future redevelopment under the project would have the potential to displace people and housing through demolition of existing residential structures. However, as described in Section 4.11.5.1 above, buildout of the project would result in approximately 39,194 housing units, an increase of 9,786 over the 2024 existing conditions. In comparison to regional growth projections, project buildout of 39,194 units would be 13 units greater than of the 2045 SCAG projection of 39,181. Similarly, the project would exceed the state RHNA allocations assigned to the City, providing a buffer in all income categories. This exceedance of the City's RHNA allocation would provide additional housing that would accommodate residents displaced by future redevelopment projects, ensuring no net loss of housing, and that displaced residents would be able to find replacement housing. Although some people may be displaced by a future site-specific redevelopment project, buildout of the project would provide an overall expansion of housing opportunities. Additionally, future site-specific redevelopment would be required to comply with all laws and regulations related to the displacement of tenants including Government Code Section 66300 et seq. Therefore, displacement of people associated with implementation of the project would be temporary and would not necessitate the need to construct replacement housing.

4.11.6.2 Significance of Impacts

Buildout of the project would provide housing slightly exceeding 2045 SCAG projections, as well as the state RHNA allocations assigned to the City. Therefore, future development facilitated by the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

4.11.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.11.7 Cumulative Analysis

The study area considered for the population and housing cumulative impact analysis is defined as the SCAG region and is inclusive of a proportionate share of RHNA housing units from adjacent jurisdictions. Buildout of the project would respond to the City's allocation under RHNA and would accommodate the projected population growth in the region, consistent with adopted plans and regional growth principles. Therefore, the project would not contribute to a cumulative significant impact related to population growth.

Additionally, at a regional level, some people may be displaced by redevelopment projects, but buildout of the project would provide an overall expansion of housing opportunities. Future

development projects would be required to comply with all laws and regulations related to the displacement of tenants including Government Code Section 66300 et seq. The project would exceed the City's RHNA allocation, which would provide a buffer in all income categories to ensure the City can have continued ability to meet the RHNA by income group throughout the planning period. This exceedance of the RHNA allocation would also provide additional housing that would accommodate residents displaced by future redevelopment projects and ensure no net loss of housing for the region. It would also reduce pressure on residents searching for new housing. Therefore, cumulative impacts associated with displacement of people or housing would be less than significant.

4.12 Public Services and Recreation

This section analyzes potentially significant impacts related to public services and recreation that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entirety of the City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies on secondary source information including but not limited to federal, regional, and City planning documents.

4.12.1 Existing Conditions

4.12.1.1 Fire Protection and Emergency Medical Service

Fire and emergency medical services are provided by the Chino Valley Fire District (CVFD), an all-risk fire district serving the Planning Area, as well as the city of Chino Hills and the surrounding unincorporated areas. CVFD is a separate governmental agency from City departments and maintains its own elected Board of Directors. CVFD is the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues for the Planning Area. CVFD also provides a full range of fire prevention services including public education, code enforcement, plan check and inspection services for new and existing construction, and fire investigation. Through a series of mutual and automatic aid agreements, CVFD is obligated to provide fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions are obligated to provide resources to CVFD. Figure 4.12-1 shows the locations of existing and proposed CVFD fire stations, which are also listed in Table 4.12-1. CVFD operates a total of seven existing stations, four of which are located within the City. A new facility, CVFD Fire Station 68, is planned for development in the City of Chino Hills, with operation expected by summer 2027. Additionally, future construction of the Pine Avenue Connector would provide opportunities to expand CVFD Fire Station 63, located immediately south of Chino Airport at the intersection of Kimball Avenue and Terminal Court, to serve population growth in the southern part of the CVFD service area. CVFD also maintains a contract with the California Department of Forestry and Fire Protection (CAL FIRE), for supplemental wildland fire protection for approximately 12,000 acres of hazardous fire area within the City and the City of Chino Hills.

CVFD has not adopted service ratios for personnel or equipment but strives to achieve National Fire Protection Association (NFPA) standards for the organization and deployment of fire suppression operations and adjusts staffing and equipment levels as needed, based on an ongoing assessment of activity in the City and calls for service. Existing facilities are located strategically where geographically possible to allow for a four-minute travel time, in accordance with NFPA standards.

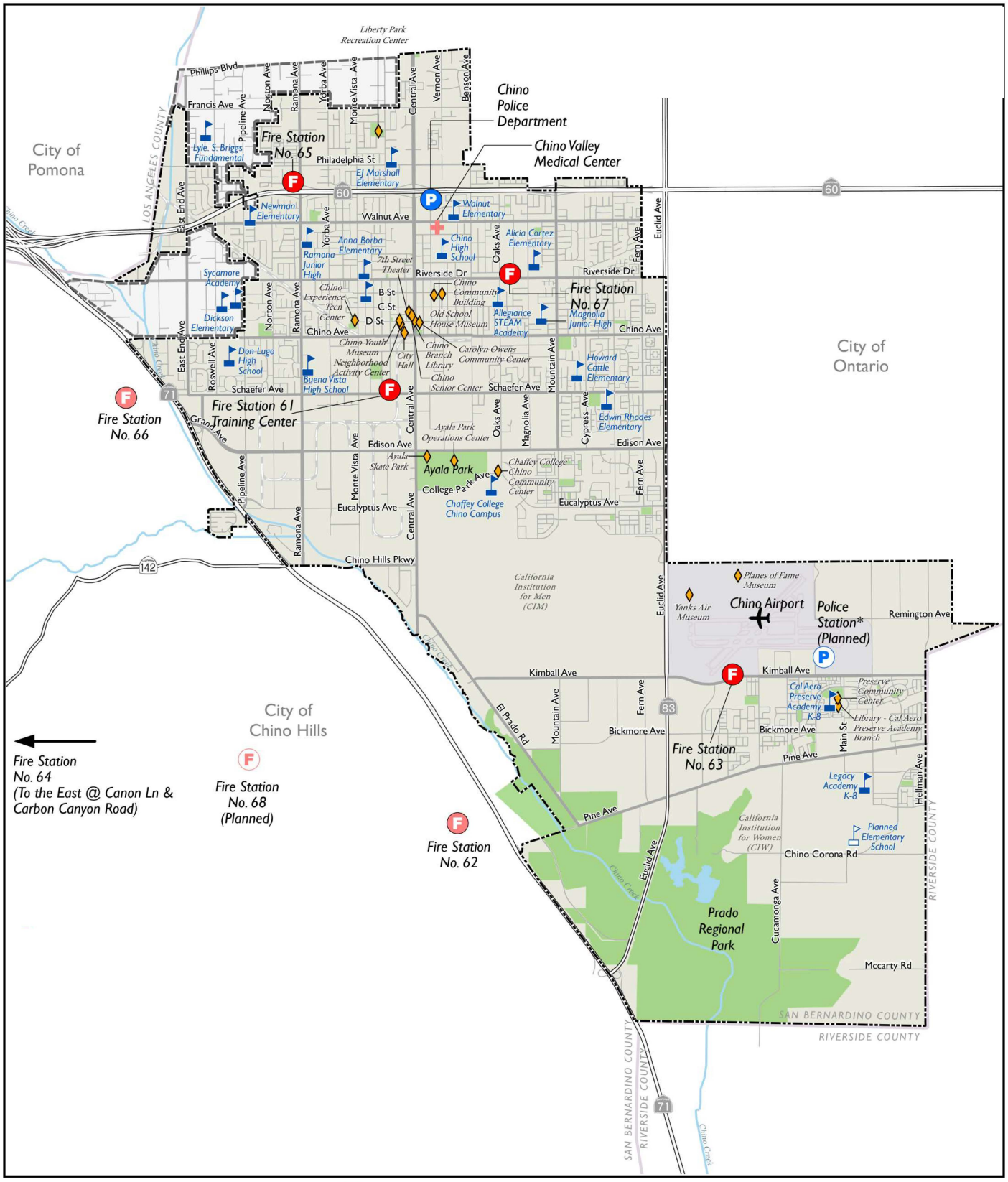

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FIGURE 4.12-1
Public Facilities

Table 4.12-1 Chino Valley Fire District Fire Stations	
Station	Location
61	5078 Schaefer Avenue, Chino, CA 91710
62	5551 Butterfield Ranch Road, Chino Hills, CA 91709
63	7550 Kimball Avenue, Chino, CA 91710
64	16231 Canon Lane, Chino Hills, CA 91709
65	12220 Ramona Avenue Chino, CA 91710
66	13707 Peyton Drive, Chino Hills, CA 91709
67	5980 Riverside Drive, Chino, CA 91710
68	Soquel Canyon Parkway and Pipeline Avenue (Proposed)
SOURCE: Chino Valley Fire District 2024	

4.12.1.2 Police Service

The Chino Police Department (CPD) provides police protection services in the City and portions of the Sphere of Influence. As a full-service municipal police department, CPD provides a comprehensive range of law enforcement and public safety services, including general patrol, traffic enforcement, criminal investigations, emergency response, and community outreach. CPD also offers support services such as dispatch, training, records management, property and evidence handling, and administrative oversight. CPD operates out of its main headquarters located at 5450 Guardian Way, a 102,000-square-foot police facility that opened in 2012. CPD also maintains a substation at the Chino Spectrum Towne Center on Grand and Pipeline Avenues, which serves as a report-writing location for officers. A new substation is planned at the Chino Airport to accommodate future growth within the Planning Area. The San Bernardino County Sheriff Department provides services to the remainder of the Sphere of Influence from a substation in Chino Hills.

4.12.1.3 Schools

The Chino Valley Unified School District (CVUSD) provides school services for the City, the City of Chino Hills, and the southwestern part of the City of Ontario. CVUSD operates 34 schools, including three high schools, three K-8 schools, two junior high schools and eight elementary schools within the Planning Area. Table 4.12-2 shows school enrollment for schools within the Planning Area. As shown in Table 4.12-2, enrollment at several CVUSD elementary and middle schools declined between 2020 and 2024; however, most CVUSD schools exceed their permanent classroom capacity and accommodate students in portables. With robust growth projected within the Planning Area through 2045, ensuring adequate school facilities to accommodate enrollment and support student success is an important priority for the City. CVUSD has prepared a Long Range Facilities Master Plan (LRFMP) that identifies instructional, technological, and facility needs through 2030. New residential development would be required to pay impact fees to help fund the cost of new and expanded school facilities. Additionally, voters approved Measure G in 2016, a $750 million school construction and modernization bond to fund renovation of older buildings, increase student safety, and provide technology to classrooms for improved student learning.

Chaffey Community College, based in Rancho Cucamonga, has a campus in the City. Through the Chino campus that serves as the City's primary post-secondary institution, students may take general education classes, as well as career and vocational coursework for college transfer or advancement in the workforce. Additionally, the Chino Information Technology Center, located Downtown, provides training in computer systems, user applications, and industry certification preparation.

Table 4.12-2
School Enrollment Trends within the Planning Area

School	Category	Enrollment			% Change 2020-23	Permanent Facility Capacity	% Over/Under Capacity
		2020-21	2021-22	2022-23			
Buena Vista Continuation High	High	334	326	368	10.2%	200	184%
Chino High	High	3,792	3,702	3,800	0.2%	2,800	136%
Chino Hills High[2]	High	5,528	5,710	5,600	1.3%	3,200	175%
Don Antonio Lugo High	High	3,012	3,086	3,012	0.0%	2,800	108%
Total High School		**12,666**	**12,824**	**12,780**	**0.9%**	**9,000**	**142%**
Cal Aero Preserve Academy K-8	Elementary/ Middle	3,068	3,264	3,346	9.1%	1,200	279%
Lyle S. Briggs Fundamental K-8[3]	Elementary/ Middle	1,466	1,340	1,288	-12.1%	850	152%
Legacy K-8	Elementary/ Middle	N/A	N/A	N/A	N/A - opened for the 2024-25 school year	1,200	n/a
Magnolia Junior High	Middle	1,306	1,278	1,246	-4.6%	1,100	113%
Ramona Junior High	Middle	992	960	928	-6.5%	1,100	84%
Total Middle School[1]		**5,132**	**5,116**	**5,070**	**-1.2%**	**5,450**	**93%**
Anna Borba Fundamental	Elementary	814	726	658	-19.2%	600	110%
Howard Cattle Elementary	Elementary	1,224	1,168	1,168	-4.6%	720	162%
Alicia Cortez Elementary	Elementary	1,036	1,028	966	-6.8%	620	156%
Doris Dickson Elementary	Elementary	1,054	1,122	1,194	13.3%	700	171%
E.J. Marshall Elementary	Elementary	1,006	814	804	-20.1%	600	134%
Newman Elementary	Elementary	1,006	1,020	986	-2.0%	700	141%
Edwin Rhodes Elementary	Elementary	1,838	1,816	1,744	-5.1%	800	218%
Walnut Avenue Elementary	Elementary	1,062	934	928	-12.6%	600	155%
Total Elementary School[1]		**10,740**	**10,355**	**10,186**	**-5.2%**	**5,340**	**191%**
Grand Total	**All**	**28,538**	**28,294**	**28,036**	**-1.8%**	**19,790**	***142%***

% = percent; N/A = Not Applicable
SOURCES: CVUSD 2024; California Department of Education 2025; CVUSD 2016
NOTE: This table only presents enrollment trends for CVUSD schools located within the City or schools outside the municipal boundaries attended by City residents.
[1]Proportional split method used to estimate elementary versus middle school students at Cal Aero Preserve Academy and Briggs K-8.
[2]Attended by students in The Preserve.
[3]Would be within City limits once annexed.

4.12.1.4 Parks/Recreational Facilities

The City's Community Services, Parks and Recreation Department maintains approximately 265.4 acres of parkland in the Planning Area, including nine mini-parks, nine neighborhood parks, one regional park, and approximately 24.84 miles of walking trails. Figure 4.12-2 shows the location of these park and recreation facilities within the Planning Area, while Table 4.12-3 provides a brief description of these park and recreation facilities within the Planning Area. City park and recreation facilities offer a variety of amenities from athletic fields, basketball courts, and playgrounds to picnic tables, barbecues, game inlays, and community gardens. Additionally, homeowner's associations (HOAs) maintain 13 mini-parks and nine neighborhood parks.

Centrally located within the Planning Area, Ruben S. Ayala Park is the City's premier park and a cornerstone of recreational and cultural activities in the community. The popular 140-acre facility offers opportunities for casual recreation and organized sports, with ball fields, batting cages, and a skate park, as well as playgrounds, picnic pavilions with barbecues, horseshoe pits, and a multipurpose trail. Ayala Park hosts a variety of community events throughout the year, including Chino Fireworks Spectacular, Halloween Spooktacular, and Bark Around Ayala Park, a pet-centric event featuring contests, vendors, and activities for dogs and their owners. Ayala Park is also home to the Chino Valley YMCA, which offers educational programs, fitness classes, and event spaces, and the Chaffey College Chino Community Center, a mission-style hall with a 345-seat banquet room and smaller meeting rooms.

Two major regional park facilities are located within the Planning Area, providing additional opportunities for recreation and enjoyment of open space. The ~~2,303~~2,200-acre Prado Regional Park offers an array of outdoor amenities, including opportunities for camping hiking via an extensive unpaved trail network, as well as fishing and boating at Prado Regional Park Lake. Additional recreational facilities and amenities include a dog park facility, picnic areas, playground and splashpad, horseshoe pit, and model airplane runway and field. An onsite multi-purpose at the park room seats 80 people and can be used for club meetings, parties, and receptions. Prado Regional Park also offers two 18-hole golf courses at El Prado Golf Course, an 18-hole disc-golf course, an Olympic shooting range at Shoot Prado, an equestrian center at Prado Park Equestrian Center and an archery range by Oranco Bowmen Archery Club.

Additionally, the Chino Creek Wetlands and Educational Park, maintained by the Inland Empire Utilities Agency, is a 22-acre water-conservation focused park with 1.7 miles of trails and an interpretive center located near Prado Regional Park. Designed to restore native habitat and natural drainage, the park showcases environmental assets of the Prado Basin, the largest riparian forest in southern California, with community education elements that weave throughout the park's trail network. The park is open to the public throughout the year and offers educational programming to students through the Water Discovery Field Trip Program. Educational programming is also facilitated through tours, interpretative wetlands, and a wildlife education center. The park also features trails, sampling stations, a picnic area, a visitor's center, parking, bridges, and an amphitheater.

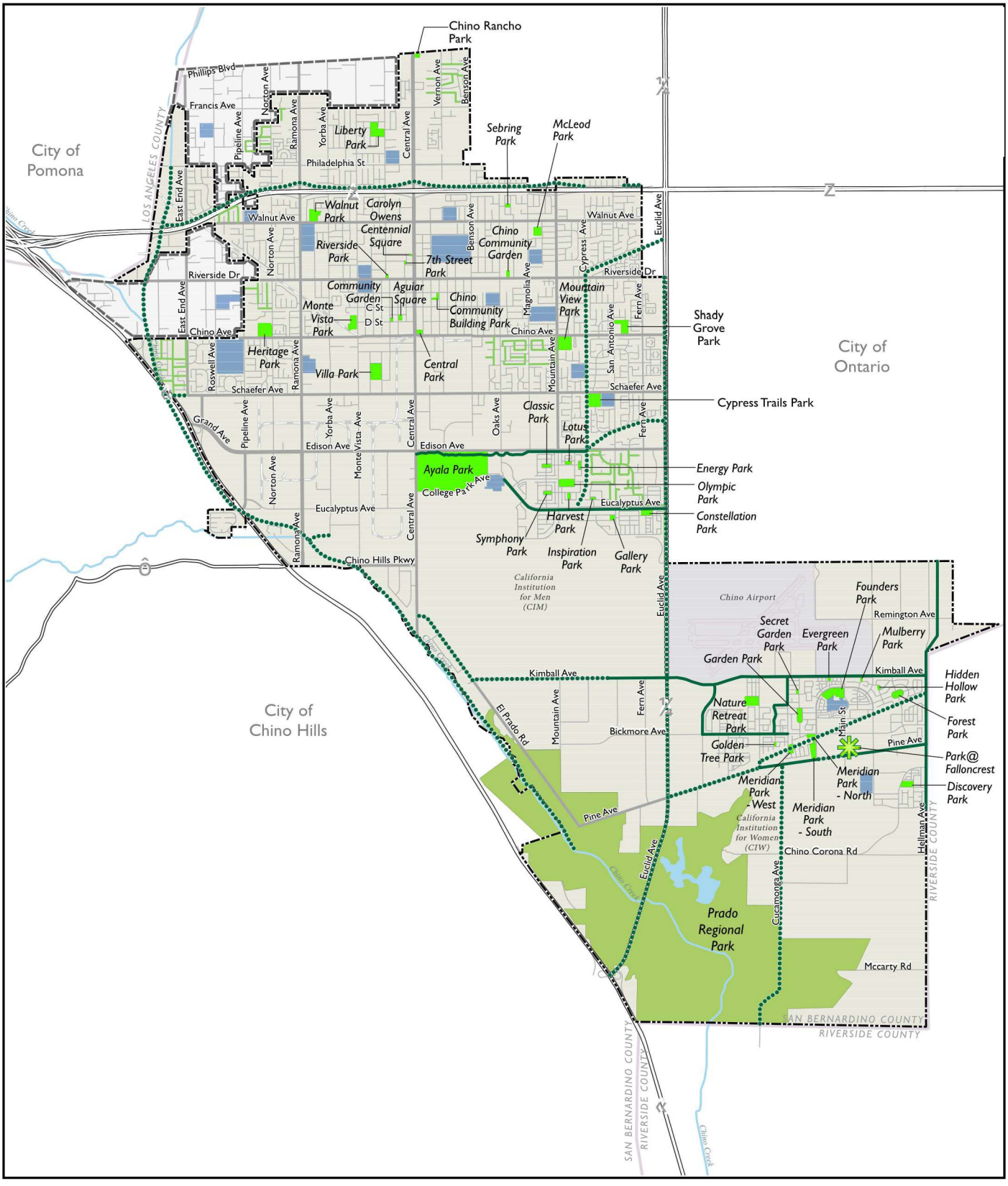

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FIGURE 4.12-2
Existing and Planned Parks and Trails

Mill Creek Wetlands, designed to restore 23 acres of native habitat to the Prado Basin while improving groundwater quality for downstream water users, also provides numerous community and environmental benefits. Located in the southeastern part of the City along Chino Corona Road, it offers 2.25 miles of recreational trails with interpretive signage at trailheads and throughout the trail system to provide park users with a better understanding of the history of the area and the natural resources present today. The trail system trail system connects to the City's Urban Buffer linear park/open space, and future trail connections are planned to the inter-county trail system as well as the Coast to Crest Trail intended to connect the Santa Ana River Trail from its outfall in Orange County to the mountains in San Bernardino.

Table 4.12-3
Existing Parks and Recreational Facilities

Park or Facility	Acres/ Miles	Amenities
Mini-parks (less than 2 acres)	**15.1**	
City-maintained	*7.25*	
7th Street Park	0.1	Barbecue, Tables, Open Play Area.
Aguiar Square	1	Water features, amphitheater, tables with game inlays, benches, pergolas, shade sails, drinking fountains, sculptures/statues, open play area, and parking lot.
Carolyn Owens Centennial Square	0.2	Gazebo, play area, tables, drinking fountain, and benches
Central Park	2	Open Play Area, playground, tables, and parking lot
Chino Community Building Park	1	Open play area, playground, shuffleboard courts, pergolas, benches, community building, parking lot, and tables.
Chino Community Garden	0.9	Open play area, tables, bike rack, shade shelter, picnic pavilion, little free library, garden plots, drinking fountain, benches, and parking lot.
Chino Rancho Park	1.3	Wheelchair ramps leading up to playground equipment, fitness stations, walking trails, two pickleball courts, picnic shelter, restrooms, drought tolerant landscape, and parking lot.
Riverside Park	0.25	Table, open play area, drinking fountain, and benches.
Sebring Park	0.5	Tables, open play area, barbecue, playground, and benches.
HOA-maintained	*7.85*	
Classics Park	1.1	Tables, open play area, drinking fountain, amphitheater, sculpture, pergolas, playground, walking trail, benches, and chairs.
Energy Park	0.7	Tables, open play area, drinking fountain, sculptures, picnic pavilions, barbecues, playground, walking trail, benches, and hot coal receptacles.
Evergreen Park	0.3	Tables, pergola, playground, and benches.
Gallery Park	0.4	Tables, open play area, sculptures, shade shelters, playground, and benches.
Golden Tree Park	0.3	Tables, open play area, drinking fountain, pergola, and benches.
Harvest Park	0.7	Open play area, drinking fountain, shade shelter, playground, and benches.
Hidden Hollow Park	0.3	Table, open play area, drinking fountain, playgrounds, and benches.
Inspiration Park	0.4	Table, open play area, pergola, sculptures, and benches.
Lotus Park	0.7	Open play area, drinking fountain, shade shelter, walking trail, birdhouses, and benches.
Meridian Park–West	1.25	Walking trail
Mulberry Park	0.3	Open play area, drinking fountain, pergola, water feature, walking trail, benches, and tables.
Secret Garden Park	0.5	Tables, drinking fountain, pergola, playground, and benches.

Table 4.12-3 Existing Parks and Recreational Facilities		
Park or Facility	Acres/ Miles	Amenities
Symphony Park	0.9	Tables with game inlay, open play area, drinking fountain, amphitheater, musical instrument play equipment, sculpture, pergola, walking trail, and benches.
Neighborhood Parks (2 to 10 acres)	**110.3**	
City-maintained	***65.3***	
Cypress Trails Park	8.6	Tables, picnic pavilion, open play area, barbecue, bike rack, walking trail, playground, tennis courts, drinking fountains, benches, and parking lot.
Heritage Park	10	Tables, picnic pavilion, drinking fountains, open play area, barbecue, concession stand, bleachers, batting cage, dugout, scorekeepers booth, baseball fields, t-ball field, playground, benches, bull pen, and parking lot.
Liberty Park	7.5	Tables, picnic pavilion, open play area, barbecues, walking trail, playground, drinking fountains, basketball full and half-courts, sand volleyball courts, benches, and recreation center.
McLeod Park	3.5	Tables, picnic pavilion, drinking fountain, open play area, barbecue, playground, basketball full and half courts, and benches.
Monte Vista Park	4.7	Tables, picnic pavilion, pergola, drinking fountain, open play area, barbecues, bike rack, splash pad, playground, basketball court, benches, recreation center, and parking lot.
Mountain View Park	10	Tables, picnic pavilion, drinking fountain, open play area, barbecues, dugout, softball/baseball fields, playground, walking trail, benches, and parking lot.
Shady Grove Park	5.5	Tables, picnic pavilion, open play area, barbecues, bike rack, drinking fountains, walking trails, basketball courts, playground, benches, and parking lot.
Villa Park	10	Tables, picnic pavilion, open play areas, barbecues, drinking fountain, walking trail, playground, benches, bleachers, basketball full courts, handball courts, dugout, horseshoe pits, parking lot, and baseball field.
Walnut Park	5.5	Tables, pergola, open play area, barbecue, bike rack, drinking fountains, basketball court, playground, benches, and parking lot.
HOA-maintained	***45***	
Constellation Park	5	Tables, pergolas, open play area, sculptures, walking trails, playground, benches, picnic pavilions, and shade shelter.
Discovery Park	3	Tables, benches, pergola, open play area, barbecue, bike rack, drinking fountains, basketball court, playground, dog park, obstacle fitness course, mounded dune garden, and discovery loop.
Forest Park	3	Tables, shade shelter, picnic pavilion, open play area, drinking fountain, barbecue, bike rack, walking trail, playground, basketball half-court, and benches.
Founders Park	8	Tables, pergola, drinking fountain, open play area, barbecues, walking trail, playground, baseball field, benches, basketball half-court, parking lot, and shade shelter.
Garden Park	3	Tables, shade shelters, pergolas, drinking fountains, open play area, barbecues, bike racks, walking trail, basketball half-court, playground, benches, and bird house.
Meridian Park–North	7	Walking trail, open play area, barbecues, tables, bike rack, drinking fountain, basketball half-court, and benches.

Table 4.12-3 Existing Parks and Recreational Facilities		
Park or Facility	Acres/ Miles	Amenities
Meridian Park–South	5	Tables, picnic pavilion, drinking fountain, open play area, barbecues, dugout, softball field, playground, walking trail, and benches.
Nature Retreat Park	6	Tables, picnic pavilions, drinking fountains, open play area, barbecues, walking trail, playground, tennis courts, basketball half courts, benches, bike rack, and parking lot.
Olympic Park	5	Tables, picnic pavilions, open play area, barbecues, bike racks, drinking fountains, exercise stations, walking trails, playgrounds, tennis courts, basketball courts, benches, and parking lot.
Regional Parks (More than 50 acres)	**140**	
Ayala Park	140	Softball fields, bleachers, tables, walking trail, concession stands, play areas, horseshoe pits, skate park, pergolas, soccer/multi-use sports turf field, picnic pavilion, barbecues, playground, misters, baseball fields, bike racks, batting cage, dugout, football/soccer fields, drinking fountains, benches, and parking lots.
Trails	**24.84**	
Multi-use trails	13.4	
Equestrian trails	11.4	
Planned Trails	**35.85**	
Multi-use trails	34.85	
Equestrian trails	0	
Total Developed Park Acres	**265.4**	
Current acres of parks/facilities per 1,000 residents (2024)[1]	**2.85**	
City of Chino	**212.55**	
HOA Parks (College and Preserve)	**52.85**	
Planned Parks, Open Space and Recreational Facilities	**116.52**	
Undeveloped Open Space	83.7	
City of Chino	18.6	
Mini-parks (HOAs)	65.1	
Neighborhood parks	**23.7**	
Fallon Crest Park (HOA)	3.7	
Stueve Family Park	10	
Glenn E. Duncan Park	10	
Total Existing and Planned Parkland Acres	**372.8**	
Existing and Planned Acres of Parks/ Facilities per 1,000 Residents (2045)[2]	**3.32**	
[1]2024 population = 93,114 [2]2045 population = 112,161		

For planning purposes, parks are classified by type based on the size, use, and physical characteristics of the land. The City defines four categories of parks in the Parks and Facilities Master Plan (PFMP) as follows:

Mini-parks are less than two acres and have a service radius of up to 0.25 miles. They are intended to be centrally located within each residential neighborhood. They are typically designed for families

with preschool children and include a playground and grassy areas. Other amenities include picnic areas, shade shelters, barbecues, sport courts, and a City park monument sign. These parks are generally considered local neighborhood features. The recommended service level for mini-parks is 0.1 acre per 1,000 residents.

Neighborhood parks range from two to ten acres in size and have a service radius of up to one mile. Neighborhood parks are intended to serve recreational needs of local children, and may include play areas, picnic facilities, shade structures, barbecues, picnic tables, benches, multiple use courts, passive recreational areas, open space, active recreation fields, such as for baseball, softball, or soccer, parking lots, community centers, special use facilities, restrooms, and a City park monument sign. The recommended service level for neighborhood parks is 1.5 acres per 1,000 residents.

Regional parks are at least 50 acres in size, serving a large population within a one-hour drive. They may include picnic areas, informal sports fields, formal sports activities, nature centers, boating and swimming areas, nature hiking and riding trails, and sports camps. Amenities found in community and neighborhood parks may also be included. The recommended service level for regional parks is 15 acres per 1,000 residents. It should be noted that this recommended service level is not just based on the acreage of regional parks within the Planning Area, but the acreage of all regional park land in the surrounding area as well.

The City has established a park service standard of 3.0 acres of parkland per 1,000 residents to ensure that access to parks is adequate and commensurate with the size of the community. With 265.4 acres of existing parkland and a population of 93,114, Chino had 2.85 acres per thousand residents in 2024, below the established service ratio.

In addition to neighborhood equestrian trails and unpaved trails, the City also has a network of existing and planned multi-use trails that offer recreational opportunities to residents and visitors (see Figure 4.12-2). Multi-use trails are off-road bikeways that are physically separated from vehicular traffic and typically shared with pedestrians. These shared trails are designed for recreational and commuting use and offer a safe, designated route for cyclists and other non-motorized users, connecting neighborhoods, schools, parks, and other destinations. They are often located along creeks, riverbanks, or within parks, and are typically paved and designed to be comfortable for all ages and abilities. They may have features like designated crossings or connections to other bikeways and pedestrian pathways. Planned multi-use trails on the western edge of the City connect to regional trails in Chino Hills State Park and Carbon Canyon Regional Park.

4.12.1.5 Libraries

The Planning Area is served by two public libraries. The Chino Branch of the San Bernardino County Library is located downtown, and the Cal Aero Preserve Academy Branch Library is a joint use facility operated by the City, CVUSD, and San Bernardino County Library, which is located in the southern portion of the Planning Area.

4.12.2 Applicable Regulatory Requirements

4.12.2.1 State

a. California Fire Code

The 2022 California Fire Code (Fire Code; California Code of Regulations Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The City has adopted the Fire Code within Title 5, Division 9 the City's Municipal Code, including appendices addressing fire-flow requirements for buildings.

b. Assembly Bill 2926

Assembly Bill 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space to assist in providing school facilities for students. Development impact fees (DIFs) are also referenced in the 1987 Leroy Greene Lease Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

c. Senate Bill 50 (Statutes of 1998), State School Funding, Education Code Section 17620

Senate Bill 50, adopted in 1998, limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules. California Education Code 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees.

d. Quimby Act

The City's Municipal Code Title 5, Division 5, Chapter 10 Section 5-5-1004, Park Dedication implements the 1975 Quimby Act (Government Code Section 66477). The Quimby Act authorizes only cities and/or counties, as part of the State Subdivision Map Act, to require subdividers to provide the dedication of parkland and/or fees. The fees must be paid, and land conveyed directly to the appropriate City and/or San Bernardino County agency, and not to a special district or HOA.

Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. Additionally, the Quimby Act requires that the fees/improvements be used only for the purpose of rehabilitating existing neighborhood parks or recreational facilities to serve the subdivision.

4.12.2.2 Local Regulations

a. Local Hazard Mitigation Plan

At the time of publication of the Draft PEIR in June 2025, the City had completed a draft update of its Local Hazard Mitigation Plan (LHMP), titled *2025 City of Chino All-Hazard Mitigation Plan* (Draft 2025 LHMP). The final step will be to present the updated plan to the City Council for adoption. The Draft 2025 LHMP identifies key hazards such as earthquakes, floods, and wildfires, includes refined strategies with new risk data, identifies completed actions, and summarizes community input gathered through surveys, public meetings, and stakeholder engagement. The Draft 2025 LHMP has also been designed to coexist and coordinate with existing City plans, fostering a collaborative approach to enhance the City's resilience. The risk assessment findings of the Draft 2025 LHMP were used to inform development of the Hazards, Safety, and Noise Element prepared as a part of the project. Similarly, the EOP could incorporate LHMP strategies, like critical facility enhancements, to support emergency response, if deemed appropriate by its administrators.

Table 4.12-4 provides a summary of action plans related to wildfire hazards and the applicability to mitigation goals. Mitigation Action 7.3.3 calls for the City to review and evaluate existing CAL FIRE mapping technologies and adopt them accordingly for the City. Mitigation Action 7.3.4 calls for the City to review the *Ready, Set, Go! Program*, which helps departments teach individuals who live in high-risk wildland fire areas how to best prepare themselves, their families, and their properties against outdoor fire threats. If determined to be valid, the City would adopt and implement the program. Mitigation Action 7.3.5 calls for the City to ensure all critical facilities are required to clear and maintain vegetation management areas associated with defensible space.

Table 4.12-4
Draft 2025 City of Chino All-Hazard Mitigation Plan Wildfire Goals and Actions

Mitigation Goals	Mitigation Action 7.3.3	Mitigation Action 7.3.4	Mitigation Action 7.3.5
	Mitigation Project: Evaluate and adopt CAL FIRE 'Fire Hazard Severity Map', if needed.	Mitigation Project: Adopt/ Implement Ready, Set, Go! Program – Awareness if needed.	Mitigation Project: Vegetation Management program – requires clearance and abatement of vegetation as it relates to creating defensible space.
Goal 1: Life Safety	X	X	X
Goal 2: Preventative Actions		X	X
Goal 3: Property Protection	X	X	X
Goal 4: Emergency Services			
Goal 5: Structural Projects	X	X	
SOURCE: City of Chino 2025a			

b. Parks and Facilities Master Plan

The City adopted a PFMP in 2022 to serve as a strategic roadmap for the development, design, maintenance, and funding of parks and recreational facilities. The PFMP acts as the City's primary implementing tool for parks planning, bridging the General Plan and Capital Improvement Plan. The PFMP provides a detailed inventory of the City's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities and potential funding sources. The City's parkland dedication ordinance operates under the umbrella of the State of California's 1975 Quimby Act, which allows cities to require that new development dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of three acres per thousand residents. Additionally, the City can explore other strategies to encourage the provision of parks and recreational facilities, such as public-private partnerships or impact bonds, which shift financial burden and risk from local government to a new investor, who provides up-front capital for a project. In these arrangements, performance metrics or outcomes are agreed up front, and when they are achieved the investor receives repayment with interest.

Maintenance of parks and trails in the older, northern part of the City is funded through a combination of General Fund allocations and other financial mechanisms, including DIFs, grants, and special assessments. In The Preserve and College Park, HOAs maintain parks and trails. The City is increasingly making use of technology to effectively plan and manage maintenance of park and recreational facilities and optimize operations, including through a web -based registration and reservation software platform. Volunteer initiatives and sponsorship opportunities can also help to offset operations and maintenance costs.

c. Chino Valley Unified School District Long Range Facilities Master Plan (2016)

The 2016 CVUSD LRFMP identifies instructional, technological, demographic, and facility upkeep goals over the next 15 years. District-wide recommendations for facility improvements to school buildings in CVUSD include replacing portable buildings with permanent facilities, right-sizing classroom space to current enrollment, and energy efficient upgrades to lighting; heating, ventilation and air conditioning; daylighting; and glazing systems. Site improvement needs include improving curb appeal, enhancing site security, fitness course development, playfield refurbishment including drainage and new irrigation technologies, and additional parking and drop-off lanes. The LRFMP also identified that high schools in particular require additional permanent performing arts venues (CVUSD 2016).

d. Chino Valley Fire District Master Plan (2018)

The CVFD Master Plan was updated in 2018 based on the results of a comprehensive standards of coverage assessment that identified potential challenges and presented key findings and recommendation to guide future planning. The results of the standards of coverage assessment documented future service demand, identified future facility, staffing, and automotive fleet needs, and presented findings and recommendations to provide adequate fire protection services in the future. Key next steps include collaborating with the City and City of Chino Hills to initiate location planning and site acquisition for future fire stations, as well as monitoring response performance and adjusting deployment policies as appropriate. Additionally, CVFD is currently preparing a Fire

Department Strategic Plan that outlines the department's mission, priorities, and goals for delivering effective emergency services. This plan will be updated periodically as conditions warrant.

e. Proposed General Plan Goals and Policies

The following goals, policies, and actions are proposed to assist the City in providing public services and recreation facilities.

Parks, Recreation, and Community Services Element

Goal PRC-1: Comprehensive Parks and Trails System. Provide and maintain an integrated network of parks, trails, and open spaces to meet the needs of Chino's current and future population.

- Policy PRC-1.1: Maintain and expand a high quality, diversified network of parks and trails that promotes active, healthy lifestyles and neighborhood quality of life.

- Policy PRC-1.2: Increase the acreage of parks in areas of Chino where population growth is anticipated and maintain a citywide standard of three acres of parkland per 1,000 residents.

- Policy PRC-1.3: Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land or the payment of in-lieu fees.

- Policy PRC-1.4: Particularly in mixed-use areas in the north of Chino where vacant land is limited and the provision of large new park spaces is less feasible, the City shall explore creative solutions to provide parks and recreational facilities that serve the needs of local residents. Such solutions may include the following:

    - Publicly accessible, privately-owned open spaces and plazas;
    - Rooftop mini-parks and gardens;
    - Mini-parks/small public places and pedestrian areas in the public alleyways; and
    - The provision of neighborhood and community-serving recreational facilities in regional parks.

- Policy PRC-1.5: Continue to provide credit for development projects that provide publicly accessible parks, plazas, and recreational facilities onsite that promote active or passive recreational opportunities and serve as neighborhood gathering points.

- Policy PRC-1.6: Continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and promoting joint use of new or existing public and institutional facilities (e.g., colleges, schools, libraries, and cultural facilities) in order to efficiently provide for community needs and offset operations and maintenance costs.

- Policy PRC-1.7: As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of odd-shaped or underutilized parcels for park or open space, prioritizing locations where

population growth is anticipated and neighborhoods that do not have park or trail facilities within walking distance of homes (see Figure 4.12-2).

- Policy PRC-1.8: Coordinate local trail planning with regional efforts to ensure connectivity and access to the regional trail system and networks in neighboring communities to support a comprehensive active transportation network.

- Policy PRC-1.9: Provide parkland for a comprehensive range of active and passive recreational needs, including sport fields, playgrounds, recreational/fitness equipment, benches/seating, and open space.

- Policy PRC-1.10: Incorporate amenities that invite the use of park facilities by all community members, including benches, accessible park paths, shaded seating, and restrooms that make it easier for older adults and families to enjoy the facilities.

- Policy PRC-1.11: Design and construct parks, public spaces and recreational facilities for flexible use, energy efficiency, adaptability over time, and ease of maintenance. Systematically anticipate evolving needs and incorporate improvements into existing parks to maintain generational relevance.

- Policy PRC-1.12: Use site design, landscaping, lighting, and traffic calming measures to create safe parks and open spaces integrated with adjacent developments.

- Policy PRC-1.13: Ensure that the design of parks and open spaces balances sunlight access with trees, shade structures, drinking fountains, and cooling amenities that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.

- Policy PRC-1.14: Develop and maintain quality facilities (e.g., multi-field sports complexes) for a variety of organized sports, prioritizing the needs of youth between the ages of 10 and 24 in order to ensure opportunities for youth development, recreation, social development, and life and wellness skill building.

- Policy PRC-1.15: Provide on-going opportunities for public involvement and input into the park planning process, including priorities for amenities, facilities, programming, and improvements.

- Policy PRC-1.16: Design and construct the multi-use trail network to connect parks, plazas, and open spaces within the community and promote access to these spaces with wayfinding signage and transit access.

- Policy PRC-1.17: Continue to invest in and make use of technology that makes parks maintenance and operation more efficient, responsive to community needs, and secure.

- Policy PRC-1.18: Continue and expand efforts to engage local residents, businesses, and community-based organizations in the stewardship and maintenance of parks and facilities through volunteerism, partnerships with user groups, adopt-a-park/amenity/trail initiatives, and other collaborative partnerships and initiatives.

- Policy PRC-1.19: Maintain and improve existing parks, trails, and recreational facilities to ensure safer, more attractive facilities that are responsive to community needs, prioritizing capital improvements and maintenance projects in areas where population growth is anticipated.

Parks, Recreation, and Community Services Element

Goal PRC-2: Destination Alaya Park. Recognize Ayala Park as a vital community amenity and a regional recreational draw.

- Policy PRC-2.1: Position Ayala Park as a premier regional park facility and make intentional investments to ensure that it continues to serve community needs while also contributing to the City's economic development objectives.
- Policy PRC-2.2: Expand the range of facilities and services available in and immediately adjacent to Ayala Park, prioritizing food and beverage service so that park users and visitors have on-site options.
- Policy PRC-2.3: Support the development of hospitality and recreational uses that enhance Ayala Park as a major regional recreational destination on Chaffey College property adjacent to Ayala Park.
- Policy PRC-2.4: As new buildings and facilities are developed in and adjacent to Ayala Park, incorporate options for rooftop dining and terraces that provide views of the park.

Goal PRC-3: Facilities and Services with Positive Impact. Locate, design, and program public facilities and services to make a vital contribution to neighborhood quality of life.

- Policy PRC-3.1: Provide community centers, arts/cultural facilities, senior centers and other public facilities and programs, ensuring the facilities are distributed equitably and conveniently throughout Chino and the programs are accessible to all residents.
- Policy PRC-3.2: Whenever feasible, co-locate City facilities with other public facilities (schools, post offices, hospitals/clinics) so that multiple services may be delivered from a single location.
- Policy PRC-3.3: Continue to coordinate with CVUSD in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. In addition to each school district's criteria and the school siting guidelines of the California Department of Education, the following City criteria should be applied by school districts in identifying new school sites:
    - Locate elementary schools on sites that are safely and conveniently accessible, transit-supportive, and away from heavy traffic, excessive noise, and incompatible land uses;
    - Locate school sites centrally with respect to their planned attendance areas;
    - Locate schools in areas where established and/or planned walkways, bicycle paths, or greenways link schools with surrounding uses; and
    - Locate, plan, and design new schools to be compatible with adjacent uses.

- Policy PRC-3.4: Collaborate with the San Bernardino County Library, CVUSD, and other partners to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact.

- Policy PRC-3.5: Promote the development of reasonably priced high-quality childcare and older adult care facilities and services in a variety of settings, including in residential neighborhoods and near work sites.

- Policy PRC-3.6: Continue to provide a range of free and low-cost community programs and services that promote wellness, social interaction, lifelong learning, skill development, personal enrichment, and positive relationships.

- Policy PRC-3.7: Partner with public and private entities to provide community services that support families and meet the diverse needs of community members of all ages, backgrounds, and interests.

- Policy PRC-3.8: Expand the range of afterschool and weekend programs for Chino residents of all ages and ensure that programs geared towards these groups are accessible by shuttle, transit, and non-vehicular modes of travel.

- Policy PRC-3.9: Support the San Bernardino County Library in expanding access to digital resources and information tools and in delivering language, literacy, and workforce skills development programs and services.

Goal PRC-4: Responsive Police and Fire. Provide responsive police and fire protection services that ensure a safe and secure environment for people and property.

- Policy PRC-4.1: Provide responsive, efficient, and effective police services that promote a high level of public safety.

- Policy PRC-4.2: Provide fire prevention and emergency response services that minimize fire risks and protect life and property, including fire prevention, fire-related law enforcement, and public education and information programs.

- Policy PRC-4.3: Locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery. Critical facilities, such as police and fire stations, emergency operations centers, emergency shelters, and communications equipment, should be located so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.

- Policy PRC-4.4: Maintain mutual aid agreements and communication links with the County of San Bernardino and other local, state, and federal agencies that allow for supplemental aid from other police and fire personnel in the event of emergencies.

- Policy PRC-4.5: Monitor the pace and location of development in Chino and coordinate the timing of public safety facility construction or expansion to the rise of service demand in surrounding areas.

- Policy PRC-4.6: Continue to require that new development contribute funds to ensure the provision of adequate police and fire services.

- Policy PRC-4.7: Continue to engage the police and fire departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

- Policy PRC-4.8: Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.

- Policy PRC-4.9: Employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups.

- Policy PRC-4.10: Continue to provide community programs, volunteer opportunities, and fire safety education to residents of appropriate age.

4.12.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for cultural resource impacts. A significant impact related to cultural resources would occur if the project would:

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

    i. Fire Protection;
    ii. Police Protection;
    iii. Schools;
    iv. Parks/Recreational Facilities; or
    v. Other Public Facilities;

2) 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; or

3) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.12.4 Methodology

The potential for significant impacts associated with the project have been determined based upon review of existing secondary source information cited above relative to the provisions of public services (i.e., police, fire and emergency service, schools, and libraries) in the City.

4.12.5 Topic 1: Public Services

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

i. Fire Protection;
ii. Police Protection;
iii. Schools;
iv. Parks/Recreational Facilities; or
v. Other Public Facilities?

4.12.5.1 Impact Analysis

a. Fire Protection

Future site-specific projects could potentially increase demand for police protection facilities. Actual needs and potential locations would be determined in the future as development occurs but increases in demand would be greatest in the Key Opportunity Areas. However, future development would occur incrementally through 2045, based on market conditions and other factors, such that fire protection facilities and services are not overburdened at any given time. Development of individual site-specific projects would not directly result in sufficient demand to require construction of new fire facilities. Consistent with Policy PRC-4.3, the City would locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery. Consistent with Policy PTC-4.5, the City would monitor the pace and location of development in the City and coordinate the timing of public safety facility construction or expansion to the rise of service demand in surrounding areas. As described above, to address the regions anticipate growth, CVFD Fire Station 68 is planned for development in the City of Chino Hills, with operation expected by summer 2027. Additionally, future construction of the Pine Avenue Connector would provide opportunities to expand CVFD Fire Station 63. Future development of these fire protection facilities would be addressed under separate environmental analysis as they are proposed. Consistent with Policy PRC-4.6, the City would continue to require that new development contribute funds to ensure the provision of adequate police and fire services. This would be funded through payment of a DIF, per Resolution No. 2022-026, that would be used exclusively for future facility improvements necessary to ensure the contribution of its fair share of the cost of facilities and equipment. Payment of the DIF would allow future site-specific development to contribute to its fair share cost of facilities and equipment due to the increased demand for fire protection services (City of Chino 2025b).

b. Police Protection

Future site-specific projects could potentially increase demand for police protection facilities. Actual needs and potential locations would be determined in the future as development occurs but increases in demand would be greatest in the Key Opportunity Areas. However, future development would occur incrementally through 2045, based on market conditions and other factors, such that police protection facilities and services are not overburdened at any given time. Development of individual site-specific projects would not directly result in sufficient demand to require construction of new police facilities. Consistent with Policy PRC-4.3, the City would locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery. Consistent with Policy PRC-4.5, the City would monitor the pace and location of development in the Planning Area and coordinate the timing of public safety facility construction or expansion to the rise of service demand in surrounding areas. According to the 2017 Master Facilities Plan, the CPD would address growth through additional staffing, equipment, and the construction of a potential substation (City of Chino 2017). Future development of new police facilities would be addressed under separate environmental analysis as they are proposed. Consistent with Policy PRC-4.6, the City would continue to require that new development contribute funds to ensure the provision of adequate police and fire services. This would be funded through payments of a DIF by individual applicants for future site-specific projects, per Resolution No. 2022-026, that would be used exclusively for future facility improvements necessary to ensure contribution of its fair share of the cost of facilities and equipment.

c. Schools

Future site-specific projects could potentially increase demand for additional school facilities. Actual needs and potential locations would be determined in the future as development occurs, but increases in demand would be greatest in the Key Opportunity Areas. Consistent with Policy PRC-3.3, the City would continue to coordinate with CVSD in facility planning efforts to ensure the optimal use of existing sites and adequate advanced planning for embedding new school sites and facilities in the neighborhoods they serve. Pursuant to California Government Code Section 65995, individual applicants for future site-specific projects shall pay developer fees to the appropriate school districts at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Per Assembly Bill 2626 and Senate Bill 50, school districts may impose a fee in conjunction with the construction of new commercial or residential buildings and for those projects that are adding square footage to an existing commercial or residential building. Furthermore, $750 million in funds approved under Measure G to fund renovation of older buildings, increase student safety, and provide technology to classrooms for improved student learning would be utilized to improve school facilities through 2045.

d. Other Public Facilities

Future site-specific projects could potentially increase demand for other public facilities. Actual needs and potential locations would be determined in the future as development occurs, but increases in demand would be greatest in all Key Opportunity Areas. However, future development would occur incrementally through 2045, based on market conditions and other factors, such that public facilities are not overburdened at any given time. Development of future site-specific housing would not

directly result in sufficient demand to require construction or expansion of additional public facilities (including libraries), since each incremental housing development would pay its fair share toward anticipated needs. Consistent with Policy PRC-3.4, the City would collaborate with the San Bernardino County Library, CVUSD, and other partners to ensure adequate library services and facilities are maintained for all residents and promote the siting of facilities in accessible locations with the greatest potential for positive neighborhood impact. Additionally, it is anticipated that a future library would be constructed in The Preserve Specific Plan. Future site-specific projects would be subject to the payment of a DIF that would be used exclusively for future facility improvements necessary to ensure contribution of its fair share of the cost of facilities.

4.12.5.2 Significance of Impacts

Future site-specific projects would not directly result in sufficient demand to require construction of new public service facilities, since each incremental development would pay its fair share toward anticipated facility needs. Construction of any future public facilities would require separate environmental review and approval. Furthermore, the City would also comply with the applicable policies described above to provide adequate fire, police, school, and other public facilities. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, and impacts would be less than significant.

4.12.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.6 Topics 2 and 3: Parks and Recreational Facilities

Would the project 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?

Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

4.12.6.1 Impact Analysis

As stated in Section 4.12.1.4 above, based on an existing 265.4 acres of existing parkland and a population of 93,114, the City had 2.85 acres per thousand residents in 2024, below the established service ratio. However, an additional 23.7 acres of new parks is planned, including Fallon Crest Park in The Preserve (3.7 acres), Stueve Family Park (10 acres), and Glenn E. Duncan Park (10.0 acres). Additionally, the City owns 18.6 acres of undeveloped land, and HOAs in the Preserve and College Park have another 65.1 acres of land planned for new parks. Development of these facilities would provide new recreational open space opportunities to satisfy future demand. Addition of these future facilities would increase the total of existing and planned parks within the Planning Area to 372.8 acres. Based on a projected population of 112,161 within the Planning Area in 2045, the total of 372.8 acres of existing and planned parks would yield a service ratio of 3.32 acres per 1,000 residents, which would exceed the established standard.

Additionally, future site-specific projects would occur incrementally through 2045, based on market conditions and other factors, such that parks are not overburdened at any given time. As such, there would not be a sudden increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Community Services, Parks, and Recreation Element of the City's General Plan includes numerous policies to guide the City to achieve its established park standard. These include increasing the acreage of parks in portions of the Planning Area where population growth is anticipated and maintain a citywide standard of three acres of parkland per 1,000 residents (PRC-1.2) and requiring that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land or the payment of in-lieu fees (PRC-1.3). The City would also continue to facilitate the development of new parks or expansion of existing parks and recreational facilities by co-locating with and promoting joint use of new or existing public and institutional facilities (PRC-1.6). As feasible, the City shall acquire, lease, or otherwise obtain rights to the use of odd-shaped or underutilized parcels for park or open space, prioritizing locations where population growth is anticipated and neighborhoods that do not have park or trail facilities within walking distance of homes (PRC-1.7). Finally, the Land Use and Community Character Element of the project includes implementing actions to incentivizing the provision of privately-owned, publicly-accessible open spaces in shopping centers (LLC-3.c), and exploring options to close off some City-owned alleyways on Riverside Drive to create mini-parks or plazas with children's play structures, seating, trees, and shade structures (LCC-3.j).

4.12.6.2 Significance of Impacts

Based on a projected population of 112,161 within the Planning Area in 2045, the total of 372.8 acres of existing and planned parks would yield a service ratio of 3.32 acres per 1,000 residents, which would exceed the established standard. Development of future site-specific projects would not directly result in sufficient demand to require construction of new park facilities, since each incremental housing development would pay its fair share toward anticipated park needs. Additionally, future site-specific projects would occur incrementally through 2045, based on market conditions and other factors, such that parks are not overburdened at any given time. As such, there would not be a sudden increase in 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. Furthermore, the City would also comply with applicable policies described above to provide adequate park and recreation facilities. Therefore, the project would not 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 and would not have adverse physical effect on the environment caused by expansion or construction of recreational facilities, and impacts would be less than significant.

4.12.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.7 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for public serves and recreation. The study area for the assessment of cumulative impacts related to public services and recreation is the Planning Area. The impact analysis presented in Sections 4.12.5 and 4.12.6 above is cumulative in nature because it considers the need for future facilities to serve the entire Planning Area. As described in Sections 4.12.5 and 4.12.6 above, impacts with respect to fire, police, and other public facilities would be less than significant. Although the existing and projected deficit in the park service ratio would remain, future site-specific development would occur incrementally through 2045, based on market conditions and other factors, such that parks are not overburdened at any given time. Furthermore, the City would also comply with applicable policies described above to provide adequate park and recreation facilities. Therefore, the project would not contribute to a significant cumulative impact related to public services and recreation.

4.13 Transportation

This section evaluates potentially significant impacts related to transportation that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon the Transportation Analysis completed for the project (Appendix C).

4.13.1 Existing Conditions

4.13.1.1 Roadway System

a. Existing Roadways

The Planning Area is located in the southwest corner of San Bernardino County, near the border with Los Angeles, Orange, and Riverside Counties, which provides connectivity to the regional transportation network. State Route (SR) 71 is located west of the Planning Area, and SR-60 traverses the northern portion of the Planning Area. SR-83, also known as Euclid Avenue, traverses south to north and forms the northeastern edge of the Planning Area; it also intersects with SR-71 along the southwestern boundary of the Planning Area and intersects with SR-60 outside the northeastern boundary of the Planning Area.

Figure 4.13-1 presents the proposed circulation network. The City classifies roadways according to the number of lanes and the type of service the roadway is intended to provide based on the definitions provided below. Certain street segments within adopted Specific Plans or other planning documents may vary from the typical right-of-way standards presented below. In such cases, the standards specified in those documents supersede the typical right-of-way designations. Project applicants and reviewers should consult the City Engineer or City Traffic Engineer to confirm applicable right-of-way. A consolidated table of segment-specific right-of-way dimensions is maintained in the City Standard Drawings for reference.

- Freeway: A freeway is an access controlled, divided highway, with two or more lanes in each direction. Freeways are designed for high-speed inter-city travel.

- Expressway: An expressway is a divided high-flow arterial street with three or more lanes in each direction. The typical right-of-way width is approximately 200 feet, with additional easements for landscaping and possible trails. Expressways are separated by a raised landscaped median and may have a bicycle lane/trail and/or an equestrian trail. SR-83/Euclid Avenue is the only expressway in the Planning Area. Outside of the right-of-way, additional landscape easements may be required.

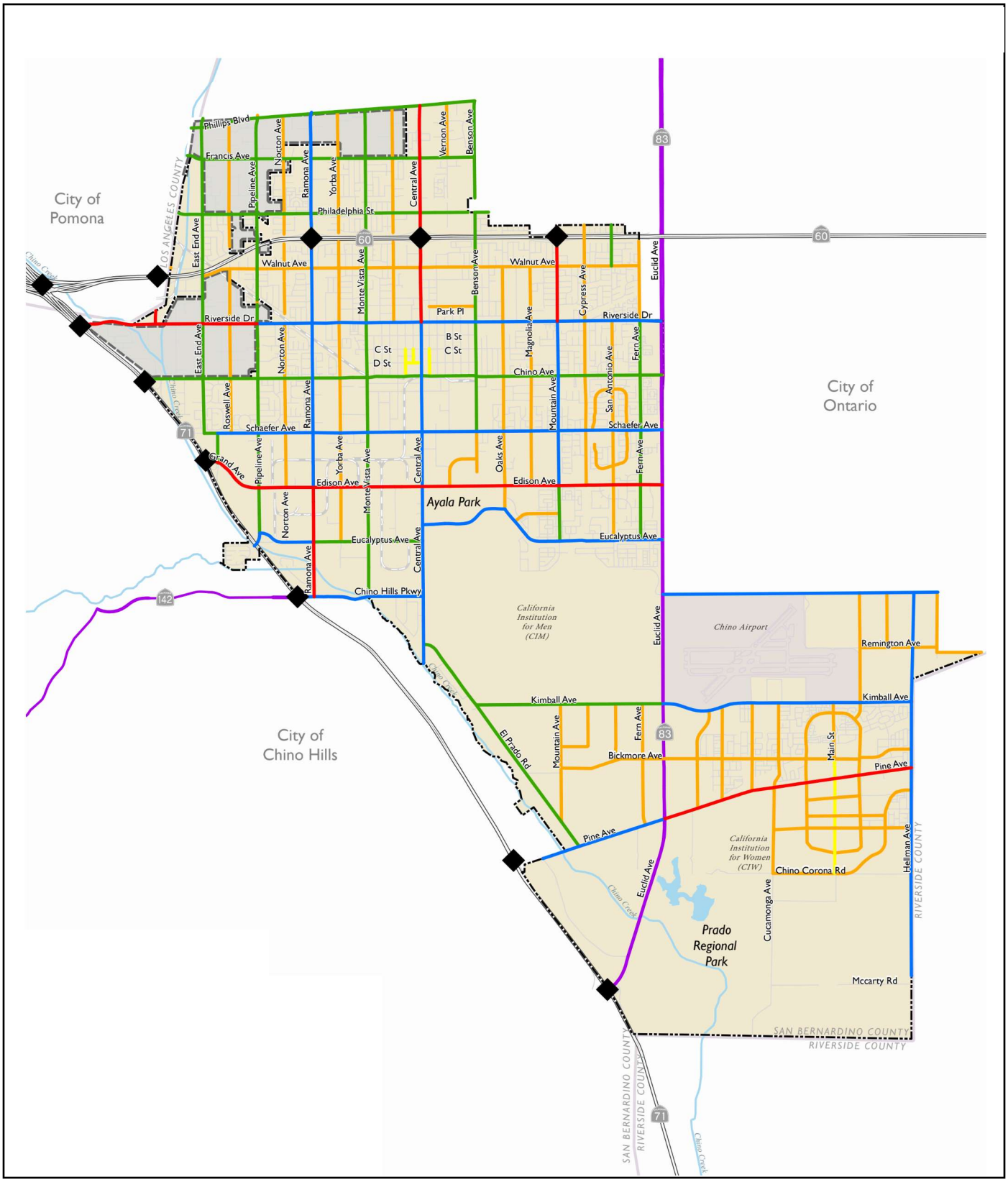

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FIGURE 4.13-1
Proposed Circulation Network

- Major Arterial: A major arterial is a divided roadway with six to eight through lanes. Major arterials serve major activity centers within the Planning Area, carry the majority of intra-city trips, and provide access to high volume corridors, such as freeways. Public transportation is usually more prominent along the major arterial system. No on-street parking is permitted. Major arterials may be divided by a median and may have a bicycle lane/trail and/or an equestrian trail. The typical right-of-way width ranges between 120 feet and 134 feet, and the curb-to-curb width ranges from 100 feet to 114 feet.
- Primary Arterial: A primary arterial is a roadway with four or six through lanes and minimal access from driveways. Primary arterials may be separated by a median and may have a bicycle lane/trail and/or an equestrian trial. The typical right-of-way width is 98 feet, and the curb-to-curb width range is 74 feet. Parking is prohibited on primary arterial roadways.
- Secondary Arterial: A secondary arterial is an undivided roadway with four through lanes. The typical right-of-way width is approximately 88 feet, and the curb-to-curb width is 64 feet. Secondary arterials may have a bicycle lane/trail and/or an equestrian trail. Parking can be allowed on secondary arterial roadways.
- Collectors: A collector street is a two-lane, undivided roadway with the primary function of collecting and distributing local traffic. The typical right-of-way width ranges between 60 feet and 88 feet. Collector streets may be further broken down into three subcategories according to adjacent land use:
    - Urban Residential Collector (typical curb-to-curb dimension is 40 feet)
    - Rural Collector (typical curb-to-curb dimension is 40 feet)
    - Urban Industrial Collector(typical curb-to-curb dimension is 44 feet)
- Downtown Street: A downtown street is a two-lane undivided roadway. Downtown streets are primarily used in high-density, and mixed-use areas that may have reduced speed limits. The downtown street prioritizes pedestrians with wider sidewalks and parkways with shade trees, and benches. On-street angled parking is provided with all-way traffic controls like stop signs located at all intersections. The right-of-way width for downtown streets may vary depending on the necessary neighborhood character that can vary from 80 to 92 feet.
- Local Street: A local street is a two-lane, undivided roadway. Local streets are primarily used to gain access to and from adjacent properties. The minimum right-of-way width for local streets is 60 feet.
- Rural Roadway: A Rural Roadway is a two-lane undivided roadway intended to serve roads recently annexed from the county. These roads are designed to preserve the existing rural character while accommodating future maintenance or improvements. Rural Roadways may feature parkways, sidewalks, dirt shoulders, and rolled curbs depending on the adjacent land use and site-specific needs. The right-of-way width is 60 feet, and the roadway edge to roadway edge width is 36 feet.

b. Regional Transportation Projects

The projects listed below have broad regional significance that would improve regional circulation and connectivity.

Pine Avenue Connector: The Pine Avenue Connector Project would extend Pine Avenue from SR-71 eastward to El Prado Road as an urban four-lane arterial and widen Pine Avenue to a four-lane arterial from El Prado Road to SR-83/Euclid Avenue in the City and the City of Chino Hills. Planned for many years, the project is included in the Southern California Association of Governments' (SCAG's) 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) approved list of projects under the Federal Transportation Improvement Program and would be undertaken in coordination with the California Department of Transportation (Caltrans).

Pine Avenue and SR-71 Bridge Improvement: The Pine Avenue and SR-71 Bridge Improvement Project would improve the bridge and ramp interchange to handle the Pine Avenue Connector within Caltrans and the City of Chino Hills. This project would be required to ensure the Pine Avenue Connector is a successful project for both the City and Chino Hills.

Euclid Avenue Relinquishment: With passage of Assembly Bill (AB) 250 on October 8, 2023, the California Legislative authorized Caltrans and the City to pursue relinquishment of SR-83/Euclid Avenue. Relinquishment is tentatively scheduled to be completed by June of 2026. With relinquishment, the City would assume jurisdiction of SR-83/Euclid Avenue from the SR-71 interchange to Merrill Avenue. From Merrill Avenue to Riverside Drive, the City and Ontario share the jurisdictional boundary of SR-83/Euclid Avenue.

Euclid Avenue Bridge Project: After the relinquishment of SR-83/Euclid Avenue is complete, the City plans to pursue the Euclid Avenue Bridge Project at a location within the Prado Basin where Euclid Avenue crosses Chino Creek between SR-71 and Pine Avenue. The project site is located within the northern portion of the Prado Flood Control Basin, below the 566-foot elevation level of the Prado Dam spillway, and overlaps with areas designated for ecosystem and creek restoration. Key project objectives are to create an "all weather" facility that would not be subject to closures during storm events, and in so doing to improve safety for motorists and pedestrians by reducing the possibility of encountering flood waters, enhancing mobility and circulation during the heavy rain events; providing unhindered access for emergency vehicles; alleviating traffic congestion and removing roadway bottlenecks; and providing active transportation facilities for improved cyclist and pedestrian access through this portion of Euclid Avenue.

c. Goods Movement

Goods movement through the Planning Area occurs primarily on major freeways and expressways that bisect and border the City, including SR-60, SR-71, and SR-83/Euclid Avenue. Figure 4.13-2 presents the existing designated truck routes within the Planning Area that have been designated for through traffic of trucks over five tons. These truck routes help to facilitate the movement of goods throughout the Planning Area, while providing a connection between major highway facilities and loading and delivery destinations. Moreover, truck traffic is restricted to these designated roadways, unless otherwise authorized by the California Vehicle Code, in order to minimize wear and tear on City streets and promote safety on residential streets. State law also requires that logistics facility operators develop and implement truck routing plans approved by the City to efficiently direct truck traffic to the designated routes and avoid the use of residential streets.

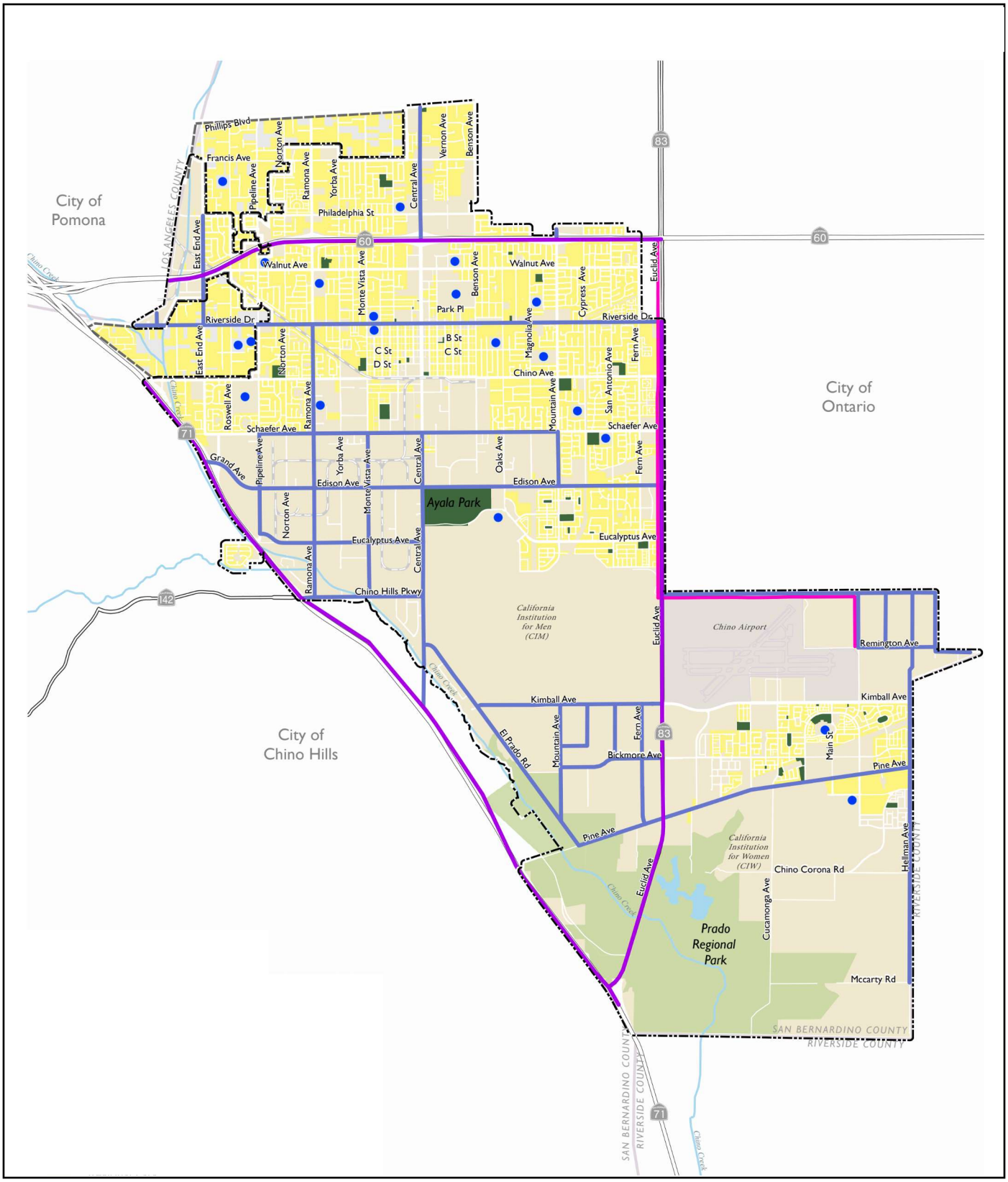

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FIGURE 4.13-2
Designated Truck Routes

4.13.1.2 Public Transit

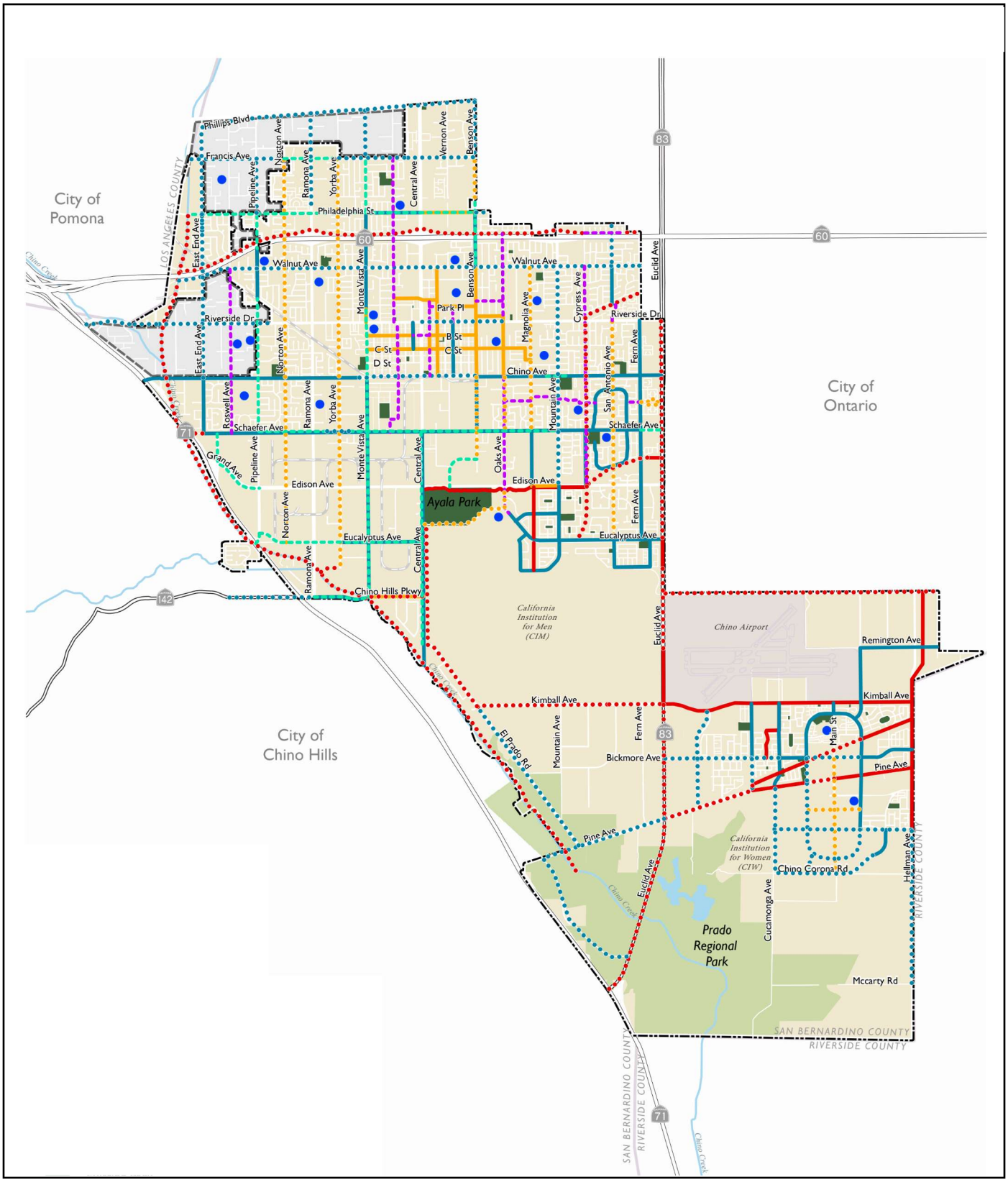
Transit service is limited within the Planning Area, and most residents commute to work by car, primarily to jobs in Los Angeles and Orange Counties. The Planning Area currently does not have any regional rail service such as Amtrak, Coaster, or Metrolink. The Chino Transit Center is located at Chino Avenue and Sixth Street, next to the Civic Center complex, which is served by Omnitrans, which operates four bus routes within the Planning Area. Omnitrans Route 88 provides connections to the Metrolink regional commuter rail station in Montclair via the Chino Transit Center, which is located downtown.

4.13.1.3 Bicycle and Pedestrian Facilities

Figure 4.13-3 shows the location of existing and proposed bicycle facilities within the Planning Area. The majority of existing bicycle facilities are located Downtown and in the newer, master planned neighborhoods of College Park and The Preserve. The types of bicycle facilities within the Planning Area are described below:

- Class I Multi-Use Paths: Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle routes, with exclusive rights-of-way for non-motorized users like cyclists and pedestrians.
- Class II Bicycle Lanes: Bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.
- Class III Bicycle Routes: A bicycle route is a suggested bicycle route marked by signs designating a preferred route between destinations. Additionally, shared lane markings "sharrows" markings are commonly used where parking is allowed adjacent to the travel lane. They are recommended where traffic volumes and roadway speeds are fairly low (35 mph or less).
- Class IV Protected Bike Lanes/Cycle Tracks: A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. They can be either one-way or two-way depending on the street network, available right-of-way and adjacent land use. A cycle track is physically separated from motor traffic and distinct from the sidewalk. There are a variety of physical protection measures that range from reflective bollards to parked vehicles.
- Bicycle Boulevards: Bicycle Boulevards are convenient, low-stress cycling environments on low-traffic-volume streets, typically parallel to higher-traffic-volume streets as an alternative to them. These roads prioritize bicyclists and typically include speed and traffic volume management measures, such as intersection right-of-way control, to discourage motor vehicle traffic.

Additionally, there are numerous sidewalks and approximately 24.84 miles of walking trails within the Planning Area.



Existing Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes

Proposed Bicycle Facilities
- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class IV Protected Bike Lanes/Cycle Tracks
- Bicycle Boulevards

- Schools
- Existing Park
- Regional Park
- City of Chino
- Sphere of Influence

0 Miles 1.5

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FIGURE 4.13-3
Existing and Proposed Bicycle Network

4.13.2 Applicable Regulatory Requirements

4.13.2.1 State Regulations

a. California Department of Transportation

Caltrans has authority over the state highway system, including mainline facilities, interchanges, and arterial state routes. Caltrans approves the planning and design of improvements for all state -controlled transportation facilities. Caltrans facilities located within or serving the Planning Area include SR-60, SR-71, SR-142 (also known as Chino Hills Parkway), and SR-83/Euclid Avenue.

b. Assembly Bill 932 (Safe System Approach)

The state legislature enacted AB 932 in 2022, requiring that cities and counties incorporate a Safe System approach into the circulation element of their general plans that focuses on addressing multiple interconnected elements of a transportation system, including safe roads, safe speeds, safe vehicles, safe road users, and post-crash care. AB 932 aligns with the broader global Vision Zero movement, which aims to eliminate traffic fatalities and severe injuries, recognizing these tragedies as preventable through a proactive, preventative approach.

b. Assembly Bill 1358 (Complete Streets Act)

The California Complete Streets Act (AB 1358) of 2008 requires circulation elements to include a "Complete Streets" approach that balances the needs of all users of the street. The bill states that streets, roads, and highways must "meet the needs of all users . . . in a manner suitable to the rural, suburban, or urban context of the general plan." AB 1358 (Complete Streets Act) requires that circulation elements plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. It also requires that streets be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

c. Senate Bill 375 (Sustainable Communities and Climate Protection Act)

The Sustainable Communities and Climate Protection Act (Senate Bill [SB] 375) provides guidance to reduce the number and length of automobile commuting trips, helping to meet the statewide targets for reducing GHG emissions set by AB 32.

SB 375 requires each Metropolitan Planning Organization (MPO) add a broader vision for growth to its transportation plan through development of an SCS. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower GHG emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the emissions target for each region. The latest SCAG RTP/SCS was adopted in 2020.

d. Senate Bill 743 (General CEQA Reform, VMT)

SB 743 was signed into law on September 27, 2013. This legislation seeks to balance the needs of congestion management, infill development, public health, GHG reductions, and other goals. The passage of SB 743 resulted in revisions to the California Environmental Quality Act (CEQA) Guidelines, including elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts, which were replaced with vehicle miles traveled (VMT) as the preferred CEQA transportation metric. The Governor's Office of Land Use and Climate Innovation released the *Technical Advisory on Evaluating Transportation Impacts in CEQA* in December 2018 to provide recommendations for the use of VMT metrics when analyzing land use projects and plans under CEQA.

e. California Fire Code

The California Fire Code establishes requirements pertaining to fire and life safety, including for building materials and methods, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials (California Code of Regulations Title 24 Part 9).

4.13.2.2 Regional Regulations

a. Southern California Association of Governments

SCAG is the regional transportation planning agency and MPO for the southern California region. As the MPO for the region, SCAG is required to prepare and update the RTP every four years. The RTP must provide for the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. In addition, because most areas within the SCAG region have been designated as nonattainment or maintenance areas for one or more transportation related criteria pollutants under the federal Clean Air Act (42 United States Code Section 7401 et seq.), the RTP must conform to the applicable State Implementation Plan. Additionally, SCAG must prepare and adopt an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce GHG emissions. SCAG also develops the Regional Transportation Improvement Programs and regional growth forecasting.

b. San Bernardino County Transportation Authority

The San Bernardino County Transportation Authority (SBCTA) oversees regional transportation planning comprising all the cities in San Bernardino County. SBCTA oversees the countywide multimodal transportation system with delivering freeway construction projects, regional road improvements, transit and rail improvements, grade separations, call boxes and ride-sharing programs, congestion relief, as well as long-term planning efforts. SBCTA is responsible for administering the Measure I half-cent sales tax which San Bernardino County voters passed most recently in 2004 approved the extension through 2040.

c. Transportation Demand Management

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving and the resulting VMT by promoting alternatives such as carpooling, bicycling, walking, telecommuting, and public transit. While some TDM measures can be undertaken by the City, such as investments in facilities and programs to encourage alternative modes of transportation, other TDM measures require collaboration with other jurisdictions, for example with transit providers to seek expanded service, or with employers to encourage flexible work schedules and the provision of on-site childcare, preferential carpool parking, and subsidized transit passes.

SCAG has developed a long-range planning vision to balance future mobility and housing needs with economic, environmental, and public health goals. SCAG's RTP/SCS, also called Connect SoCal, embraces a comprehensive approach that includes TDM to address regional changes and challenges. There are three primary goals of SCAG's TDM program:

- Reduce the number of single-occupant vehicle trips and per capita VMT through ridesharing, which includes carpooling and vanpooling, and providing first/last mile services to and from transit.

- Redistribute or eliminate vehicle trips during peak demand periods by supporting telecommuting and alternative work schedules.

- Reduce the number of single-occupant vehicle trips through use of other modes such as transit, rail, bicycling, walking, or other micro-mobility modes.

d. San Bernardino County Congestion Management Program

Proposition 111 established a process for each metropolitan county in California to prepare a Congestion Management Plan (CMP). Updated by SBCTA in 2016, the San Bernardino County CMP is an effort to align land use, transportation, and air quality management efforts in order to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements. Designated CMP facilities within or serving the Planning Area include SR-83/Euclid Avenue, Edison Avenue, Central Avenue, Riverside Drive, and Chino Hills Parkway.

e. Omnitrans

Omnitrans is the public transit agency for the San Bernardino Valley, serving approximately 7 million passengers each year throughout a 480-square-mile service area that covers 15 cities and portions of the unincorporated areas of San Bernardino County. Omnitrans operates local and express bus routes, sbX bus rapid transit service, and Access (a paratransit service for individuals with disabilities). Major destinations within the Omnitrans service area include transportation centers, medical centers, educational facilities, shopping malls, business parks, and community centers. Omnitrans operates four bus routes that provide service in the northern part of the Planning Area, with connections to regional destinations. Omnitrans Route 88 provides connections to the Metrolink regional commuter rail station in Montclair via the Chino Transit Center, which is located downtown.

4.13.2.3 Local Regulations

a. City of Chino

The City is responsible for planning, constructing, and maintaining local public transportation facilities, including all City streets, City-operated traffic signals, sidewalks, and bicycle facilities. These local services are funded primarily by the Capital Improvement Program, which is a combination of general funds, development assessments, grants, and other tax revenue sources. The City has jurisdiction over all City streets and traffic signals except for those operated by Caltrans or shared with adjacent jurisdictions, such as the cities of Ontario, Eastvale, Chino Hills, County of San Bernardino, and Montclair.

b. Bicycle and Pedestrian Master Plan

The City's Bicycle and Pedestrian Master Plan (BPMP) recommends bicycle programs to improve facilities that can make it safer and more attractive for users of all ages and abilities to ride a bicycle on City streets. One of the primary recommendations from the BPMP was to collaborate with the San Bernardino County Flood District to establish a series of multi-use paths that provide physical separation from traffic. A Safe Routes to School Framework was also applied to ensure that bicycle lane recommendations in school zones prioritized safety and low levels of traffic stress for facility users. Additionally, the BPMP recommends improving bicycle lanes with detector loops and buffers, upgrading multi-use paths with signage and striping, enhancing access to transit, and expanding secure, well-lit bicycle parking—especially near schools and new developments.

c. Municipal Code

Title 12 of the City's Code of Ordinances covers requirements regarding streets, sidewalks, and other public places. This includes improvements necessary to maintain the public health and safety of the inhabitants of the City.

d. Proposed General Plan Goals and Policies

Infrastructure Element

Goal INF-1: Regional Connectivity. Strengthen connections to the regional transportation network.

- Policy INF-1.1: Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.
- Policy INF-1.2: Participate in regional transportation planning initiatives and cooperate with regional partners and neighboring jurisdictions to plan, design, and maintain a transportation system that provides for the safe and efficient movement of goods and people in the region.
- Policy INF-1.3: Pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.

- Policy INF-1.4: Work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from Chino to major regional destinations, such as the Ontario International Airport, Metrolink rail stations, and large employment centers. Seek expanded fixed route services and collaborate on potential Bus Rapid Transit routes to expand transit throughout Chino.

- Policy INF-1.5: Support continued operation of the regional freight rail system where it offers safe, convenient, and economical transport of commodities.

- Policy INF-1.6: Through its own regulations and collaboration with other responsible agencies, work to foster the compatibility of general and commercial aviation facilities with surrounding uses.

- Policy INF-1.7: Work with the San Bernardino County Airports to plan for a full range of aviation services and promote airline service that meets the present and future needs of residents and the business community.

Goal INF-2: Comprehensive Transportation System Plan, design, build, and maintain a local transportation network that provides safe and efficient access throughout Chino and optimizes travel by all modes.

- Policy INF-2.1: Maintain a street classification system that considers the role of streets as corridors for movement but also reflects a context-sensitive complete streets approach that enables safe, convenient travel for all roadway users.

- Policy INF-2.2: Foster a cohesive circulation system through a "layered network" approach that promotes complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas. Integrate complete streets and a layered networks approach into all City streets, traffic standards, plans, and details.

- Policy INF-2.3: Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 4.13-1. Design arterials with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use, without providing excess capacity to encourage additional non-local cut-through traffic on City streets.

- Policy INF-2.4: Undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications on an on-going basis.

- Policy INF-2.5: Plan and invest to foster a transportation system that improves the health of Chino residents through actions that make active transportation, non-motorized modes, and high-occupancy vehicles viable, attractive alternatives to the private automobile.

- Policy INF-2.6: Ensure the design of new streets and the retrofit of existing streets minimizes traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:

  - Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;
  - Short block lengths, reduced street widths, and/or traffic calming measures; and
  - Providing pedestrians and bicyclists with options where motorized transportation is prohibited.

- Policy INF-2.7: Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.
- Policy INF-2.8: Prioritize safe railway crossings along rail corridors in Chino.
- Policy INF-2.9: Through the development review process, limit the number of access points along all expressways and major arterials, continue to control access points through construction of median turn lanes and island curb cuts, and reduce and consolidate the current number of access points along expressways and major arterials.
- Policy INF-2.10: Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and traffic signal coordination.
- Policy INF-2.11: As part of street redesigns, plan for the needs of different modes–such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, bicycle facilities, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.
- Policy INF-2.12: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.
- Policy INF-2.13: Engage the community and neighborhoods in street design and redesign. Consult with the Infrastructure Committee on major street design projects.
- Policy INF-2.14: Explore the use of green infrastructure in the design of new roadways and retrofit existing roadways where appropriate.
- Policy INF-2.15: Incorporate traffic calming design into local and collector streets to promote safe vehicle speeds.
- Policy INF-2.16: Continue to administer a funding system that will foster completion of the network before the projects that require them are occupied. Seek funding from grants and other external sources to meet this objective.
- Policy INF-2.17: Require new development to construct or pay a proportionate share of the cost of improvements based on mobility-related impacts of the new development.

Goal INF-3: Efficient Circulation. Manage the City's transportation system to maximize the efficiency of the network, minimize congestion and air pollution, and reduce VMT.

- Policy INF-3.1: Maintain street design and operations standards that effectively manage vehicle speeds and traffic volumes while enhancing safety, updating them as best practices evolve.
- Policy INF-3.2: Strive to maintain LOS "D" or better at intersections and along roadway segments while also prioritizing pedestrian safety near schools, parks, mixed-use areas, and other public destinations. LOS shall be demonstrated to the satisfaction of the City Traffic Engineer.
- Policy INF-3.3: Allow for a list of protected locations to be exempt from the LOS policy based on right-of-way constraints and goals and values of the community. The City Traffic Engineer shall update the protected roadway segments list periodically to be included with the traffic impact study guidelines and adopted by ordinance.
- Policy INF-3.4: Where new developments would increase traffic flows beyond the LOS D, require appropriate and feasible improvement measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate dedicated left-turn and right-turn lanes at intersections, implementation of Intelligent Transportation Systems technology, or other improvements.
- Policy INF-3.5: Require development projects to prepare traffic impact studies, including VMT analysis and level of service assessments as appropriate per the City's adopted Traffic Impact Analysis (TIA) Guidelines.
- Policy INF-3.6: Support regional efforts for the development of a VMT Mitigation Bank in cooperation with SBCTA.
- Policy INF-3.7: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts, including through payment of Development Impact Fees.
- Policy INF-3.8: Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.
- Policy INF-3.9: Promote safe and efficient circulation at schools, partnering with the local school district to optimize school drop-off/pick-ups, and improve safe routes to schools.
- Policy INF-3.10: Use curb space management best practices and strategies for deliveries and drop-offs in commercial and mixed-use areas.
- Policy INF-3.11: Minimize emergency vehicle response time and improve emergency access.
- Policy INF-3.12: Plan for future innovations in vehicular transportation such as self-driving vehicles, and vehicle to infrastructure technologies.

- Policy INF-3.13: Expand the use of data and analytics to monitor metrics such as speed, travel times, counts, and related key metrics to improve the mobility experience, enhance street safety, better manage the transportation system, and understand existing travel patterns.
- Policy INF-3.14: Promote the greater use of TDM strategies by employers and large residential developments to reduce dependence on single-occupancy vehicles.
- Policy INF-3.15: Use public outreach to encourage alternative modes of travel and inform the community about the benefits of participation in new programs, approaches, and strategies.
- Policy INF-3.16: As a TDM strategy, encourage large scale employers to provide on-site childcare services within employment districts to reduce or avoid vehicle trips associated with child pick-up and drop-off.
- Policy INF-3.17: Encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events.
- Policy INF-3.18: Partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens.
- Policy INF-3.19: Balance on-street and off-street parking supply with objectives for reducing VMT, improving air quality, supporting economic vitality, and fostering a high quality of life throughout the City.
- Policy INF-3.20: Through the development review process, encourage applicants proposing projects in mixed-use areas and activity centers to explore shared-use of existing parking spaces that can be available for dual uses before proposing to construct new parking facilities.
- Policy INF-3.21: Require traffic and parking management plans for major events that utilize travel demand management strategies encouraging transit and other alternatives to single occupant vehicles to limit the impact to City streets.
- Policy INF-3.22: Lead by example by continuing to incentivize the use of electric vehicles and hybrids, such as by expanding the availability of electric vehicle charging in City parking lots and structures and/or providing priority parking locations for electric and hybrid vehicles.

Goal INF-4: Connected City. Provide safe and convenient connections between neighborhoods and destinations within Chino for pedestrians, cyclists, and transit riders.

- Policy INF-4.1: Strengthen active transportation circulation routes between residential neighborhoods, parks, schools, and mixed-use areas.
- Policy INF-4.2: As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a half-mile walk of mixed-use areas.
- Policy INF-4.3: Adopt a "vision zero" approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

- Policy INF-4.4: Design streets to promote walking by including design elements such as the following:
    - Grid networks that provide high levels of connectivity;
    - Closely spaced intersections;
    - Frequent and low-stress crossings;
    - Wide, unobstructed walkable sidewalks;
    - Street trees that provide shading; and
    - Minimize curb cuts to only required access areas.
- Policy INF-4.5: Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.
- Policy INF-4.6: Work to complete the network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, through development project improvements and grant funding to build new sidewalks and crossings, especially near important destinations, such as schools, parks, and mixed-use areas.
- Policy INF-4.7: Require pedestrian-friendly traffic signal accessories, such as Accessible Pedestrian Signals, which include countdown information in both a visual and auditory format, and similar technologies at all significant pedestrian crossings.
- Policy INF-4.8: Require that new subdivisions, new multifamily developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers.
- Policy INF-4.9: Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:
    - provision of curb ramps, crosswalks, and overpasses;
    - relocation of infrastructure or street furniture that impedes travel pathways;
    - reducing or consolidating driveways and curb cuts; and
    - creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- Policy INF-4.10: When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.
- Policy INF-4.11: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

- Policy INF-4.12: Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.
- Policy INF-4.13: When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.
- Policy INF-4.14: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.
- Policy INF-4.15: Encourage the routing of buses to the Chino Airport, Chaffey College, The Preserve, and other major destinations to facilitate transit access for workers, students, and airport passengers.
- Policy INF-4.16: Work with Omnitrans to expand bus service to additional areas of the City and improve north-south connections. Prioritize connections to/from job centers in Chino and between The Preserve and the northern part of the City.

Goal INF-5: Safe, Efficient, Goods Movement. Provide for safe, efficient goods movement by road, air, and rail.

- Policy INF-5.1: Integrate goods movement into the transportation system efficiently and safely. Work to continuously improve the efficiency and safety of rail freight through the City.
- Policy INF-5.2: Focus goods movement onto the designated truck routes shown on Figure 4.13-2, consistent with the layered network approach, to foster efficient freight logistics and enhance public health and safety.
- Policy INF-5.3: Maintain a truck route map published online and continue to provide signage to direct truck traffic to designated routes.
- Policy INF-5.4: Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.
- Policy INF-5.5: Support implementation of new technologies that result in logistics operations that are cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle censors and communications.
- Policy INF-5.6: Require that logistics facility operators prepare and submit for City approval a truck routing plan demonstrating access to the State highway system consistent with the City's designated truck route map.
- Policy INF-5.7: Coordinate with public agencies in the region to catalyze the development and deployment of zero-emission medium- and heavy-duty vehicle fleets, buses, and lighter duty electric bicycles, and support development of shared charging hubs and resources, and prioritization of zero-emission vehicle technologies for goods movement in the City.

- Policy INF-5.8: Advocate for dedicated goods movement funding and collaborate with regional partners to designate freight corridor investment priorities, including dedication of separate freight and rail corridors where appropriate.
- Policy INF-5.9: Support improvements to regional goods movement facilities that facilitate local economic development and limit environmental impacts, including investments in technology, such as blockchain, that improve tracking and coordination at intermodal freight facilities.
- Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.

4.13.3 Significance Determination Thresholds

Thresholds used to evaluate impacts to transportation are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4) Result in inadequate emergency access.

4.13.4 Methodology

The analysis included in this section is based on the Transportation Analysis (see Appendix X) completed for the project in accordance with the City's Traffic Study Guidelines and consistent with Section 15064.3 of the CEQA Guidelines (Appendix G).

4.13.5 Topic 1: Circulation System

Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

4.13.5.1 Impact Analysis

a. Roadway System

Future development and redevelopment under the project would increase traffic volumes within the Planning Area. The City evaluates operational efficiency and quality of service on roadways, intersections, or freeway segments based on the LOS metric. LOS is typically graded qualitatively on

a scale from A to F. The City considers LOS D acceptable, but LOS E and LOS F are considered unacceptable.

The Transportation Analysis completed for the project forecast daily traffic volumes using the San Bernardino Traffic Analysis Model (SBTAM+) for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The Transportation Analysis identified that under buildout of the project, all roadways would operate at LOS D or better, except for the following:

- Kimball Avenue from Mill Creek Avenue to Main Street (LOS F)
- Pine Avenue from El Prado Road to Euclid Avenue (LOS E)

The Transportation Analysis determined that roadway segment operations under the project would be better compared to the Adopted General Plan, under which a third roadway segment, Chino Hills Parkway from West City Limit to Monte Vista Avenue would also operate at LOS E. The project would result in improved circulation along this segment because it would upgrade the classification of Chino Hills Parkway from a Primary Arterial to a Major Arterial. Additionally, the project includes policies that would seek to improve roadway operations on the circulation network. Policy INF-2.3 would require the City to design arterials with sufficient capacity to accommodate anticipated traffic based on the intensity of existing and planned land use. Policy INF-2.4 would direct the City to undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications. However, notwithstanding future implementation of Policy INF-2.4, the segments of Kimball Avenue and Pine Avenue identified above, are projected to operate unacceptable levels because roadway widenings may be infeasible at these locations due to adjacent land uses, capital improvement costs, and other modes the street serves (like bicycles and pedestrians). Therefore, these two roadway segments would operate at unacceptable levels under the project resulting in a conflict with City circulation standards.

b. Public Transit

As described in Section 4.13.1.2 above, transit service is limited within the Planning Area, and most residents commute to work by car, primarily to jobs in Los Angeles and Orange Counties. The Planning Area currently does not have any regional rail service such as Amtrak, Coaster, or Metrolink. However, the project includes policies that would seek to improve transit opportunities within the Planning Area. Policy INF-1.4 directs the City to work with Omnitrans and other transit providers to improve the frequency and convenience of transit connections from the City to major regional destinations, such as the Ontario International Airport and Metrolink rail stations. Policy INF-2.11 directs the City to plan for the needs of different modes, including transit amenities, as part of street redesigns. Policy INF-3.17 directs the City to encourage collaboration between transit partners and event producers to promote awareness of additional and timely transit service before and after large events, and Policy INF-3.18 directs the City to partner with Omnitrans to expand participation in programs that offer free or discounted transit passes for low-income residents, youth, and/or senior citizens. Policy INF-4.15 directs the City to encourage the routing of buses to the Chino Airport, Chaffey College, and other major destinations, and Policy INF-4.16 directs the City to work with Omnitrans to expand bus service to additional areas of the City and improve north-south connections. Implementation of these policies would ensure public transit would continue to operate smoothly and no conflict with City plans, ordinances, or policies would occur.

c. Bicycle and Pedestrian Facilities

Future development and redevelopment under the project would increase the demand for bicycle and pedestrian facilities. In order to meet this anticipated increase in demand, the Infrastructure Element includes numerous strategies that would support bicycle and pedestrian travel. The project would support the goals and policies of the City's BPMP. Figure 4.13-3 above presents the locations of future bicycle routes, which include facilities to connect the northern and southern portions of the Planning Area that pass through the City's principal employment districts. The Infrastructure Element identifies that these roads carry high volumes of trucks, and that future planning would need to manage potential conflicts in order to increase the share of bicycle trips while maintaining safety. Figure 4.13-4 presents the locations of potential bicycle and truck conflicts, while Table 4.13-1 outlines potential strategies the City has developed that are documented in the Infrastructure Element that would serve to reduce these conflicts during buildout of the project through 2045.

Additionally, the Infrastructure Element includes numerous policies that would seek to improve bicycle and pedestrian travel within the Planning Area. Policy INF-1.3 directs the City to pursue transportation infrastructure improvements and associated funding for projects such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices. Policy INF-2.6 requires that during the retrofit of existing streets, traffic volumes and/or speed should be minimized as appropriate, an also provide pedestrians and bicyclists with options where motorized transportation is prohibited. Policy INF-4.5 calls for a safe, convenient pedestrian environment, Policy INF-4.6 calls for the completion of a network of tree-shaded sidewalks throughout the City, to the greatest extent feasible, Policy INF-4.7 requires pedestrian-friendly traffic signal accessories, and Policy INF-4.8 requires that new subdivisions, new multifamily developments, and new developments along commercial corridors include well-lit, tree-shaded walkways that provide direct links to the public realm or adjacent public destinations such as transit stops, schools, parks, and shopping centers. Policy INF-4.9 calls for the removal of barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City. Policy INF-4.11 directs the City to establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips, while Policy INF-4.12 directs the City to plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City. Policy INF-4.13 directs the City to prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible, and Policy INF4.14 directs the City to implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.

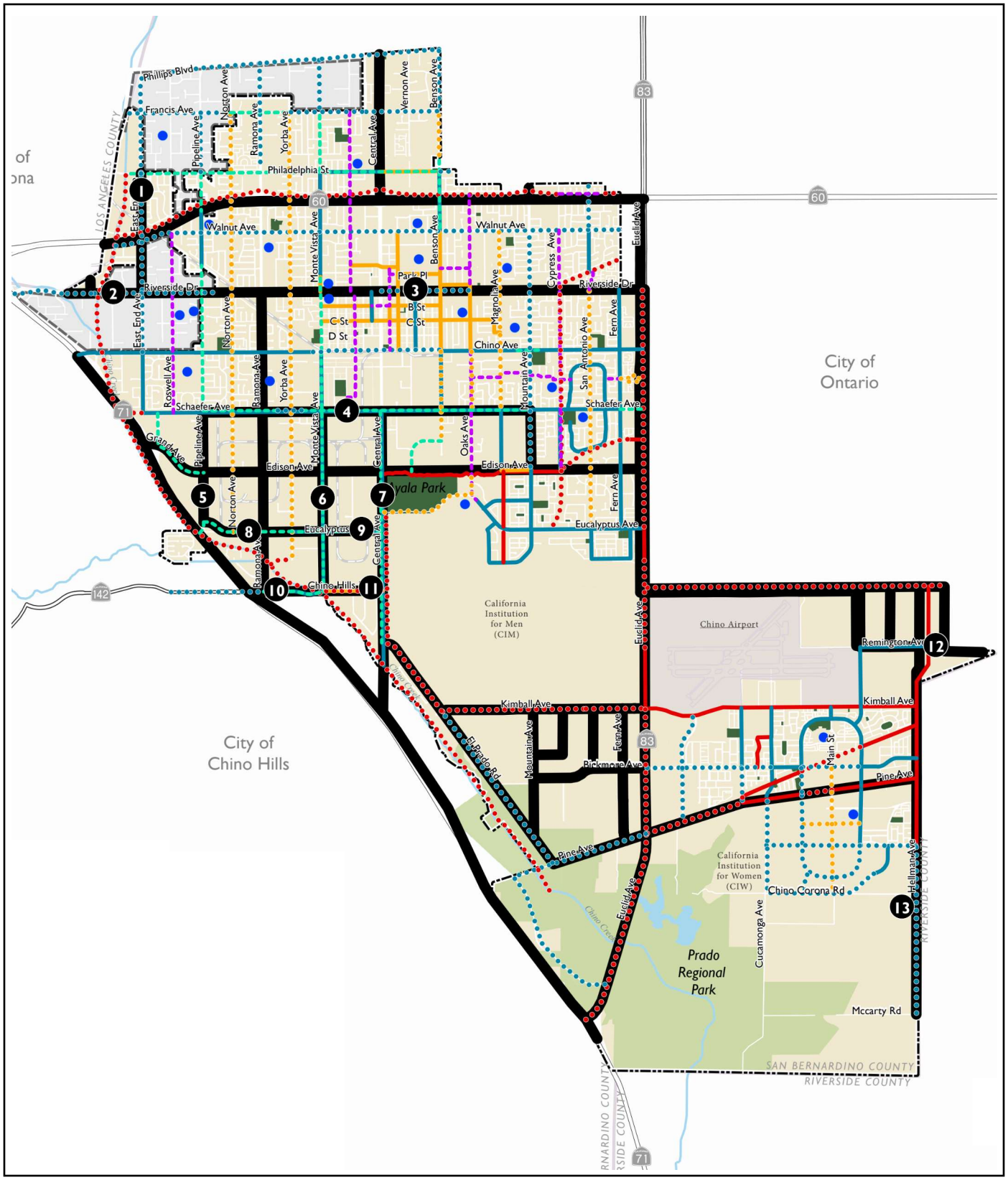

FIGURE 4.13-4
Segments with Overlapping Truck Routes and Bicycle Facilities

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Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
1	East End Avenue between Philadelphia Street and Riverside Drive	The existing variable right-of-way presents a barrier to implementing bicycle facilities without widening the roadway. Reroute cyclists to parallel roadway (i.e., Pipeline Avenue) near-term and long-term invest in the bicycle facilities along East End Avenue and its connection to Philadelphia Street and Riverside Drive.
2	Riverside Drive between Ficus Street and Norton Avenue	Consider expanding the proposed Class II bicycle lane to Central Avenue to support connectivity with the Riverside Drive mixed-use boulevard.
3	Riverside Drive between Central Avenue and Oaks Avenue	Continue to invest in bicycle facility improvements, pending feasibility and congruency with the Riverside Drive mixed-use boulevard.
4	Schaefer Avenue between Pipeline Avenue and Mountain Avenue	As proposed by the project (see Figure 4.13-3), enhance existing Class II bicycle lane by adding buffers or converting it to a Class IV cycle track with physical barriers, such as bollards. Continue to improve with additional supportive treatments along the corridor and through intersections.
5	Pipeline Avenue between Schaefer Avenue and Eucalyptus Avenue	The existing constrained right-of-way limits opportunities for Class II bicycle lanes and/or separation. Consider rerouting cyclists onto parallel roadway (i.e., Norton Avenue), and invest further into upgrading that roadway to be a lower speed bike boulevard.
6	Monte Vista Avenue between Schaefer Avenue and Chino Hills Parkway	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	As proposed by the project (see Figure 4.13-3), convert the existing Class II bicycle buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic.
8	Eucalyptus Avenue between Pipeline Avenue and Yorba Avenue	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	As proposed by the project (see Figure 4.13-3), convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic–where feasible, if not retain Class II bicycle lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bicycle lane (on the south side of the roadway) by adding buffers or convert it to a Class IV cycle track with physical barriers. Install new Class II bicycle lanes, and if feasible, Class IV cycle tracks on the north side of the roadway. In addition, require intersection treatments including green conflict markings across

Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
		driveways and intersections, leading bike intervals, and additional signage and lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing bicycle lanes are present on both sides of the roadway along the existing sidewalk. Consider investing in on-street bicycle facilities, pending a feasibility study of right-of-way. Alternatively, invest in a dedicated bi-directional Class I shared use path on one side of the roadway.
12	Remington Avenue between Flight Avenue and Carpenter Avenue	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic, pending further feasibility. If not feasible, consider the implementation of Class I share use on one side of the roadway.
~~13~~	~~Flight Avenue between Kimball Avenue and Remington Avenue~~	~~The existing variable right-of-way limits the possibility of bike lane separation without widening the roadway. Consider investing in a Class I share use on one side of the roadway or rerouting cyclists to the Class I share use path along Hellman Avenue to the east of Flight Avenue.~~
~~14~~13	Hellman Avenue between River Road and Walters Street	The existing variable and constrained right-of-way limits opportunities for bike lanes and/or separation. Continue to invest in an off-street Class I shared use path on the west side of the roadway, which connects to an existing network of off-street facilities.

4.13.5.2 Significance of Impacts

a. Roadway System

The Transportation Analysis completed for the project identified two roadway segments that would operate at unacceptable levels under buildout of the project:

- Kimball Avenue from Mill Creek Avenue to Main Street (LOS F)
- Pine Avenue from El Prado Road to Euclid Avenue (LOS E)

Roadway widening for the segments of Kimball Avenue and Pine Avenue projected to reduce projected unacceptable levels of roadway segment operations may be infeasible due to the adjacent land uses, capital improvement costs, and other modes the street serves (like bicycles and pedestrians). Therefore, these two roadway segments would operate at unacceptable levels under buildout of the project, which would be considered a significant impact.

b. Public Transit

The Infrastructure Element includes numerous policies that would improve access to public transit within the Planning Area. Therefore, the project would not conflict with a plan, ordinance, or policy related to transit, and impacts would be less than significant.

c. Bicycle and Pedestrian Facilities

The Infrastructure Element includes numerous strategies and policies that would support bicycle and pedestrian and bicycle travel. Therefore, the project would not conflict with a plan, ordinance, or policy pedestrian and bicycle travel, and impacts would be less than significant.

4.13.5.3 Mitigation

a. Roadway System

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E).

b. Public Transit

Impacts related to public transit would be less than significant. No mitigation is required.

c. Bicycle and Pedestrian Facilities

Impacts related to bicycle and pedestrian facilities would be less than significant. No mitigation is required.

4.13.5.4 Significance of Impacts after Mitigation

a. Roadway System

Impacts to roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E) would remain significant and unavoidable.

b. Public Transit

Impacts related to public transit would be less than significant.

c. Bicycle and Pedestrian Facilities

Impacts related to bicycle and pedestrian facilities would be less than significant.

4.13.6 Topic 2: Vehicle Miles Traveled

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

4.13.6.1 Impact Analysis

The Transportation Analysis completed for the project conducted a VMT forecast for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The VMT forecast was based on the Origin/Destination (OD) method using VMT per service population (SP) within the County of San Bernardino jurisdictional boundary. Per the City's TIA Guidelines, an impact would occur if buildout of the project through 2045 would generate OD VMT/SP that would exceed buildout of the Adopted General Plan through 2045. Table 4.13-2 presents the results of the VMT forecast for buildout of the project in comparison to buildout of the Adopted General Plan through 2045. As shown in Table 4.13-2, buildout of the project would generate 42.7 OD VMT/SP, slightly less than the 43.3 OD VMT/SP generated by buildout of the Adopted General Plan.

Table 4.13-2
Daily Vehicle Miles Traveled

Metric	Existing (2024)	Adopted General Plan (2045)	Project (2045)
OD VMT	6,630,206	7,717,305	7,686,959
SP	163,484	178,060	179,843
OD VMT/SP	40.6	43.3	42.7

OD = Origin/Destination; VMT = vehicle miles traveled; SP = service population
NOTE: Service population is defined as population plus employment within the specified boundary.

Additionally, the Infrastructure Element includes policies that would support reduction in VMT. Policy INF-3.6 directs the City to support regional efforts for the development of a VMT Mitigation Bank, while Policy INF-3.19 directs the City to balance on-street and off-street parking supply with objectives for reducing VMT. Furthermore, the Infrastructure Element includes numerous policies related to complete streets, TDM, and other strategies that promote alternative modes of transportation that would reduce VMT.

4.13.6.2 Significance of Impacts

Buildout of the project would reduce OD VMT/SP compared to buildout of the Adopted General Plan. Furthermore, the Infrastructure Element includes numerous policies that would support reduction in VMT. However, there are some qualitative factors impacting travel behavior that are not completely captured by the VMT model, which are discussed in greater detail below.

Gas Prices: The cost of fuel has been shown to have a dramatic effect on people's choices regarding how much they drive. Gas prices have fluctuated in recent years due to a mix of geopolitical events, supply chain shifts, and domestic policy. The City does not have control over the cost of fuel. However, the State of California could impose regulations through the legislature that could manage the cost of fuel to influence driver behavior to attain state goals. To date, the state has discussed measures that would influence VMT significantly, including a VMT tax or modifications to the fuel tax. These behavioral shifts leading to increased or decreased driving are not fully captured in SBTAM+ outputs, which assume static economic inputs and are unable to represent sudden market or policy changes.

Telecommuting: The increase (and potential decrease) of remote or hybrid work may impact VMT. While the COVID-19 pandemic contributed to a reduction in commuting, subsequent reversals back to in-person or hybrid work may vary widely amongst employers or even regions. SBTAM+ is not able to represent changes in commuting behavior due to varying internal changes amongst large employers or regions.

Economic Shifts: Economic changes can influence commuting behavior and subsequently VMT impacts. Economic recoveries or downturns can trigger increases in commuting, business travel, or deliveries. For example, regional accelerated job growth that outpaces housing production may incentivize a larger population of people to commute longer distances outside of the Planning Area. On the other hand, economic downturns may also result in difficulties in finding local employment and increased longer distance commutes. SBTAM+ applies regional employment growth assumptions but cannot capture short-term economic surges or variations in regional development that could impact VMT.

Consumer Trends and Cultural Shifts: Consumer preferences, lifestyle habits, and social norms may also impact VMT in multiple ways. The rise of e-commerce and on-demand delivery services have replaced some personal trips but generate commercial vehicle miles instead. The streamlining of these services or introduction of new on-demand services could result in varying local and regional VMT changes. Generational culture shifts such as preferences towards or away from vehicle ownership can also result in long-term travel behavior changes. SBTAM+ is not able to accurately model the nuances of evolving consumer trends and cultural preferences.

Although the Transportation Analysis determined that the project would reduce VMT compared to buildout of the Adopted General Plan, using the best tool available in San Bernardino County, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT within the Planning Area. Furthermore, site -specific development and redevelopment that would occur before complete buildout of the project may generate VMT that would exceed the applicable threshold until the cumulative condition is reached. Therefore, VMT generated under buildout of the project would have the potential to be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) at this program level of review. This would be considered a potentially significant impact.

4.13.6.3 Mitigation

No feasible mitigation exists to reduce VMT.

4.13.6.4 Significance of Impacts after Mitigation

No feasible mitigation exists to reduce VMT. Therefore, impacts related to VMT would remain significant and unavoidable at this program level of review.

4.13.7 Topic 3: Hazards Due to a Design Feature

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

4.13.7.1 Impact Analysis

The Infrastructure Element includes numerous policies that would ensure that future development and redevelopment within the Planning Area would not increase transportation related hazards. Policy INF-2.7 directs the City to implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved, while Policy INF-2.8 directs the City to prioritize safe railway crossings along rail corridors in the Planning Area. Policy INF-2.10 directs the City to consider innovative design solutions to improve mobility, efficiency, connectivity, and safety through the use of traffic calming devices, roundabouts, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, and signal coordination, while Policy INF-2.15 directs the City to incorporate traffic calming design into local and collector streets to promote safe vehicle speeds, and Policy INF-4.3 directs the City to adopt a "vision zero" approach to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

4.13.7.2 Significance of Impacts

The Infrastructure Element includes numerous policies that would ensure that future development and redevelopment within the Planning Area would not increase transportation related hazards. The project would not substantially increase hazards due to a geometric design feature of incompatible uses, and impacts would be less than significant.

4.13.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.13.8 Topic 4: Emergency Access

Would the project result in inadequate emergency access?

4.13.8.1 Impact Analysis

The Infrastructure Element includes numerous policies that would ensure that future development and redevelopment within the Planning Area would not result in inadequate emergency access. The All future development and redevelopment would be designed consistent with the requirements of the California Fire Code pertaining to emergency access. Policy INF-3.11 directs the City to minimize emergency vehicle response time and improve emergency access. As described in greater detail in Section 4.7.8.1 above, the Hazards, Safety, and Noise Element includes numerous policies that would maintain emergency response and evacuation throughout the Planning Area.

4.13.8.2 Significance of Impacts

The project includes numerous policies that would maintain emergency access. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

4.13.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.13.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for hazards and transportation. The study area for the assessment of cumulative impacts related to transportation is the Planning Area. The nature of the project is also inherently cumulative as it establishes a long-term plan that would improve the circulation network through project buildout in 2045. This would include implementing policies described above that would improve the circulation network, ensure future projects would not introduce hazards onto the circulation network, and ensure future development and redevelopment would not interfere with emergency access.

The Transportation Analysis completed for the project conducted a cumulative VMT forecast for build out of the Adopted General Plan through 2045 and buildout of the project through 2045. The cumulative VMT forecast was based on the boundary method, which multiplies the volume on each roadway segment by the segment length within a specified geographic boundary. Per the City's TIA Guidelines, an impact would occur if buildout of the project through 2045 would generate a cumulative year link-level boundary that would exceed buildout of the Adopted General Plan through 2045. Table 4.13-3 presents the results of the cumulative VMT forecast for buildout of the project in comparison to buildout of the Adopted General Plan through 2045. As shown in Table 4.13-3, buildout of the project would generate 26.0 Boundary VMT/SP, slightly less than the 26.4 Boundary VMT/SP generated by buildout of the Adopted General Plan. However, there are qualitative factors impacting travel behavior that are not completely captured by the VMT model. As described in greater detail in Section 4.13.6.2 above, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate levels of VMT that would exceed the applicable threshold until the cumulative condition is reached. No feasible mitigation exists to reduce this impact to a level less than significant. Similarly, no feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E). Therefore, cumulative impacts related to VMT and roadway segment operations would remain significant and unavoidable.

Table 4.13-3
Cumulative Daily Vehicle Miles Traveled

Metric	Adopted General Plan (2045)	Project (2045)
Boundary VMT	4,694,338	4,676,526
SP	178,060	179,843
Boundary VMT/SP	26.4	26.0

VMT = vehicle miles traveled; SP = service population
NOTE: Service population is defined as population plus employment within the specified boundary.

4.14 Utilities and Service Systems

This section evaluates potential impacts related to utilities and service systems that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies upon secondary source information including City planning documents.

4.14.1 Existing Conditions

4.14.1.1 Water Supply

a. Potable Water

Approximately 60 percent of the City's water supply is obtained via City-owned groundwater wells recharged by natural runoff from the Santa Ana River Watershed. The remaining 40 percent is purchased from the Joint Powers Authority with the Chino Basin Desalter Authority (CDA) and the Water Facilities Authority (WFA). Purchased supplies are obtained from imported surface water from the Metropolitan Water District of Southern California (MWD), primarily obtained from the State Water Project through Inland Empire Utilities Agency (IEUA) (which is treated by and obtained through the WFA), and treated groundwater from the Chino Basin produced by the CDA. During emergency events, the City also has access to purchase water from neighboring water districts and agencies. The City's Urban Water Management Plan (UWMP) states that changes in climate will have a limited adverse impact on water supply for the City because of the complex interconnection of dams, reservoirs, and groundwater replenishment basins within the Santa Ana River Watershed that are able to capture and store a larger portion of precipitation from normal and dry years. Since adoption of a water conservation ordinance in 2009, the City has seen a 33 percent reduction in per capita use over the historical average. Further per capita reductions are anticipated with the broader use of more efficient plumbing and technology-based approaches, and the expansion of public education and outreach efforts.

The water distribution system consists of water treatment facilities, groundwater production wells, water storage reservoirs, booster pump stations, and more than 340 miles of distribution system piping. The City's UWMP identifies Capital Improvement Program (CIP) projects to address existing water infrastructure performance concerns. The highest priority near-term projects address infrastructure age risks, reliability/redundancy, and operational efficiency. There are no current capacity-driven deficiencies in the existing distribution system (City of Chino 2020).

b. Recycled Water

The City's utilization of recycled water to the maximum extent feasible is available from IEUA to serve 3,900 connections for industrial, landscape, construction, and agricultural irrigation purposes. The use of recycled water offsets demand for potable water imports and groundwater pumping from the

Chino Basin aquifer by nearly 28 percent. The recycled water distribution system is primarily south of Edison Avenue. The City optimizes all available entitlement use of recycled water with groundwater recharge purchases (approximately 20 percent of entitlement) upon satisfying all direct use demands.

4.14.1.2 Wastewater Infrastructure

The City provides wastewater collection service to 21,000 sewer connections within the City limits through approximately 267 miles of gravity sanitary sewer pipelines, three lift stations, and 2.5 miles of force mains. The majority (72 percent) of the pipes are eight inches in diameter or smaller. Approximately 91 percent of the system is composed of vitrified clay pipe. An additional four percent is made up of concrete pipe and three percent of polyvinyl chloride pipes (City of Chino 2022). Wastewater flows generated within the City are transferred to the IEUA interceptor sewer system and IEUA regional wastewater treatment plants for treatment and disposal. The City's Sewer Master Plan identifies CIP projects to increase capacity, replace or rehabilitate deteriorating assets, and prevent environmental contamination, addressing existing, near-term, and long-term conditions. Some properties within the northern portion of the SOI currently rely on septic systems for their sewage disposal. The City is evaluating options to expand the sewer system to serve these areas in the future.

4.14.1.3 Storm Drainage

Due to its location on flat terrain surrounded by mountains, the Planning Area is susceptible to ponding and flooding during storm events. Several flood control channels and creeks assist in the maintenance of drainage flows and flood prevention. These facilities, described below, are managed by the San Bernardino County Flood Control District (SBCFCD), the U.S. Army Corps of Engineers (USACE), and the City:

- San Antonio Channel (SBCFCD): Runs along the western City boundary and ultimately meets with Chino Creek.
- Chino Creek (USACE): Enters the City south of State Route 60 (SR-60), joins the San Antonio Channel, and follows the western boundary of the City southward.
- West State Street Storm Drain (SBCFCD): Serves as the northern-most portion of the 100-year flood system for the drainage area that includes the City and discharges into the San Antonio Channel.
- Chino Storm Drain (SBCFCD): Constructed alongside SR-60, joins the San Antonio Channel on the western boundary of the City.
- Cypress Channel (SBCFCD): Begins south of SR-60 and drains into the USACE Prado Flood Control Basin providing storm drainage to the eastern side of the City.
- Magnolia Channel (City): Extends from Edison Avenue through the southern portion of the City and ultimately joins with Chino Creek.
- Cucamonga Creek (also known as Mill Creek; SBCFCD/USACE): Enters the Planning Area from the north and flows south of The Preserve Specific Plan.

The City's Public Works Department maintains and improves the City's storm drain systems. The City developed a Master Plan of Drainage in 1993 for its northern areas, with later plans in 1998 and 2007 addressing drainage needs in the southern parts of the City. These plans identified infrastructure projects to support development and manage stormwater, particularly for 100-year storm events, most of which have been completed. Current priorities include upgrading aging systems, accommodating new development—especially in Subarea No. 2—and complying with stormwater regulations that require environmentally responsible runoff management. Trash capture devices are also planned to meet state mandates.

4.14.1.4 Solid Waste

The City falls under the jurisdiction of the County of San Bernardino Solid Waste Management Division. The Solid Waste Management Division operates and manages five landfills, seven transfer stations, and three community collection centers. The City contracts all refuse and recycling services to Waste Management (WM), who is responsible for the collection and disposal of residential and commercial uses (WM 2025).

The City's solid waste is sent to the West Valley Material Recovery Facility and Transfer Station (West Valley MRF), located in the City of Fontana. From there, the solid waste is sent the El Sobrante Landfill, located in Riverside County. Burrtec Waste Industries is responsible for solid waste collection, transfer, and disposal, as well as recycling services, within the unincorporated areas of the SOI. Similar to WM, Burrtec Waste Industries diverts waste to the West Valley MRF, before making its way to the El Sobrante Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the El Sobrante Landfill (Solid Waste Information System Number 33-AA-0217) has a remaining capacity of 143 million cubic yards with an anticipated operational life through 2051 (CalRecycle 2025).

4.14.1.5 Electricity, Natural Gas, and Telecommunications Facilities

a. Electricity and Natural Gas

Southern California Edison (SCE) provides electricity services to the Planning Area. SCE is one of the nation's largest electric utilities providing electricity service to central, coastal, and Southern California. The Southern California Gas Company (SoCalGas) provides natural gas services to the Planning Area. SoCalGas service area includes most of southern California, from Imperial County on the southeast to San Luis Obispo County on the northwest, to part of Fresno County on the north, to Riverside County and most of San Bernardino County on the east.

b. Telecommunications

Internet, telephone, and satellite television services are currently provided by a variety of private sources, including AT&T, Time Warner Cable, Spectrum, Verizon, and more.

4.14.2 Applicable Regulatory Requirements

4.14.2.1 Federal

a. Clean Water Act

Originally enacted in 1948 and amended in 1972 and 1987, the Clean Water Act establishes two national goals: eliminate the discharge of pollutants into the nation's waters and achieve water quality that is both "fishable" and "swimmable." Discharge of pollutants into waters of the United States from any "point source" (i.e., a discharge pipe) is prohibited, unless authorized by a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments direct the U.S. Environmental Protection Agency to establish a permitting framework under the NPDES program to address stormwater discharges associated with urban areas and certain industrial activities.

b. Federal National Pollutant Discharge Elimination System Permit Program

Section 402 of the Clean Water Act prohibits the discharge of pollutants in waters of the United States from any point source without an NPDES permit. Results of the Nationwide Urban Runoff Program also identified contaminated stormwater (a non-point source) as a primary cause of water quality impairment. To regulate stormwater discharges, the U.S. Environmental Protection Agency (U.S. EPA) developed a two-phased NPDES permit program. Phase I of the program requires municipalities that own and operate separate storm drain systems serving populations of 100,000 or more to obtain municipal stormwater NPDES permits. Municipalities must have a stormwater management program to obtain a permit. Phase II regulates discharges from smaller municipalities with populations between 10,000 and 100,000.

c. Energy Independence and Security Act of 2007

The Energy Independence and Security Act was signed into law in December 2007 and is an energy policy law that contains provisions designed to increase energy efficiency and the availability of renewable energy. This act contains provisions for increasing fuel economy standards for cars and light trucks, while establishing new minimum efficiency standards for lighting as well as residential and commercial appliance equipment.

d. Energy Policy Act of 2005

The Energy Policy Act was passed in July 2005 and includes a comprehensive set of provisions to address energy issues. The Energy Policy Act includes tax incentives for the following: energy conservation improvements in commercial and residential buildings; fossil fuel production and clean coal facilities; and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

e. National Energy Policy

The National Energy Policy was established in 2001 by the National Energy Policy Development Group. This policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair, and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

f. Safe Drinking Water Act

The Safe Drinking Water Act authorizes the U.S. EPA to set national health-based standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally-occurring and human-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require particular methods for treating water to remove contaminants for all water providers in the U.S., except for private wells serving fewer than 25 people. In California, the State Department of Public Health sets drinking water standards. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

4.14.2.2 State

a. Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

- Plans for water supply and assesses the reliability of each source of water, over a 20-year period, in five-year increments.
- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands, in normal, single-dry, and multiple-dry years.
- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (Senate Bill [SB] 7 of Special Extended Session 7 [SBX7-7]), which amends the act and adds new water conservation provisions to the California Water Code.

b. California Water Plan

The California Water Plan is the state's strategic plan for managing and developing water resources statewide for current and future generations, as required by the California Water Code. The plan is updated every five years.

c. The Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, the State Water Resources Control Board (SWRCB) is given the ultimate authority of state water rights and water quality policy. It also

establishes nine Regional Water Quality Control Boards. The entire Planning Area is in the jurisdictional area of the Santa Ana Regional Water Quality Control Board.

d. California National Pollutant Discharge Elimination System Permit Programs

The U.S. EPA has delegated administration of the NPDES permit program to the SWRCB and its nine regional boards.

e. California Senate Bill 1087: Sewer and Water Service Priority for Housing Affordable to Lower-Income Households (2006)

This statute requires local governments to provide a copy of the updated Housing Element to water and sewer providers immediately after adoption. Water and sewer providers must grant priority for service allocation to proposed development that includes housing units affordable to lower-income households. Additionally, Urban Water Management Plans (UWMPs) are required to include the projected water use for future lower-income households.

f. California State Senate Bill 221 and Senate Bill 610

SB 610 requires water suppliers to prepare a Water Supply Assessment report for inclusion by land use agencies within the California Environmental Quality Act (CEQA) process for new developments. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivisions. As defined in SB 221 and SB 610, large-scale projects include residential development projects that include more than 500 residential units and/or shopping centers or business establishments resulting in a net increase of more than 1,000 employees or more than 500,000 square feet of floor space.

g. 2006 Waste Discharge Requirements Order

The SWRCB adopted Statewide General Waste Discharge Requirements for Sewer Systems (Order No. 2006-0003-DWQ). The intent of the order is to regulate all collections systems in the state to reduce or eliminate the number of sanitary sewer overflows, which by their nature, pollute the environment. A sanitary sewer overflow is any overflow, spill, release, discharge, or diversion of wastewater from a sewer system. The order is applicable for all publicly-owned sewage collection systems with more than one mile of sewer pipe.

h. California Integrated Waste Management Act of 1989 (as amended by Assembly Bill 341)

Originally, the Integrated Waste Management Plan mandated diversion of 25 percent of solid waste by 1995 and 50 percent by 2000. Assembly Bill 341 amended these requirements as follows: (1) CalRecycle to issue a report to the Legislature that includes strategies and recommendations that would enable the state to divert 75 percent of the solid waste generated in the state from disposal by January 1, 2020; (2) requires businesses that meet specified thresholds in the bill to arrange for recycling services by January 1, 2012; (3) streamlines the amendment process for non-disposal facility elements, by allowing changes without review and comment from a local task force; and (4) allows

a solid waste facility to modify their existing permit, instead of having to undergo a permit revision, under specified circumstances.

4.14.2.3 Regional

a. Optimum Basin Management Program

The Optimum Basin Management Program (OBMP) was developed in 2000 (and subsequently updated in 2020) by the Chino Basin Watermaster pursuant to the 1978 Chino Basin Judgment and subsequent ruling by the California Superior Court (Chino Basin Municipal Water District v. City of Chino, et al. [Case No. RCV 51010]). The court-approved OBMP describes a strategy for enhancement of the Basin Safe Yield and supplemental water supplies, protection and enhancement of Chino Basin's water quality, and enhancement of the overall management of the Basin, and includes nine sub-program elements.

The OPMP Draft Phase 1 Report assessed the state of the Chino Basin as of 1998. The historical groundwater levels, storage, production, water quality and safe yield of the basin were analyzed. In addition, the Draft Phase I Report assessed current and projected water demand and supply through 2020. According to the Draft Phase I Report, the projected water demand for the Chino Basin is 418,000 acre-feet per year for the year 2020. There is at least 1,000,000 acre-feet of unused storage capacity in the Chino Basin. The OBMP also sets management criteria for the Chino Basin that would enhance the safe yield and water quality of the basin. Elements of the management plan include comprehensive monitoring, recharge, and groundwater storage programs. The ultimate goal of the OBMP is to ensure that all groundwater users can produce water from the Chino Basin in a cost-effective manner.

b. 1978 Chino Basin Judgment

In many jurisdictions in California, the Groundwater Management Act of the California Water Code (Assembly Bill 3030) provides guidance for applicable local agencies to develop a voluntary Groundwater Management Plan in state-designated groundwater basins. However, the Chino Basin is an adjudicated basin; therefore, this adjudication, known as the 1978 Chino Basin Judgment, along with subsequent amendments, is the set of documents governing the production of local groundwater. The judgment established the safe yield for the Chino Basin at 140,000 acre-feet per year, of which 82,800 acre-feet per year are designated for agricultural uses, 7,366 acre-feet per year are assigned to industrial uses, and the remaining 54,834 acre-feet per year are divided among municipal users.

c. 1978 Chino Basin Desalter Authority and Water Facilities Authority

The Joint Powers Authority, consisting of the CDA and WFA, provides approximately 40 percent of imported potable water supplies for the City. On February 19, 1980, the WFA was formed under a Joint Exercise of Powers Agreement to acquire and construct facilities to supply and distribute potable water to its member agencies. WFA's service area is located within Chino Basin's boundaries in the western portion of San Bernardino County. WFA's member agencies include the City, City of Chino Hills, City of Ontario, City of Upland, and the Monte Vista Water District. WFA purchases

untreated imported water from the MWD through the IEUA. Over the past five years, the City has purchased 2,762 to 5,062 acre-feet per year of water, with an average of 3,865 acre-feet per year from WFA (City of Chino 2021).

The City also purchases treated Chino Basin groundwater from the CDA. Treated water is distributed to CDA's retail water member agencies which include the City, City of Chino Hills, City of Norco, City of Ontario, Jurupa Community Services District, Santa Ana River Water Company, and Western Municipal Water District. CDA's retail water member agencies provide water service within Riverside County and San Bernardino County. The City has a contract entitlement to receive a total of 5,000 AFY of treated water from CDA (City of Chino 2021).

d. Inland Empire Utilities Agency

The Chino Basin Municipal Water District was created in 1950 by popular vote with the mission to supply supplemental water to the Chino Basin. On July 1, 1998, the Chino Basin Municipal Water District was named IEUA to better reflect the service area it serves and its activities. Since then, the IEUA has expanded its areas of responsibility from a supplemental water supplier to a regional wastewater treatment agency, including domestic and industrial wastewater disposal systems and energy recovery and production facilities. IEUA operates regional wastewater treatment plants that receive wastewater flows from the Planning Area. IEUA also supplies water to the western portion of San Bernardino County.

4.14.2.4 Local

a. Municipal Code

Title 13 (Water, Sewer, and Utilities), Chapter 13

Title 13, Water, Sewer, and Utilities provides regulations for water conservation, recycled water, sewers, storm drains, and the operation of other utilities, including cable television. Section 13.24.010 codifies the City's adoption of the Master Drainage Plan. Chapter 13.25 includes regulations relating to protection of health, safety, and general welfare of the residents of the City and to reduce the quantity of pollutants being discharged into the City's municipal separate storm sewer system (MS4). Specifically, Section 13.25.500 requires all qualifying land development/redevelopment projects to prepare a water quality management plan identifying all best management practices that would be incorporated into the project to control stormwater and non-stormwater pollutants after construction and shall be revised as necessary during the life of the project.

b. Ordinances

Ordinance No. 90-28, Wastewater Discharge Regulations

On November 6, 1990, the City adopted Ordinance 90-28, Wastewater Discharge Regulations. The purpose of this ordinance is to establish requirements for anyone who discharges wastewater into the City's sewage system. The requirements in the ordinance include wastewater discharge quality and quantity limitations for the intent to prevent impacts to the City's sewer collection system and/or

downstream facilities such as IEUA's regional treatment plants. In addition, the ordinance contains wastewater pretreatment requirements for commercial and industrial users. City staff periodically update the ordinance for the purpose of maintaining compliance with new environmental regulations.

Ordinance No. 2009-04 Water Conservation

To address local and regional water conservation efforts and meet state consumption restrictions, the City adopted a water conservation ordinance (No. 2009-04) in 2009 that has showed as much as a 33 percent reduction in gallons per capita day use from a 1994 to 2004 historical average to the 2020 use.

Ordinance No. 2021-014 Specific Regulations for Organic Waste Disposal Reduction, Recycling and Solid Waste Collection

Ordinance No. 2021-014 is the City's first step in creating meaningful enforcement measures to comply with SB 1383. SB 1383 mandates that all businesses and residents and multi-family housing have access to recycling programs that capture food scraps, landscaping debris, among other organic waste items. The ordinance proposes to utilize a "standard compliance" three-stream collection system to comply with SB 1383.

c. City of Chino Urban Water Management Plan

In accordance with Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, every urban water supplier is required to prepare and adopt an UWMP every five years. The act requires urban water suppliers to file plans with the California Department of Water Resources describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. The City last updated its UWMP in 2020 (City of Chino 2020).

The UWMP summarizes present and future water resources and demands within the City's service area and assesses the City's water resource needs. The UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year, a single-dry year, and multiple-dry years.

d. City of Chino Water Master Plan Update

The City previously prepared a Water Master Plan in 2003 and subsequently updated it in 2004 due to rapid housing growth that was occurring at the time. Since 2004, the City's water system has significantly changed. These changes have involved major system facilities including supply points, treatment plants, reservoirs, pump stations, and pipelines. The creation of a new pressure zone and pressure zone boundary changes have also occurred. The purpose of the WMP Update is to provide information on the system's recent past, existing, and projected future operation, thereby updating the previous 2003/2004 Water Master Plan. The emphasis of the WMP Update is to evaluate the adequacy of the existing infrastructure based on current and future water demands. The WMP Update developed a CIP that identified the recommended projects needed to ensure that the City continues to efficiently provide safe and reliable drinking water to its customers.

e. City of Chino Sewer Master Plan

The purpose of the Sewer Master Plan is to provide an evaluation of the City's existing sewer collection systems and recommend improvements to transport all wastewater flows under existing and future conditions. The Sewer Master Plan is intended to serve as a general, flexible, and open -ended document that requires periodic updates to consider changes in sewage generation, land development, infrastructure needs, and capital costs. In 2022, the Sewer Master Plan was revised by Dudek in May 2022. The study area encompassed the City's current 31 square miles, consisting of a collection system with 21,000 sewer connections and approximately 267 miles of gravity sanitary sewer pipelines ranging from 6 inches to 27 inches in diameter, force mains, and three sewer lift stations (City of Chino 2022).

f. Proposed General Plan Goals and Policies

Infrastructure Element

Goal INF-6: Reliable Utility Service. Provide for reliable, efficient water, sewer, stormwater, energy and telecommunications services to serve new and existing development.

- Policy INF-6.1: Continue to provide reliable water, sewer, stormwater, energy and telecommunications services through capital improvement projects and other mechanisms.
- Policy INF-6.2: Ensure that water and sewer systems are capable of meeting the daily and peak demands of Chino residents and businesses, including the provision of adequate fire flows.
- Policy INF-6.3: Ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development.
- Policy INF-6.4: Plan comprehensively for adequate water supply to meet future demand, considering projected growth in the City and the impacts of climate change on sources of supply. Review utility plans regularly and update as needed to accommodate projected demand as the City grows.
- Policy INF-6.5: Continue to coordinate with MWD, IEUA, and other partner agencies to ensure the provision of adequate water service to Chino residents and businesses.
- Policy INF-6.6: Improve the reliability of the City's water system to meet future demand, including through the construction of new water treatment facilities, groundwater wells, and storage tanks.
- Policy INF-6.7: Increase delivery capacity and expand the recycled water system to additional parks, schools, residential common areas, and commercial landscaping areas not currently using recycled water to help reduce the need for imported water purchases.
- Policy INF-6.8: Support implementation of the Chino Basin Recharge Master Plan Update to enhance groundwater recharge and ensure long-term water sustainability in the Chino Basin.

- Policy INF-6.9: Maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited.

- Policy INF-6.10: Operate, maintain and update the City-owned storm sewer system as needed to serve existing and future development.

- Policy INF-6.11: Expand the use of technology such as Smart Sensors, Internet of Things Devices, and Supervisory Control and Data Acquisition systems that allow for real time monitoring and control, predictive maintenance, and demand forecasting to optimize utility operations and service delivery.

- Policy INF-6.12: Pursue expanded broadband coverage throughout Chino so that all residents have multiple provider options and improved quality of service.

- Policy INF-6.13: Maintain a "dig once" policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers. Encourage the undergrounding of utilities for all new development.

- Policy INF-6.14: Endeavor to incorporate state-of-the-art telecommunication systems and services (e.g., internet) for public use in City-owned public buildings and improve gaps in infrastructure to support telecommunication systems.

Health and Environmental Quality Element

Goal HEQ-6: Wiese Use of Resources. Use water and energy wisely and promote reduced consumption.

- Policy HEQ-6.1: Promote energy conservation throughout the community and encourage the use of renewable energy systems and technologies to supplement or replace traditional building energy systems.

- Policy HEQ-6.2: Participate in regional energy efficiency financing programs such as low-interest revolving loan funds, the California Comprehensive Residential Building Retrofit Program, and California First that enable property owners to obtain low-interest financing for energy improvements.

- Policy HEQ-6.3: Promote energy and water use awareness community-wide by informing the community regarding energy audits and incentive programs (tax credits, rebates, exchanges, etc.) available for energy conservation as well as water conservation techniques, services, devices, and rebates.

- Policy HEQ-6.4: Continue to implement energy and water conservation measures in City facilities and operations.

- Policy HEQ-6.5: Promote the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community.

- Policy HEQ-6.6: Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.

- Policy HEQ-6.7: Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and recycled usage to support public parks and landscaped areas.

- Policy HEQ-6.8: Conserve water through the planting and maintenance of trees and landscaping, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community greening' projects utilize water-efficient landscape.

Goal HEQ-7: Responsible Waste Management. Promote cost-effective waste management solutions that reduce disposal in landfills.

- Policy HEQ-7.1: Reduce the amount of solid waste disposed in landfills by promoting source reduction and recycling throughout Chino and by expanding the range of programs and information available to residents and businesses, consistent with state requirements.

- Policy HEQ-7.2: Strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2025 forward, consistent with state targets.

4.14.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for utilities and service systems. Thus, an initial study should consider whether a project will:

1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

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

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

4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

5) Comply with federal, state, or local management and reduction statutes and regulations related to solid waste.

4.14.4 Methodology

Impacts associated with utilities have been assessed through consideration of existing utility infrastructure within the City and whether the expansion of existing utility infrastructure would be necessary to serve these developments.

4.14.5 Topic 1: Utility Infrastructure

Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

4.14.5.1 Impact Analysis

a. Water

As described in greater detail in Section 4.14.6.1 below, the City would have adequate water supplies to meet future demand through 2045. The project has been designed to focus future development and redevelopment within the Key Opportunity Areas, which are already served by water supply infrastructure. Similarly, existing development throughout the remainder of the Planning Area is served water supply infrastructure. Therefore, construction of future water supply infrastructure would be limited to connections to existing pipelines. Impacts associated with such utility connections would be short-term and cease once installation is complete. Such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this Program Environmental Impact Report (PEIR) as applicable. Furthermore, the Infrastructure Element includes policies related to providing adequate water infrastructure. Policy INF-6.1 directs the City to continue to provide reliable water, sewer, stormwater, energy and telecommunications services, and Policy INF-6.2 directs the City to ensure that water and sewer systems are capable of meeting the daily and peak demands of City residents and businesses. Policy INF-6.3 directs the City to ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development. Policy INF-6.13 directs the City to maintain a "dig once" policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers. Similarly, the Health and Environmental Quality Element includes policies to reduce water consumption. Policy HEQ-6.3 would promote energy and water use awareness community-wide by informing the community of water conservation techniques, services, devices, and rebates. Policy HEQ-6.4 would continue to implement energy and water conservation measures in City facilities and operations, while Policy HEQ-6.5 would promote the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community. Policy HEQ-6.6 would encourage new development to incorporate as many water-wise practices as feasible in their design and construction, while Policy HEQ-6.7 would conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and recycled usage to support public parks and landscaped areas. Policy HEQ-6.8 would conserve water through the planting and maintenance of trees and landscaping, which will provide for the capture of precipitation and runoff to recharge

groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

b. Wastewater

The project has been designed to focus future development and redevelopment within the Key Opportunity Areas, which are already served by wastewater infrastructure. Similarly, the majority of existing development throughout the remainder of the Planning Area is served by wastewater infrastructure. Overwhelmingly, construction of future wastewater infrastructure would be limited to connections to existing pipelines. Impacts associated with such utility connections would be short-term and cease once installation is complete. Such water connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. There are some properties within the northern portion of the SOI that currently rely on septic systems. The City intends to provide wastewater services to these properties as they are annexed into the jurisdictional boundaries. These wastewater connections would likewise be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Furthermore, the Infrastructure Element includes policies related to providing adequate wastewater infrastructure. Policy INF-6.1 directs the City to continue to provide reliable water, sewer, stormwater, energy and telecommunications services, and Policy INF-6.2 directs the City to ensure that water and sewer systems are capable of meeting the daily and peak demands of City residents and businesses. Policy INF-6.3 directs the City to ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development, and Policy INF-6.10 directs the City to operate, maintain and update the City-owned storm sewer system as needed to serve existing and future development. Policy INF-6.13 directs the City to maintain a "dig once" policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers.

c. Stormwater

The project has been designed to focus future development and redevelopment within the Key Opportunity Areas, which are already served by stormwater infrastructure. Similarly, existing development throughout the remainder of the Planning Area is served by stormwater infrastructure. Therefore, construction of future stormwater infrastructure would be limited to connections to existing facilities. Impacts associated with such utility connections would be short-term and cease once installation is complete. Such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Furthermore, construction of future site-specific stormwater facilities would be subject to the City's MS4 discharge permit which regulates stormwater discharge from new and redevelopment projects that meet certain thresholds based on the amount of impervious surface that is created or replaced. The MS4 permit requires the use of low impact development features to mitigate runoff to the City's storm drain facilities through the use of detention/retention practices and other volume-based best management practices that remove stormwater pollutants and maintain pre-project hydrology characteristics. Furthermore, the Infrastructure Element includes policies related to providing adequate stormwater infrastructure.

Policy INF-6.1 directs the City to continue to provide reliable water, sewer, stormwater, energy and telecommunications services, and Policy INF-6.3 directs the City to ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development. Policy INF-6.13 directs the City to maintain a "dig once" policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers.

d. Electric Power, Natural Gas, and Telecommunications

Future development under the project would accommodate increases in population based on the Southern California Association of Governments (SCAG's) demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for electric power by SCE or natural gas for SoCalGas. The project has been designed to focus future development and redevelopment within the Key Opportunity Areas, which are already served by infrastructure. Similarly, existing development throughout the remainder of the Planning Area is served by infrastructure. Therefore, construction of infrastructure would be limited to connections to existing facilities. Impacts associated with such utility connections would be short-term and cease once installation is complete. Such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Additionally, future site-specific projects would be subject to the requirements of Chapter 15.43 Building Energy Efficiency Standards Code of the City's Municipal Code, which seeks to reduce energy consumption through compliance with the Title 24 Code. Furthermore, the Infrastructure Element includes policies related to providing adequate electric, natural gas, and telecommunication services. Policy INF-6.1 directs the City to continue to provide reliable water, sewer, stormwater, energy, and telecommunications services. Policy INF-6.12 directs the City to pursue expanded broadband coverage throughout the City so that all residents have multiple provider options and improved quality of service, and Policy INF-6.14 directs the City to endeavor to incorporate state-of-the-art telecommunication systems and services (e.g., internet) for public use in City-owned public buildings and improve gaps in infrastructure to support telecommunication systems.

4.14.5.2 Significance of Impacts

Overall, project related demands for water, wastewater, electric, natural gas, and telecommunications facilities would be within the service capacity for each service provider. Impacts associated with infrastructure improvements would be short-term and cease once installation is complete. Such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Therefore, impacts related to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, would be less than significant.

4.14.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.6 Topic 2: Water Supply

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

4.14.6.1 Impact Analysis

The City's 2020 UWMP determined that the City would have adequate water supplies to meet demand through 2045 during normal, dry and multiple dry years. Additionally, the UWMP determined that a single dry year or a five consecutive year drought period would not compromise the City's ability to provide a reliable supply of water to its customers. The UWMP also includes a water shortage contingency plan that can be relied upon during an unanticipated water shortage. The UWMP states that based on the adjudication provisions in the Chino Basin, the City is able to produce groundwater without limitation, provided any amount produced in excess of the City's groundwater production rights is replenished. The water shortage contingency plan includes measures related to demand reduction, supply augmentation, and operational changes that could be utilized during an unanticipated water shortage. Although future annexations within the SOI may increase demand for water supply beyond what was anticipated in the City's UWMP, the Infrastructure Element includes policies that would ensure the City is able to provide adequate water supplies to the Planning Area. Policy INF-6.4 directs the City to plan comprehensively for adequate water supply to meet future demand, considering projected growth in the City and the impacts of climate change on sources of supply, and Policy INF-6.5 directs the City to continue to coordinate with the MWD, the IEUA, and other partner agencies to ensure the provision of adequate water service to City residents and businesses. Policy INF-6.6 directs the City to improve the reliability of the City's water system to meet future demand, including through the construction of new infiltration basins, injection wells, and other facilities and the diversification of water supply sources. Policy INF-6.8 directs the City to support implementation of the Chino Basin Recharge Master Plan Update to enhance groundwater recharge and ensure long-term water sustainability in the Chino Basin, and Policy INF-6.9 directs the City to maintain a surface water/groundwater conjunctive use program, which uses more surface water when it is available and more groundwater when surface water is limited. Similarly, the Health and Environmental Quality Element includes policies to reduce water consumption. Policy HEQ-6.3 would promote energy and water use awareness community-wide by informing the community of water conservation techniques, services, devices, and rebates. Policy HEQ-6.4 would continue to implement energy and water conservation measures in City facilities and operations, while Policy HEQ-6.5 would promote the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community. Policy HEQ-6.6 would encourage new development to incorporate as many water-wise practices as feasible in their design and construction, while Policy HEQ-6.7 would conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and recycled usage to support public parks and landscaped areas. Policy HEQ-6.8 would conserve water through the planting and maintenance of trees and landscaping, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements.

4.14.6.2 Significance of Impacts

The City's 2020 UWMP determined that the City would have adequate water supplies to meet demand through 2045. Pursuant to Section 10632(a) of the California Water Code, the City's Annual Water Supply and Demand Assessment continues to evaluate and meet projected water demands. Additionally, the Infrastructure Element includes policies that ensure the City is able to provide adequate water supplies to the Planning Area, including for future annexations within the SOI that were not anticipated in the City's UWMP. Therefore, sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant.

4.14.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.7 Topic 3: Wastewater Treatment

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

4.14.7.1 Impact Analysis

Wastewater flows generated within the City are transferred to the IEUA interceptor sewer system and IEAU regional wastewater treatment plants for treatment and disposal. The City's Sewer Master Plan identifies CIP projects to increase capacity, replace or rehabilitate deteriorating assets, and prevent environmental contamination, addressing existing, near-term, and long-term conditions. Future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed the regionally forecasted demand for wastewater treatment. Furthermore, the Infrastructure Element includes policies related to providing adequate wastewater infrastructure. Policy INF-6.1 directs the City to continue to provide reliable water, sewer, stormwater, energy and telecommunications services, and Policy INF-6.2 directs the City to ensure that water and sewer systems are capable of meeting the daily and peak demands of City residents and businesses. Policy INF-6.3 directs the City to ensure that public water, wastewater, and stormwater facilities and services are provided in a timely manner to adequately serve new and existing development, and Policy INF-6.10 directs the City to operate, maintain and update the City-owned storm sewer system as needed to serve existing and future development.

4.14.7.2 Significance of Impacts

Future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for wastewater treatment. Furthermore, the Infrastructure Element includes policies related to providing adequate wastewater infrastructure.

Therefore, adequate wastewater treatment capacity would exist to serve the project, and impacts would be less than significant.

4.14.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.8 Topics 4 and 5: Solid Waste

Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?

4.14.8.1 Impact Analysis

The City's solid waste is sent to the West Valley MRF, located in the City of Fontana. From there, the waste goes to the El Sobrante Landfill, located in Riverside County. According to CalRecycle, the El Sobrante Landfill (Solid Waste Information System Number 33-AA-0217) has a remaining capacity of 143 million cubic yards with an anticipated operational life through 2051 (CalRecycle 2025). Future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for solid waste disposal. Furthermore, the Health and Environmental Quality Element includes policies to reduce disposal in landfills. Policy HEQ-7.1 would direct the City to reduce the amount of solid waste disposed in landfills by promoting source reduction and recycling throughout Chino and by expanding the range of programs and information available to residents and businesses, consistent with state requirements. Policy HEQ-7.2 would direct the City to strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2025 forward, consistent with state targets.

4.14.8.2 Significance of Impacts

Future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for solid waste disposal. Furthermore, future development and redevelopment under the project would be subject to City requirements related to waste management and recycling. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and would comply with federal, state, or local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

4.14.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for utilities and services. The study area for the assessment of cumulative impacts related to utilities and services is the Planning Area. The impact analysis presented in Sections 4.14.5 through 4.14.8 above is cumulative in nature, because it considers the need for future facilities and available capacity for the entire Planning Area. Future development and redevelopment under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, the project would accommodate planned growth and would not exceed regionally forecasted demand for utility services. Impacts associated with utility infrastructure would be short-term and cease once installation is complete. Such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Furthermore, the Infrastructure Element and Health and Environmental Quality Element includes policies related to providing adequate infrastructure and reducing associated demand. Therefore, the project would not contribute to a significant cumulative impact related to utilities and services.

4.15 Wildfire

This section analyzes potentially significant impacts related to wildfire that could result from implementation of the Chino 2045 General Plan Update (project). The analysis area covers the entire City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Within the analysis, "Key Opportunity Areas" refers to those areas where the project proposes land use changes as shown on Figure 3-1. This analysis relies on secondary source information including City planning documents, and data available from the California Department of Forestry and Fire Protection (CAL FIRE) and other applicable agencies.

4.15.1 Existing Conditions

The Planning Area contains flammable grassland, agricultural vegetation, and warm and dry summers which create the potential for wildland fires. Where there is easy human access to dry vegetation, fire hazards increase because of the greater chance of human carelessness. High hazard areas include outlying residential parcels and open lands adjacent to residential areas.

4.15.1.1 Wildfire Hazards

The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels and fuel moisture content. Of these four factors, wind is the most crucial. The Planning Area experiences persistent winds throughout the year. However, during the fall and winter months the Planning Area is subject to Santa Ana winds of 25 to 40 miles per hour, with gusts up to 60 to 75 miles per hour. These winds come out of the desert, blow to the southwest, and are often accompanied by hot temperatures. Steep slopes also contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult. Flammable grassland, agricultural vegetation, and warm and dry summers within the Planning Area have the risk of resulting in wildlife. However, the lack of steep slopes and expanses of native vegetation within the Planning Area makes wildfire risk relatively low compared to other areas, such as the neighboring City of Chino Hills.

CAL FIRE has developed a Fire Hazard Severity Scale that utilizes three criteria to evaluate and designate potential fire hazards in wildland areas. The criteria are fuel loading, fire weather, and topography. CAL FIRE presents the results of this evaluation through mapping of fire hazard severity zones (FHSZs), which include moderate, high, and very high. Figure 4.15-1 presents the distribution of FHSZ mapping within the Planning Area, while Table 4.15-1 presents the acreage of FHSZs mapped within the Planning Area As shown in Figure 4.15-1, none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. However, some land within The Preserve Specific Plan has been mapped as FHSZ.

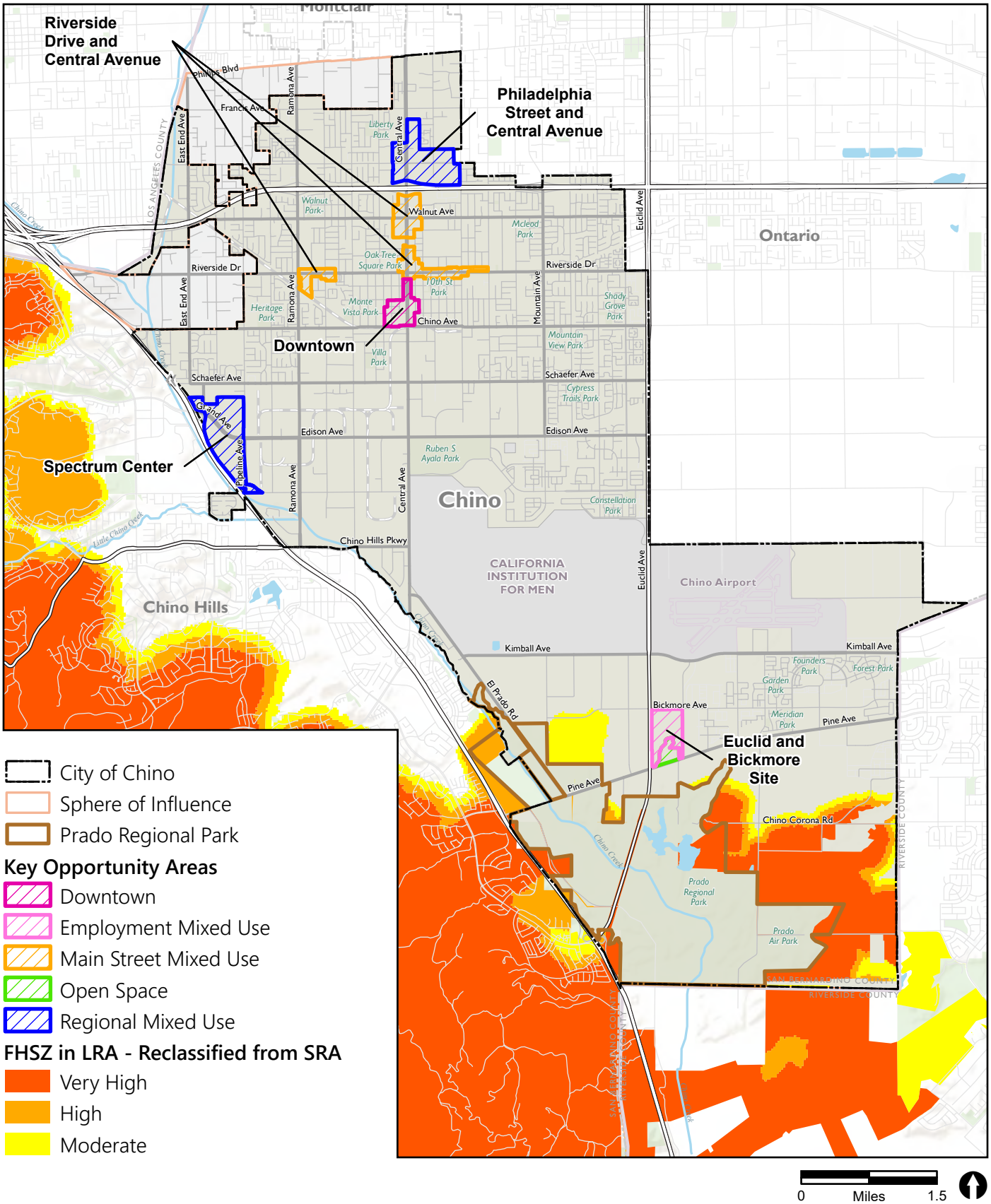

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FIGURE 4.15-1
CAL FIRE Fire Hazard Severity Zones

Table 4.15-1 Fire Hazard Severity Zones within the Planning Area	
Fire Hazard Severity Zones	Acreage
Very High	1,094.92
High	183.74
Moderate	320.96
Grand Total	1,599.62

4.15.1.2 Wildfire Preparedness

a. Service and Response

Serving a population of about 176,868 people and an area of approximately 80 square miles, Chino Valley Fire District (CVFD) provides fire protection services to the Planning Area, as well as the City of Chino Hills and the surrounding unincorporated areas. CVFD is a separate governmental agency from City departments and maintains its own elected Board of Directors. CVFD is an all-risk fire agency with the primary response for firefighting (fire suppression) services, emergency paramedic services, hazardous materials response, disaster mitigation, urban search and rescue, and swift water search and rescue services. In conjunction with fire suppression services, CVFD personnel provide vegetation management inspections, business fire inspections and conduct fire investigations. CVFD also provides non-emergency related services, such as community outreach and education, fire station tours, and fire plan review and permitting and new construction inspections. CVFD operates a total of seven stations, four of which are located within the City. A new facility, Chino Valley Fire Station 68, is planned for development in Chino Hills, with operation expected by summer 2027. Construction of the Pine Avenue Connector in the future will provide opportunities to expand Chino Valley Fire Station 63, located immediately south of Chino Airport at the intersection of Kimball Avenue and Terminal Court, to serve population growth in the southern part of the CVFD service area. CVFD also maintains a contract with CAL FIRE, for supplemental wildland fire protection for approximately 12,000 acres of hazardous fire area within the City and City of Chino Hills.

4.15.2 Applicable Regulatory Requirements

4.15.2.1 Federal Regulations

a. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced." The Disaster Mitigation Act also established a new requirement for local mitigation plans. It states that jurisdictions that wish to be eligible for federal hazard mitigation grant funding must prepare a hazard mitigation plan that meets a certain set of guidelines and submit this plan to the Federal Emergency Management Agency (FEMA) for review and approval. These guidelines are outlined in the Code of Federal Regulations, Title 44, Part 201.

4.15.2.2 State Regulations

a. California Fire Code

The California Fire Code (Fire Code; California Code of Regulations Title 24, Part 9) establishes regulations to safeguard the public health, safety, and general welfare from hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The City has adopted the Fire Code as Title 5, Division 9, Chapter 1 the Municipal Code.

b. California Public Resources Code

Public Resources Code Section 4201-4204 and Government Code Section 51175-89

Public Resources Code (PRC) Section 4201-4204 and Government Code Section 51175-89 requires CAL FIRE to map areas of significant fire hazards and identify FHSZs within the state. FHSZs are identified as very high, high, and medium. Local agencies are required to designate very high FHSZs within their jurisdiction.

Public Resources Code Section 4125-4137

PRC Section 4125-4137 establishes a process for the state to identify lands that are state responsibility area FHSZs and procedures associated with such areas.

Public Resources Code Sections 4290 and 4291

PRC Sections 4290 and 4291 require local jurisdictions to make specified findings that a subdivision is consistent with fire safety and defensible space regulations, and that fire protection and suppression services are available for the subdivision (Government Code Section 66474.02), before approving a tentative subdivision map or parcel map (for which a tentative map was not required) within a state responsibility area FHSZ.

d. Attorney General Wildfire Guidance

The California Office of the Attorney General issued guidance (Guidance) outlining best practices for analyzing and mitigating wildfire impacts of development projects under the California Environmental Quality Act (CEQA; California Office of the Attorney General 2022). The Guidance is intended to help local governments' evaluation and approval considerations for development projects in fire-prone areas, and to help project design in a way that minimizes wildfire ignition and incorporates emergency access and evacuation measures. Importantly, the Guidance does not

impose additional legal requirements on local governments, nor does it alter any applicable laws or regulations. The Guidance suggests best practices including establishing baseline conditions, guidance for local governments in establishing thresholds of significance, modeling fire behavior and risk, providing qualitative assessment of fire risk, and offering potential measures to mitigate fire risk. The Guidance additionally addresses wildfire evacuation analysis best practices.

In wildfire-prone areas, the California Office of the Attorney General Guidance (in Section IV C. Analyzing the Project's Impact on Evacuation and Emergency Access), notes that a lead agency would be best positioned to ensure that a proposed development project facilitates emergency access and ease constraints on evacuation with an assessment of evacuation modelling and planning prior to project approval. The Guidance states that evacuation modeling and analysis should include the following:

- Evaluation of the capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.
- Assessment of the timing for evacuation.
- Identification of alternative plans for evacuation depending upon the location and dynamics of the emergency.
- Evaluation of the project's impacts on existing evacuation plans.
- Consideration of the adequacy of emergency access, including the project's proximity to existing fire services and the capacity of existing services.
- Traffic modeling to quantify travel times under various likely scenarios.
- If a project presents significant increased wildfire risks and/or evacuation and access impacts, CEQA requires the lead agency to consider and adopt feasible alternatives and mitigation measures to avoid or reduce the project's impacts (or make a finding of overriding consideration).

e. Evacuation Planning Bills – Senate Bill 99 and Assembly Bill 747

Senate Bill 99 [Government Code Section 65302, subdivision (g)(5)] requires Safety Elements to identify residential developments in any hazard area that do not have at least two emergency evacuation routes. Assembly Bill 747 (Government Code Section 65302.15) requires jurisdictions to identify evacuation routes and their capacity, safety, and viability under various emergency scenarios.

4.15.2.3 Local Regulations

a. Municipal Code

The City regulates building safety and fire code through specific requirements in its Municipal Code. The following are sections of the Municipal Code that are relevant to the project related to wildfire and associated risks.

Title 15 (Buildings and Construction), Chapter 15.32 (Fire Code)

The City adopted and amended California's Fire Code with local considerations. The City described fire conditions in the City to support amendments to their Fire Code, as follows:

1. Climate and weather patterns that create year-round fire season conditions.

2. During the summer months, the dry winds and existing vegetation mix to create a hazardous fuel condition which has resulted in large loss vegetation and structure fires.

3. Because of weather patterns, the City has experienced a need for water conservation. Due to the storage capacities and consumption, and a limited amount of rainfall (drought conditions), future water allocation is not fully dependable.

4. Major roadways, highways, freeways, and flood control channels located throughout the City create barriers and slow response times.

5. The topography is also very steep in large areas of the City, affecting the rate of fire spread and response times.

6. Due to the sloping in the regional valley where the City is located, as well as the present street and storm drain design, heavy rainfall causes roadway flooding and landslides, which at times may make an access route impassable.

7. Seismic activity within the City occurs yearly and a fire potential exists with these active faults.

8. Structures in close proximity to each other pose an exposure problem which may cause a fire to spread from one structure to another as well as to the wildland area.

9. Many new structures are built of wood construction, and many existing structures have wood shake roofs. The potential for a conflagration exists due to the design and density of current structures.

10. Electrical supply and telephone communication failures could occur due to high winds and early notification cannot always be relied upon.

11. Narrow and winding streets with little circulation and streets designed as storm drains impede emergency vehicle access and evacuation routes.

b. Emergency Operations Plan (2014)

The Emergency Operations Plan (EOP) addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and natural security emergencies. The EOP considers wildfire affecting a developed area to be a Priority 5 hazard, requiring a "Level 2" Emergency Operations Center (EOC) activation. Moving to Level 2 means that Level 1 staffing has been deemed insufficient to meet the needs of the incident and additional positions need to be filled in the EOC. In addition to daily operating staff members who carry out duties in support of activation, additional trained EOC responders are also called in to staff specific

functions within the Management, Operations, Planning/ Intelligence, Logistics and Finance/Administration Sections as per Standardized Emergency Management System and National Incident Management System protocols. This may involve staffing unfilled Section Chief positions and some branch and unit positions as needed.

In a Level 2 activation, the decision to call in additional trained EOC responders is based upon the magnitude of the emergency or disaster as determined by the EOC Director. It may necessitate a 24-hour A-shift/B-shift operation. Afterhours, Level 2 EOC Activation may be staffed by a reduced number of EOC. Department Operations Centers may also be activated.

c. Local Hazard Mitigation Plan

At the time of publication of the Draft PEIR in June 2025, the City had completed a draft update of its Local Hazard Mitigation Plan (LHMP), titled *2025 City of Chino All-Hazard Mitigation Plan* (Draft 2025 LHMP). The final step will be to present the updated plan to the City Council for adoption. The Draft 2025 LHMP identifies key hazards such as earthquakes, floods, and wildfires, includes refined strategies with new risk data, identifies completed actions, and summarizes community input gathered through surveys, public meetings, and stakeholder engagement. The Draft 2025 LHMP has also been designed to coexist and coordinate with existing City plans, fostering a collaborative approach to enhance the City's resilience. The risk assessment findings of the Draft 2025 LHMP were used to inform development of the Hazards, Safety, and Noise Element prepared as a part of the project. Similarly, the EOP could incorporate LHMP strategies, like critical facility enhancements, to support emergency response, if deemed appropriate by its administrators.

Table 4.15-2 provides a summary of action plans related to wildfire hazards and the applicability to mitigation goals. Mitigation Action 7.3.3 calls for the City to review and evaluate existing CAL FIRE mapping technologies and adopt accordingly for the City. Mitigation Action 7.3.4 calls for the City to review the *Ready, Set, Go! Program*, which helps departments teach individuals who live in high-risk wildland fire areas how to best prepare themselves, their families, and their properties against outdoor fire threats. If determined to be valid, the City would adopt and implement the program. Mitigation Action 7.3.5 calls for the City to ensure all critical facilities are required to clear and maintain vegetation management areas associated with defensible space.

Table 4.15-2
Draft 2025 City of Chino All-Hazard Mitigation Plan Wildfire Goals and Actions

Mitigation Goals	Mitigation Action 7.3.3	Mitigation Action 7.3.4	Mitigation Action 7.3.5
	Mitigation Project: Evaluate and adopt CAL FIRE 'Fire Hazard Severity Map', if needed.	Mitigation Project: Adopt/ Implement Ready, Set, Go! Program – Awareness if needed.	Mitigation Project: Vegetation Management program – requires clearance and abatement of vegetation as it relates to creating defensible space.
Goal 1: Life Safety	X	X	X
Goal 2: Preventative Actions		X	X
Goal 3: Property Protection	X	X	X
Goal 4: Emergency Services			
Goal 5: Structural Projects	X	X	
SOURCE: City of Chino 2025			

d. Chino Valley Fire District

The CVFD serves the City, as well as the City of Chino Hills and unincorporated areas of San Bernadino County. The CVFD is comprised of firefighters, paramedics, and specialized teams that respond to structure fires, vegetation fires, medical aids, traffic collisions, confined space rescues, water rescues, and hazardous materials incidents. The CVFD has adopted several ordinances for the purpose of preventing fire described below.

Ordinance No. 2022-03

Ordinance No. 2022-03 adopted by reference and amended the 2022 edition of the California Fire Code with errata and the 2021 International Fire Code. It regulates and governs the safeguarding of life and property from fire and explosion hazards, hazardous materials and from conditions hazardous to life or property in the occupancy of buildings and premises. The ordinance also provides for the issuance of permits and collection of fees; and repealing Fire Code Ordinance No. 2019-01 of the CVFD.

Ordinance No. 2022-01

Ordinance No. 2022-01 was adopted to prohibit the accumulation of cut and uncut weeds, grass, tumbleweeds, vines, trees, or other vegetation that is capable of being ignited and endangering property, and which are dangerous to property and to the health, welfare, and safety of residents. The purpose of the ordinance is to protect lives and property from the threat of wildfire by requiring the abatement of combustible vegetation, increasing community safety and the level of protection for habitable structures, and giving fire suppression personnel a defensible area to conduct operations in the event of wildland fire. The ordinance allows for public nuisance abatement when property owners allow combustible vegetation and other flammable materials to accumulate in violation of the ordinance.

e. Proposed General Plan Goals and Policies

The following goals, policies, and actions are proposed to assist the City in preventing wildfire.

Hazards, Safety, and Noise Element

Goal HSN-1: Hazard Protection. Protect life and property from natural and human-made hazards.

- Policy HSN-1.5: Coordinate with the San Bernardino County Flood Control District to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.

- Policy HSN-1.6: Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows and comply with federal and state requirements, employing "green infrastructure" techniques as feasible and appropriate.

- Policy HSN-1.7: Permit in the 100-year floodplain only that development which represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas to the extent practicable.

- Policy HSN-1.8: Review all development applications for areas within a 100-year flood hazard zone for consistency with FEMA National Flood Insurance Program standards to mitigate flood hazard potential.

- Policy HSN-1.10: Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.

- Policy HSN-1.12: Refer projects proposing development below of the 566-foot elevation mark to the United States Army Corp of Engineers (USACE) to ensure that future land use proposals and activities are compatible with estimated levels and frequency of inundation. Permit only development that has been approved by USACE below the 566-foot elevation mark.

- Policy HSN-1.13: Coordinate with USACE to ensure the safety of the Prado and San Antonio Dams through regular inspection and routine maintenance.

- Policy HSN-1.14: Continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.

- Policy HSN-1.15: Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the CBC, the California Fire Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High and High FHSZs.

- Policy HSN-1.16: Jointly with state, county, and other local agencies, inform property owners of wildfire risks and measures to reduce those risks, including by:

    - Maintaining and making publicly available an up-to-date map of high and very high fire hazard areas consistent with CAL FIRE designations; and

    - Disseminating information on fire weather watches and fire risks via the City website, social media, and newsletters.

- Policy HSN-1.17: Avoid, where feasible, locating new development in FHSZs. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.

- Policy HSN-1.18: Require new development in Very High and High FHSZs to prepare a Fire Protection Plan that minimizes risks by:

- Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
- Siting and designing development to avoid hazardous locations (e.g. through fire breaks) to the extent feasible;
- Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
- Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards to ensure the minimum amount of required fuel modification;
- Using fire-retardant, native plant species in landscaping; and
- Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities.

- Policy HSN-1.19: Require that all new development located in a Very High and High FHSZs or a State Responsibility Area (SRA) be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.
- Policy HSN-1.20: To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.
- Policy HSN-1.21: To the extent feasible, ensure that housing, hospitals, care facilities, community centers, places of worship, and other facilities where people gather are set a minimum of 100 feet back from high voltage power lines or substations.
- Policy HSN-1.22: Work with responsible agencies and nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.

Goal HSN-2: Resilient Community. Build community resilience to natural disasters and the effects of climate change.

- Policy HSN-2.1: Enhance collaboration with neighboring communities and agencies responsible for public safety in the region to closely coordinate and implement disaster-related plans, exercises, and training.
- Policy HSN-2.2: In partnership with the CVFD, and other public agencies, promote community awareness and understanding of threat hazards, disaster response, and steps that can be taken to reduce personal risk by:
    - Disseminating information in multiple formats to reach all segments of the community;

  - Providing emergency preparedness and emergency alert information through social media, traditional media, community fairs, and direct information to neighborhood groups, residents, service clubs, and other community organizations; and

  - Conducting educational seminars or evacuation practice events to enhance preparedness and response.

- Policy HSN-2.3: Proactively engage community members in supporting and helping coordinate collaborative citywide efforts to prepare residents to respond to emergencies of all kinds.

- Policy HSN-2.7: Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout Chino.

Goal HSN-3: Effective Emergency Response. Provide effective emergency response to disasters and emergencies.

- Policy HSN-3.1: Maintain and periodically update the EOP to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.

- Policy HSN-3.2: Maintain mutual aid agreements and communication links with San Bernardino County and other neighboring jurisdictions that allow for supplemental aid from other police and fire personnel in the event of emergencies.

- Policy HSN-3.3: To facilitate the orderly evacuation of residential areas, maintain minimum standards for roadway design, maintenance, and vegetation management.

- Policy HSN-3.4: Require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout. Design of ingress/egress must comply with CVFD standards.

- Policy HSN-3.5: Ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.

- Policy HSN-3.6: Employ technology such as traffic cameras and wildfire early detection systems to monitor conditions and facilitate effective response.

- Policy HSN-3.7: Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Chino.

- Policy HSN-3.8: Use the Chino Notify Emergency Alert System to notify residents by phone, text, or email of extreme weather conditions and/or the need to evacuate in the event of emergency. The system should also be used to broadcast the location of evacuation centers,

particularly for residents of vulnerable areas and neighborhoods with constrained emergency access.

- Policy HSN-3.9: Partner with local media outlets to release evacuation information through radio, social media, and news apps can work as another channel for evacuation notices.

4.15.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for wildfire. A project would normally have a significant effect on the environment if the project would:

1) Substantially impair an adopted emergency response plan or emergency evacuation plan;

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

3) 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; or

4) 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.

4.15.4 Methodology

The potential for significant impacts associated with the project has been determined based upon review of existing secondary source information and data relative to wildfires available for the Planning Area.

4.15.5 Topic 1: Emergency Response Plans

Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

4.15.5.1 Impact Analysis

Although the project could increase the demand on emergency response services and evacuation routes, future development and redevelopment has been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. As shown in Figure 4.15-1 above, none of the land within the Key Opportunity Areas has been mapped as a FHSZ. However, while future development would largely occur within the Key Opportunity Areas, future development and redevelopment may occur throughout the Planning Area, including on parcels mapped as FHSZ. Future development facilitated by the project would be designed consistent with the requirements of the Draft 2025 LHMP, the City's EOP (2014), and the City's Municipal Code. Future development would also be designed

consistent with goals and policies of the Hazards, Safety, and Noise Element related to emergency response to disasters and emergencies. These include Policy HSN-1.20, which would require within the Very High FHSZs to maintain minimum standards for roadway design, maintenance, and vegetation management in order to facilitate the orderly evacuation of residential areas. Similarly, Policy HSN-3.3 would require residential development to be designed consistent with minimum standards for roadway design, maintenance, and vegetation management; while Policy HSN-3.4 would require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout. Additionally, all future development and redevelopment would be required to undergo review by CVFD staff prior to approval, which would ensure consistency with adopted emergency and evacuations plans. All future development and redevelopment would also be required to comply with Title 15 (Buildings and Construction), Chapter 15.32 (Fire Code) of the City's Municipal Code. The fire code contains requirements pertaining to emergency access and egress.

4.15.5.2 Significance of Impacts

Future development and redevelopment have been focused in Key Opportunity Areas within existing developed areas and along major transportation corridors in the Planning Area that would allow for evacuation and response. Compliance with the policies of the Hazards, Safety, and Noise Element, as well as review of future site-specific development by CVFD staff would ensure compliance with emergency response and evacuation planning. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

4.15.5.3 Mitigation

Impacts would be less than significant. No mitigation would be required.

4.15.6 Topic 2: Wildfire

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

4.15.6.1 Impact Analysis

As shown in Figure 4.15-1 above, none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. However, future development and redevelopment may occur throughout the Planning Area, including on parcels mapped as FHSZ. As shown on Figure 4.15-1, some land within The Preserve Specific Plan has been mapped as FHSZ. Future development and redevelopment throughout the Planning Area would be designed consistent with policies of the Hazards, Safety, and Noise Element. These would include Policy HSN-1.15, which would ensure that development would be designed in compliance with the most up to date, applicable provisions of the California Building Code and the California Fire Code.

Policy HSN-1.14 would direct the City to continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers, while Policy HSN-1.15 would maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires. Policy HSN-1.16 would direct to the City to work with state, county, and other local agencies, inform property owners of wildfire risks and measures to reduce those risks. Policy HSN-1.17 would seek to avoid, where feasible, locating new development in FHSZ, or conditioning new development within Very High FHSZ with implementation of measures to reduce risks associated with that development. Similarly, Policy HSN-1.18 would require new development in Very High FHSZs to prepare a Fire Protection Plan that minimizes risks. Policy HSN-1.19 would require all new development located in a Very High and High FHSZs be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression. Policy HSN-1.21 would ensure that to the extent feasible, housing, hospitals, care facilities, community centers, places of worship, and other facilities where people gather are set a minimum of 100 feet back from high voltage power lines or substations. In addition, Policy HSN-2.8 would require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout the Planning Area.

4.15.6.2 Significance of Impacts

Future site-specific development would be designed consistent with applicable policies of the Hazards, Safety, and Noise Element designed to reduce risks associated with wildfires to the maximum extent practicable. Therefore, impacts related to risk of loss, injury or death involving wildland fires would be less than significant.

4.15.6.3 Mitigation

Impacts would be less than significant. No mitigation would be required.

4.15.7 Topic 3: Infrastructure

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?

4.15.7.1 Impact Analysis

The project would result in increased development throughout the Planning Area requiring new connections to existing water, sewer, electricity, and gas infrastructure. Development of the infrastructure components of future site-specific development would be completed consistent with the requirements of the Hazards, Safety, and Noise Element. Additionally, Policy HSN-2.7 would require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout the Planning Area, which would reduce fire risk.

4.15.7.2 Significance of Impacts

Development of the infrastructure components of future site-specific development would be completed consistent with the requirements of the Hazards, Safety, and Noise Element. Therefore, future infrastructure development would not exacerbate fire risk, and impacts would be less than significant.

4.15.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.15.8 Topic 4: Flooding or Landslide

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?

4.15.8.1 Impact Analysis

As described in Section 4.5 above, the Planning Area is relatively flat and has very few areas with steep slopes. As shown in Figure 4.5-3, mapped landslides zones within the Key Opportunity Area, are limited to the Euclid-Bickmore area. However, the majority of the mapped potential landslides are located within the open spaces designation that would not be developed, and development within the remainder of the Key Opportunity Area would be subject to local and state regulations to prevent risk associated with landslides. Overall, risk associated with post-fire slope instability would be low throughout the planning area.

In post-fire conditions, the potential risk associated with downstream flooding from runoff or drainage changes would not be increased. As described in Section 4.8.8-1 above, approximately 57.13 acres of the Euclid-Bickmore Key Opportunity Area are located within the dam inundation area. The Prado Dam is located approximately 2.3 miles south of the Planning Area. USACE and the OCFCD have completed infrastructure improvements for the Prado Dam and reservoir including raising the existing embankment 28.4 feet to an elevation of 594.4 feet and raising the existing spillway crest from an elevation of 543 feet to 563 feet, which has increased the flood inundation line accordingly (Orange County Public Works 2025). Additionally, all future development and redevelopment under the project would be required to comply with Chapter 8.60 of the City's Municipal Code, which includes measures to reduce flood hazards. Specifically, Section 8.60.170 regulates development in the floodplain by the creation of standards of construction and Section 8.60.260 requires specific approvals for development within all flood-related, erosion-prone areas. Furthermore, the Hazards, Safety, and Noise Element includes goals, policies, and actions related to flooding hazards. Policy HSN-1.8 would require review of all site-specific development applications for areas within a 100-year flood hazard zone for consistency with FEMA National Flood Insurance standards to mitigate flood hazard potential. Additional policies within the Hazards, Safety, and Noise Element aiming to improve flood control include HSN-1.5, HSN-1.6, HSN-1.7, HSN-1.8, HSN-1.10, HSN-1.12, and HSN-1.13.

4.15.8.2 Significance of Impacts

Risks associated with post-fire slope instability would be low throughout the Planning Area, and adherence to applicable policies in the Hazards, Safety, and Noise Element would improve flood control. Therefore, the project would not 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, and impacts would be less than significant.

4.15.8.3 Mitigation

Impacts would be less than significant. No mitigation would be required.

4.15.9 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for wildfire. The study area for the assessment of cumulative impacts related to wildfire is the Planning Area. As shown in Figure 4.15-1 above, none of the proposed land uses within the Key Opportunity Areas that would be subject to the new Downtown, Regional Mixed Use, Boulevard Mixed Use, or Employment Mixed Use land use designations have been mapped as a FHSZ. Although future development and redevelopment would occur throughout the Planning Area, including on parcels mapped as FHSZ, compliance with the requirements of the Hazards, Safety, and Noise Element would reduce risks associated with wildfire to the maximum extent practicable. Therefore, the project would not make a cumulatively considerable contribution to a significant impact related to wildfires.

Chapter 5.0
CEQA Mandated Analysis

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b) and (c) require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the Environmental Impact Report (EIR). Additionally, CEQA Guidelines Section 15126.2(e) requires that an EIR evaluate the "growth-inducing" effects of a project. The following paragraphs discuss these mandated topics associated with implementation of the City of Chino (City) 2045 General Plan Update (project). The analysis area covers the entire City and Sphere of Influence, which are collectively referred to as the Planning Area.

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2(b) any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in this Program Environmental Impact Report (PEIR). Implementation of the project would result in significant, unavoidable impacts associated with the following issues: air quality (air quality plan consistency; criteria pollutants; and sensitive receptors), cultural resources (historic resources), greenhouse gas (emissions and policy consistency), noise (ambient noise/land use compatibility and construction vibration), and transportation (circulation system and vehicle miles traveled).

These impacts would remain significant and unavoidable as a result of the project. A Statement of Overriding Considerations, consistent with CEQA Guidelines Section 15093, will be prepared for certification with the Final PEIR, identifying specific economic, legal, social, technological, or other benefits of the project which allow approval of the project to outweigh the unavoidable impacts.

5.2 Significant Irreversible Environmental Changes Which Would Result if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2(d):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Nonrenewable resources generally include agricultural land; biological, archaeological, and paleontological resources; mineral deposits; water bodies; and some energy sources. The project has been designed to minimize impacts to sensitive biological resources by primarily focusing future development and redevelopment within the Key Opportunity Areas, which consists primarily of vacant or underutilized land where the project proposes land use changes as shown on Figure 3-1. These areas are most suited for new growth and development as they are located near existing job centers and are along major travel corridors with access to existing and future public transit opportunities. Additionally, implementation of the biological resources mitigation framework would reduce impacts associated with future site-specific projects to a level less than significant (see Section 4.3). Similarly, focusing future development and redevelopment within the Key Opportunity Areas would minimize impacts on cultural and tribal cultural resources, and implementation of the cultural resources mitigation framework would reduce impacts associated with future site-specific projects to a level less than significant (see Section 4.4).

There exists potential for paleontological resources to be present within the Planning Area. However, implementation of the paleontological mitigation framework would reduce impacts associated with future site-specific projects to a level less than significant (see Section 4.5). As described in Section 4.8, implementation of the project would result in less than significant impacts to water bodies (drainage and water quality). The City does not support any mineral extraction activities (see Section 6.0). Therefore, impacts related to mineral resources would be less than significant. None of the properties within the Key Opportunity Areas are within areas classified as Important Farmland, currently used for agricultural production, or currently protected by a Williamson Act contract. Although some future site-specific projects may allow for some agricultural properties to be converted to nonagricultural uses, site-specific evaluations would be required in compliance with CEQA to determine project-specific impacts to agricultural lands. Therefore, impacts related to agricultural resources would be less than significant.

Future site-specific development would result in an irretrievable commitment of nonrenewable resources, including energy supplies and construction materials, such as lumber, steel, and aggregate. Nonrenewable energy resources (coal, natural gas, oil) would be used in construction, heating, refrigeration of food and water, transportation, lighting, and other associated energy needs. Residential and mixed-use development anticipated within the Key Opportunity Areas, together with other projects in the Planning Area, would require the commitment or destruction of other nonrenewable and slowly renewable resources. These resources include (but are not limited to) lumber and other forested products; sand and gravel; asphalt; petrochemical construction materials; steel, copper, lead, other metals; and water. However, through required compliance with the building code in effect at the time of development, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources.

In summary, construction and operation of future site-specific development would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses. However, the project would update the City's Adopted General Plan to comply with state law and future growth through 2045 as anticipated by the Southern California Association of Governments (SCAG). As a result, use of such resources would not exceed what is already anticipated to occur

under SCAG's regional growth forecasts for the Planning Area. Therefore, although irreversible environmental changes would result from future development, such changes would not be considered significant.

5.3 Growth Inducement

CEQA Guidelines Section 15126.2(e) requires that an EIR:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can directly or indirectly induce growth. Construction of new housing would directly induce population growth. Additionally, if a project creates substantial new permanent employment opportunities, it could indirectly induce growth by stimulating the need for additional housing and services to support the new employment demand. It could also indirectly induce growth by constructing new infrastructure or removing infrastructure limitations or regulatory constraints on a required public service, such as roads or water service.

5.3.1 Population and Housing Growth

The project would facilitate future development within the Planning Area through 2045. As described in Section 4.11.5.1 above, the project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated Regional Housing Needs Allocation (RHNA) allocation of 6,978 units. Because the housing assessment in the RHNA is based on SCAG's projections, future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 6,978 units as well as accommodate future population growth and housing needs projected in SCAG's growth projections. Therefore, the project would accommodate projected future housing needs in the City and would not induce population growth.

5.3.2 Removal of an Impediment to Growth

The project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas

are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Therefore, future infrastructure development would occur within areas that are already served by essential roads, utilities, and public services, and the project would not remove an impediment to growth.

5.3.3 Foster Economic or Employment Growth

The project does not propose or provide direct development rights to new major retail, commercial or employment centers that would encourage substantial economic or employment growth. Rather, the project has developed a land use plan that includes future commercial and retail uses that would accommodate projected growth within the Planning Area. Therefore, future economic and employment growth associated with the project would not induce growth.

5.4 Conclusion

Overall, the project would not be growth-inducing as it would accommodate projected growth. The project would not remove an impediment to growth, nor does it propose to develop, or permit the encroachment into an isolated area adjacent to open space or foster economic and employment expansion. As discussed above, the project would accommodate projected population growth and would not be considered growth inducing because it would provide housing capacity for projected population growth.

Chapter 6.0
Effects Found Not to be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The analysis area covers the entire City of Chino (City) and Sphere of Influence, which are collectively referred to as the Planning Area. Based on an initial environmental review, the City determined that the Chino 2045 General Plan Update (project) would not have the potential to cause significant impacts associated with the environmental categories discussed below.

6.1 Agricultural and Forestry Resources

According to CEQA Guidelines Appendix G, a significant impact on agricultural and forestry resources would occur if the project would:

1) 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;

2) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]);

4) Result in the loss of forest land or conversion of forest land to non-forest use; or

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

The California Department of Conservation, Division of Land Resource Protection, identifies important farmland throughout the state through its Farmland Mapping and Monitoring Program (FMMP). The FMMP is non-regulatory and was developed to inventory land and provide categorical definitions of important farmlands and consistent and impartial data to decision makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The FMMP classifies the majority of the Planning Area as Urban and Built-Up Land (California Department of Conservation 2022). Areas classified by FMMP as Important Farmland are largely concentrated in the southern half of the Planning Area, primarily in The Preserve Specific Plan Area and the 1968 Agricultural Preserve Zoning Overlay applied by the County of San Bernardino. The California Institution for Men and areas within The Preserve Specific Plan Area are classified by the FMMP as Prime Farmland. However, these areas are currently designated for urban uses, and

impacts were evaluated in the EIR previously completed for the Adopted General Plan, The Preserve EIR, Edgewater Communities Specific Plan (Edgewater) EIR, and 2016 Edgewater EIR Addendum.

A few agricultural properties in the Planning Area remain under Williamson Act contracts administered by the City. Most of these contracts were established before the properties were annexed to the City in 2003. Officially entitled the California Land Conservation Act of 1965, the Williamson Act allows local governments to enter into contracts with landowners guaranteeing these landowners a lower rate of property assessment based on continued agricultural or open space use for 10 years. There are three active Williamson Act contracts, all located south of Pine Avenue and east of Euclid Avenue. Contracts 68-100 and 78-544 are located adjacent to each other along Mill Creek Avenue and contract 75-481 is located along Euclid Avenue near its intersection with Pine Avenue. However, contracts in non-renewal have already been planned for urban uses, and associated impacts were determined to be significant and unavoidable under The Preserve EIR and Edgewater EIR. The project would concentrate future development and redevelopment within Key Opportunity Areas, which consist primarily of vacant or underutilized land (see Figure 3-1). None of the properties within the Key Opportunity Areas are within areas classified as Important Farmland, currently used for agricultural production, or currently protected by a Williamson Act contract. Should future site-specific projects occur on existing agricultural sites, site-specific evaluations would be required in compliance with the CEQA to determine project-specific impacts to agricultural lands. Additionally, the Health and Environmental Quality Element includes policies that would support continued agricultural cultivation within the Planning Area. Policy HEQ-4.3 would direct the City to support community and neighborhood efforts to establish new community gardens with strategies such including providing land for growing food, offering reduced property tax assessments for land dedicated to community gardens, adopting an urban agriculture incentive zone to facilitate permitting approvals for community gardens, facilitating water access, and sharing information and best practices. Policy HEQ-4.4 would direct the City to engage with local growers and community-based organizations on ways to expand regional community supported agriculture as an alternative source of fresh and healthy fruits and vegetables for City residents, particularly those with limited mobility, limited income, or those furthest from existing grocery stores. Policy HEQ-4.5 would encourage demonstration gardens, edible gardens, and other sustainable agricultural landscaping alternatives on commercial and institutional properties. Policy HEQ-8.1 would preserve existing open space and agricultural land in Chino, recognizing its habitat value as well as its contribution to healthy air quality, community character, local quality of life.

There is no forest land within the Planning Area, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, impacts to agricultural and forestry resources would be less than significant.

6.2 Energy

According to CEQA Guidelines Appendix G, a significant impact on energy would occur if the project would:

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

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The City's 2020 Climate Action Plan (CAP) was adopted November 17, 2020, and went into effect in January 2021. The CAP is discussed in detail in Section 4.6. Additionally, the Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element include goals, policies, and actions would promote energy conservation. These policies are discussed in detail in Section 4.6 above.

Southern California Edison (SCE) is the main electricity provider in the Planning Area. SCE is regulated by the California Public Utilities Commission, which is responsible for making sure that California utilities' customers have safe and reliable utility service. As discussed in Section 4.6.2.2, the Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Table 6-1 summarizes SCE's power mix as of 2022.

Table 6-1
Southern California Edison 2022 Power Content
(percentage)

Energy Resources	2022 SCE Power Mix	SCE Green Rate 50% Option	SCE Green Rate 100% Option	2022 CA Power Mix
Eligible Renewable[1]	32.3	66.7	0.0	35.8
Biomass and Biowaste	0.1	0.0	0.0	2.1
Geothermal	5.7	2.9	0.0	4.7
Eligible Hydroelectric	0.5	0.3	100.0	1.1
Solar	17.0	58.6	0.0	17.0
Wind	9.8	4.9	0.0	10.8
Coal	0.0	0.0	0.0	2.1
Large Hydroelectric	3.4	1.7	0.0	9.2
Natural Gas	24.7	12.3	0.0	36.4
Nuclear	8.3	4.2	0.0	9.2
Other	0.1	0.0	0.0	0.1
Unspecified Power[2]	30.3	15.1	0.0	7.1
TOTAL	**100.0**	**100.0**	**100.0**	**100.0**

SCE = Southern California Edison
SOURCE: SCE 2022
NOTE: Totals may vary due to independent rounding.
[1]The eligible renewable percentage above does not reflect Renewable Portfolio Standard compliance, which is determined using a different methodology.
[2]Unspecified power is electricity that has been purchased through open market transactions and is not traceable to specific generation sources.

Implementation of the project could impact energy consumption due to the anticipated increase in density and intensity of land uses. Impacts to energy resources could be significant if buildout under the project would create land uses and patterns that would cause the wasteful, inefficient, and unnecessary consumption of energy or the construction of new or retrofitted buildings that would have excessive energy requirements for daily operation. To better analyze the environmental effects associated with the project, energy use is evaluated in the following three distinct categories:

1. Equipment energy use from construction of future development and redevelopment projects;

2. Transportation energy use from people traveling to, from, and within the Planning Area; and

3. Building energy use within the Planning Area after buildout.

6.2.1 Construction

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. As discussed in Section 4.2, Air Quality, two hypothetical project construction scenarios were evaluated. The first scenario analyzed is an underutilized shopping center that would include the demolition of 182,933 square feet of retail buildings and the construction of 383 multi-family units on an approximately 14.6-acre site. The second scenario analyzed is an underutilized industrial site that would include the demolition of 95,937 square feet of industrial buildings and the construction of 171,289 square feet of light industrial uses on an approximately 19.2-acre site. Emissions associated with these hypothetical projects were calculated as part of the Air Quality Analysis prepared for the project (see Appendix B). Based on California Emissions Estimator Model defaults, construction of each of these projects would last approximately 20 months. Fuel consumption associated with on-road worker trips and delivery trips were calculated using the California Air Resources Board's Emission Factor model (EMFAC2021) fuel consumption rates. Fuel consumption associated with on-site construction equipment was calculated using CARB's OFFROAD model. Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 6-2 and 6-3, respectively. Note that more fuel would be consumed for the residential project; therefore, the residential construction fuel consumption is reported. Construction-related fuel consumption calculations are provided in Appendix E.

Table 6-2
Off-site Construction Vehicle Fuel Consumption

Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)		Electricity Consumption
		Gasoline	Diesel	kilowatt-hours
Workers	1,577,680	52,883	1,187	32,691
Hauling/Deliveries	2,141	752	12,194	1,715
TOTAL	**1,579,821**	**53,635**	**13,381**	**34,406**

Table 6-3 On-site Construction Equipment Fuel Consumption					
Phase	Phase Length (days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Demolition	20	Rubber Tired Dozers	2	320	1,703
		Excavators	3	480	1,422
		Concrete/Industrial Saw	1	160	220
Site Preparation	10	Rubber Tired Dozers	3	240	1,278
		Tractors/Loaders/Backhoes	4	320	706
Grading	30	Excavators	2	480	1,422
		Grader	1	240	1,076
		Rubber Tired Dozer	1	240	1,278
		Tractors/Loaders/Backhoes	2	480	1,059
		Scrapers	2	480	4,188
Building Construction	300	Crane	1	2,100	9,628
		Forklifts	3	7,200	15,927
		Generator Set	1	2,400	6,376
		Tractors/Loaders/Backhoes	3	6,300	13,902
		Welder	1	2,400	3,546
Paving	20	Pavers	2	320	1,041
		Paving Equipment	2	320	1,022
		Rollers	2	320	613
Architectural Coatings	20	Air Compressor	1	210	134
TOTAL					66,542
NOTE: Total may vary due to independent rounding.					

Energy used during future construction in the Planning Area would not be considered significant given typical energy use associated with the type of development proposed and short-term nature of the energy consumption. There are no unusual characteristics in the Planning Area or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Future projects would utilize construction contractors that practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generates lower emissions, uses less energy, and is more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards require that construction equipment fleets become cleaner and use less energy over time. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to five minutes, requires all construction fleets to be labeled and reported to CARB, and requires that fleets comply with Best Available Control Technology requirements. Health and Environmental Quality Element Policy HEQ-5.5 requires the implementation of mitigation measures and best

practices during construction and grading activities which would reduce fuel consumption during construction activities. Therefore, construction of future development and redevelopment under the project would not result in a wasteful and inefficient use of energy resources, and impacts would be less than significant.

6.2.2 Transportation

Buildout of the project would consume energy associated transportation uses. Trips by individuals traveling to, from, and within the Planning Area would largely rely on passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas and could potentially be fueled by electricity. Additionally, the Planning Area experiences higher volumes of heavy truck traffic which is generally powered by diesel. In 2020, CARB adopted the Advanced Clean Trucks Regulation which requires manufacturers to sell zero-emission trucks as an increasing percentage of their annual state sales starting in 2035. As a result, the number of diesel-fueled heavy trucks will decrease over time.

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Over time, fuel economy standards have increased and reduced the greenhouse gas emissions footprint of vehicles. Furthermore, the California state law, Advanced Clean Cars II, passed in 2022 requiring all new cars sold in 2035 and beyond be zero-emission vehicles, which includes battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles. Additionally, future development would be required to install electric vehicle charging infrastructure in accordance with 2022 California Green Building Standards Code (CALGreen) mandatory requirements, at a minimum.

The Planning Area was estimated to have generated 3,315,103 vehicle miles traveled (VMT) in the baseline year 2024 condition. Buildout of the adopted General Plan would generate 3,843,480 VMT in the Planning Area, and the project would generate 3,848,836 VMT in the Planning Area. The project would achieve this reduction in VMT compared to buildout of the existing 2025 General Plan by primarily focusing future development and redevelopment within Key Opportunity Areas, which would reduce reliance on vehicular travel compared to the existing 2025 General Plan. Compliance with updated Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of reducing mobile-source fuel consumption. These include policies and actions to improve regional connectivity (Policies INF-1.1 through INF-1.4); create a comprehensive transportation system that supports all modes of travel (Policies INF-2.1 through ING-2.15; manage an efficient circulation system through transportation system management (Policies INF-3.5 through INF-3.8), transportation demand management (Policies INF-3.14 through INF-3.18), and parking management (Policies ING-3.19 through INF-3.22); and create a connected city with safe and convenient connections between neighborhoods and destination through active transportation (Policies INF-4.1 and INF-4.2), pedestrian circulation (Policies INF-4.4 through INF-4.10), bicycle circulation (Policies INF-4.11 through INF-4.14), and transit access (Policies INF-4.15 and INF-4.16); and provide for safe and efficient goods movement with clean technology (Policies INF-5.5, INF-5.7, and INF-5.10). Health

and Environmental Quality Element policies also encourage the reduction of fuel consumption from industrial and transportation-related business (Policy HEQ-.57) and the purchase of fuel-efficient and low emissions vehicles for City fleet vehicles (Policy HEQ-5.9). Additionally, land use policies that promote an efficient development pattern with a balanced mix of land uses and revitalization of underused sites in order to provide for pedestrian-friendly neighborhoods and gathering places would reduce vehicle travel in the Planning Area (see Goals LCC-1 through LCC-4 and supporting policies in Section 4.6.2.3[e]). Through implementation of federal and state regulations, improved vehicle efficiency and cleaner technologies, and implementation of General Plan goals and actions, the project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of transportation-related energy, and impacts would be less than significant.

6.2.3 Electricity and Natural Gas

Non-transportation energy use would be associated with electricity and natural gas. The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by the year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

The Planning Area is served by SCE. Based on the most recent annual report, SCE has already procured 41 percent (California Public Utilities Commission 2024) renewable energy and is on track to procure 60 percent by 2030.

The California Code of Regulations, Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to energy use are the CBC's energy efficiency and green building standards as outlined below.

Title 24, Part 11 of the CBC is CALGreen. Beginning in 2011, CALGreen instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and nonresidential buildings. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CALGreen with amendments for stricter requirements.

Future development and redevelopment would, at a minimum, be required to comply with the mandatory measures included in the current 2022 Energy Code (California Code of Regulations, Title 24, Part 6) and the 2022 CALGreen standards. The 2022 Energy Code increases on-site renewable energy generation from solar, increases electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and

encourages adoption of environmentally beneficial efficient electric technologies. The 2022 CALGreen mandatory measures are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The 2022 CALGreen also includes two tiers of residential and nonresidential voluntary measures that encourage local jurisdictions to raise the following sustainability goals: Tier 1 adds additional requirements beyond the mandatory measures, and Tier 2 further increases the requirements.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The compliance reports must demonstrate a building's energy performance through use of California Energy Commission-approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Compliance with updated Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of increasing energy efficiency. Policy HEQ-5.8 supports and encourages "onsite alternative energy production, such as thermal systems, onsite photovoltaic, wind turbines, and other emerging technologies…" Through Action HEQ-5.a, the City would use the CAP to guide actions and investments aimed at reducing GHG emissions community-wide. This includes energy conservation.

The project does not involve any unusual characteristics that would result in excessive long-term operational demand for electricity or natural gas. The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plans are the General Plan and the CAP. All future development and redevelopment projects would be required to meet the mandatory energy requirements of the 2022 CALGreen and the 2022 California Energy Code, at a minimum. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SCE's implementation of RPS. Adherence to the RPS, 2022 CALGreen, and the 2022 California Energy Code requirements as well as the CAP and General Plan goals and actions would reduce collective long-term operational energy use within the Planning Area. Therefore, the project would not result in a wasteful, inefficient, or unnecessary consumption of electricity and natural gas, nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

6.3 Mineral Resources

According to CEQA Guidelines Appendix G, a significant impact on mineral resources would occur if the project would:

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

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

Mineral resources encompass vital construction materials such as sand, gravel, and crushed rock, integral for the production of construction materials like Portland cement and asphaltic concrete. Additionally, nonfuel mineral resources include metals like gold, silver, iron, copper, as well as industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone. There are no active mineral resource recovery sites within the Planning Area.

The State Mining and Geology Board establishes Mineral Resource Zone (MRZ) designations that quantify the mineral resource potential for specific locations across California. As shown in Figure 6-1 land within the Planning Area has primarily been designated as MRZ-1, while a segment of the northwestern portion of the Planning Area has been designated as MRZ-3. MRZ-1 is defined as an area where adequate information indicates that no significant mineral deposits are present or likely to be present. Land classified as MRZ-1 does not possess rocks suitable for commercial use, such as shale, siltstone, carbonates and chlorite-schist, and no fine-grained sedimentary deposits that are suitable for use as aggregate. MRZ-3 is defined as an area where the significance of mineral deposits cannot be determined from the available data. Land classified as MRZ-3 contains sand and gravel deposits, but there is insufficient data to ascertain whether these mineral deposits are significant. Therefore, the project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site, and impacts would be less than significant.

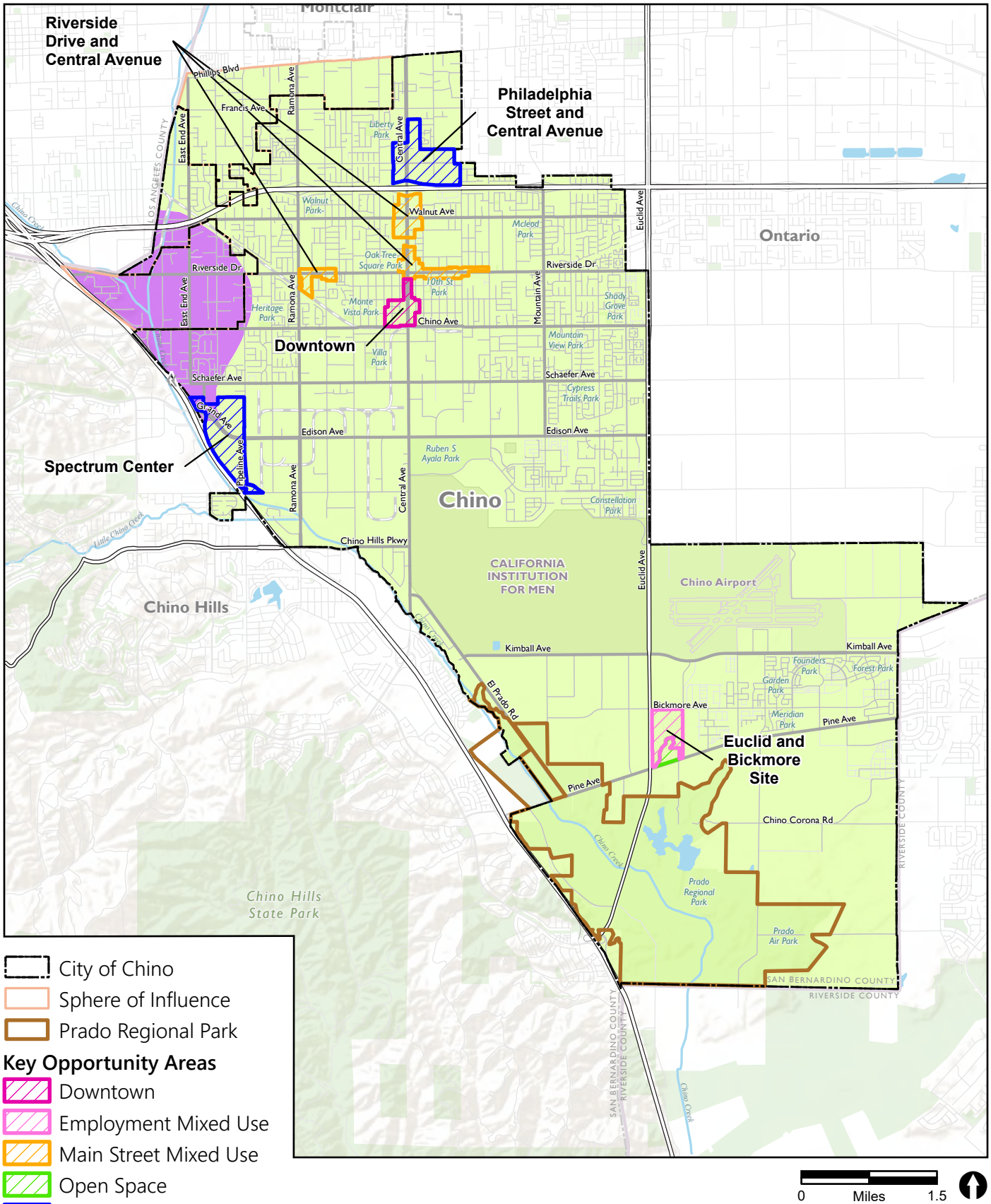

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FIGURE 6-1
Mineral Resource Zones

Chapter 7.0
Project Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a "reasonable range of alternatives" to the project. The State CEQA Guidelines further specify that the alternatives selected should attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency, and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

7.1 Selection of Alternatives

Chapter 4.0 of this Program EIR (PEIR) provides a detailed analysis of the potential for the Chino 2045 General Plan Update (project) to have a significant effect on the environment.

The project would result in significant unavoidable environmental impacts related to air quality (air quality plan consistency, criteria pollutants, and sensitive receptors), cultural resources (historic resources), greenhouse gas (GHG) emissions (emissions; policy consistency), noise (ambient noise and vibration), and transportation (circulation system; vehicle miles traveled [VMT]). All other impacts were determined to be less than significant or would be mitigated to a level less than significant.

In developing the alternatives to be addressed, consideration was given to their ability to meet the basic objectives of the project and eliminate or substantially reduce significant environmental impacts. As identified in Chapter 3.0, project objectives include the following:

1. Promote a balanced community with a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

2. Focus future population, housing and employment growth into key opportunity areas while preserving and enhancing the community's distinctive small-town feel that comes from strong community bonds and a respect for the community's agricultural roots.

3. Position Downtown as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

4. Revitalize older shopping centers and commercial corridors so that they feature a range of new uses to serve community needs and act as vital activity hubs and social gathering places that contribute to local character and quality of life.

5. Prioritize business attraction and retention to foster a strong, stable economy that welcomes innovation and promoting entrepreneurship.

6. Reinforce connections to the regional transportation network.

7. Strengthen the network of safe streets and multi-use trails that links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.

8. Enhance neighborhood livability by promoting active, healthy lifestyles with indoor and outdoor recreational amenities and by prioritizing clean air, water, fresh food, and community health.

9. Protect the community from natural hazards, build resilience to climate change, and promote emergency preparedness.

Alternatives selected for consideration include the No Project (Adopted General Plan) Alternative, the Redistributed Housing Alternative, and the Increased Downtown Development Alternative.

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, an EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. Section 7.3 addresses the environmentally superior alternative selected.

The following section provides an analysis of each major issue area included in the impact analysis for the project. Table 7-1 provides a matrix comparison of the significant impacts of the project as compared to each alternative.

Table 7-1
Matrix Comparison of the Project and Alternatives Impacts

Environmental Issue Area	Project	No Project (Adopted Plan) Alternative	Redistributed Housing Alternative	Increased Downtown Development Alternative
Aesthetics	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Agricultural and Forestry Resources	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Air Quality	SU	SU/GREATER	SU/LESS	SU/GREATER
Biological Resources	SM	SM/SAME	SM/SAME	SM/SAME
Cultural and Tribal Cultural Resources	SU	SU/SAME	SU/SAME	SU/SAME
Energy	LTS	LTS/GREATER	LTS/LESS	LTS/GREATER
Geology and Soils	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Greenhouse Gas Emissions	SU	SU/SAME	SU/LESS	SU/GREATER
Hazards and Hazardous Materials	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Hydrology and Water Quality	LTS	LTS/ SAME	LTS/SAME	LTS/SAME
Land Use and Planning	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Mineral Resources	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Noise	SU	SU/GREATER	SU/LESS	SU/GREATER
Population and Housing	LTS	LTS/SAME	LTS/SAME	LTS/SAME

Table 7-1 Matrix Comparison of the Project and Alternatives Impacts				
Environmental Issue Area	Project	No Project (Adopted Plan) Alternative	Redistributed Housing Alternative	Increased Downtown Development Alternative
Public Services and Recreation	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Transportation	SU	SU/GREATER	SU/LESS	SU/GREATER
Utilities and Service System	LTS	LTS/SAME	LTS/SAME	LTS/SAME
Wildfire	LTS	LTS/SAME	LTS/SAME	LTS/SAME
LTS = less than significant; SM = significant and mitigated; SU = significant and unavoidable				

7.2 Project Alternatives

Consistent with CEQA Guidelines Section 15126(d), the alternatives described below are analyzed to include sufficient information to allow a meaningful analysis and comparison with the project. For purposes of this analysis, those subject areas included in Chapter 4.0 are also included in the analysis of the alternatives. The following sections include a discussion of the impacts of the alternatives compared to the project. The conclusion for each alternative also provides an overview of how the alternative meets, partially meets, or fails to meet the project objectives.

7.2.1 No Project Alternative

The following discussion of the No Project Alternative is based on the CEQA Guidelines Section 15126.6(e)(3)(A) which states:

> When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Consistent with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project Alternative represents the continued implementation of the Adopted General Plan land use and zoning for the project areas.

7.2.1.1 Description of the No Project Alternative

Under the No Project Alternative, the comprehensive update to the General Plan to address new state law and emerging issues and establish a planning and policy framework that extends to a horizon year of 2045 would not occur. Growth in the and development within the City of Chino (City) and its Sphere of Influence (SOI), collectively known as the Planning Area, would continue to be guided by the existing land use and zoning established in the Adopted General Plan. Under the No Project Alternative, future planning initiatives would continue to occur through site-specific rezoning and General Plan amendment actions, rather than through a comprehensively planned approach. The planned densities needed to accommodate the region's housing and provide the required levels

of affordability would not occur. Planning for transportation infrastructure would continue as established in the Adopted General Plan without a comprehensive strategy intended to reduce reliance on vehicular travel and promote other forms of mobility. This alternative would not satisfy the project objectives because it would not focus future population, housing and employment growth into key opportunity areas while preserving and enhancing the community's distinctive small-town feel, would not revitalize older shopping centers and commercial corridors, and would not satisfy applicable legislative mandates associated with the general plans, nor any of the project objectives.

7.2.1.2 Environmental Analysis of the No Project Alternative

a. Aesthetics

Future site-specific development under the No Project Alternative would be subject to relevant City standards outlined in the City's Municipal Code (Municipal Code), Zoning Ordinance, land use plans, and relevant policies under the adopted General Plan that serve to protect visual resources and minimize light and glare. Therefore, impacts related to aesthetics under the No Project Alternative would be less than significant and would be the same as the project.

b. Agricultural and Forestry Resources

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. Areas classified as Important Farmland by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) are largely concentrated in the southern half of the Planning Area, primarily in The Preserve Specific Plan Area and the 1968 Agricultural Preserve Zoning Overlay applied by the County of San Bernardino. The California Institution for Men and areas within The Preserve Specific Plan Area are classified by the FMMP as Prime Farmland. However, these areas are currently designated for urban uses, and impacts were evaluated in the EIR previously completed for the Adopted General Plan, The Preserve EIR, Edgewater Communities Specific Plan (Edgewater) EIR, and 2016 Edgewater EIR Addendum. A few agricultural properties in the Planning Area remain under Williamson Act contracts administered by the City. Most of these contracts were established before the properties were annexed to the City in 2003. However, contracts in non-renewal have already been planned for urban uses, and associated impacts were determined to be significant and unavoidable under The Preserve EIR and Edgewater EIR. There is no forest land within the Planning Area, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, impacts related to agricultural and forestry resources under the No Project Alternative would be less than significant and would be the same as the project.

c. Air Quality

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan and would be subject to implementation of the City's existing General Plan Mitigation Monitoring Requirements for air quality. As described in Section 4.2.5.1(a) above, operational air quality emissions were modeled for buildout of the Adopted General Plan through 2045 in comparison to buildout of the project through 2045. This comparison found that while

buildout of the Adopted General Plan would generate less area source emissions, it would also generate more mobile source emissions compared to the project. Furthermore, buildout of the Adopted General Plan under the No Project Alternative would not be subject to goals and policies established in applicable elements of the project intended to reduce air quality emissions. Therefore, impacts related to air quality under the No Project Alternative would remain significant and unavoidable at this program level of review. Additionally, because the No Project Alternative would not benefit from goals and policies proposed under the project intended to reduce air quality emissions, impacts would be greater than the project.

d. Biological Resources

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. Future site-specific development under the No Project Alternative would be required to demonstrate compliance with CEQA, Section 404 of the Clean Water Act (CWA), Section 401 of the CWA, and Section 1600 of the California Fish and Game Code, as applicable. The City currently requires site-specific development to prepare biological resources technical reports with appropriate mitigation to reduce impacts to a level less than significant similar to the mitigation measures proposed in this PEIR. Therefore, impacts related to biological resources under the No Project Alternative would be mitigated to a level less than significant and would be the same as the project.

e. Cultural and Tribal Cultural Resources

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. The City currently requires site-specific development to prepare cultural resources technical reports with appropriate mitigation to reduce impacts to a level less than significant similar to the mitigation measures proposed in this PEIR. Future site-specific development under the No Project Alternative would also be subject to the requirements of Assembly Bill (AB) 52 consultation, as applicable. However, future site-specific projects under the No Project Alternative would have the potential to result in impacts on historic resources that may not be able to be fully mitigated. Therefore, impacts related to historic resources under the No Project Alternative would remain significant and unavoidable at this program level of review and would be the same as the project.

f. Energy

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. Similar to the project, site-specific development under the No Project Alternative would require typical energy use and would not encounter any unusual characteristics that would require the use of equipment that would be more energy intensive, nor any equipment that would not conform to current emissions standards (and related fuel efficiencies). However, future site-specific development under this alternative would not be subject to the goals and polices established in applicable elements of the project intended to reduce energy consumption. Therefore, impacts related to energy under the No Project Alternative would be less than significant. Additionally, because the No Project Alternative would not benefit from goals and policies proposed

under the project intended to reduce energy consumption, impacts would be greater than the project.

g. Geology and Soils

Future site-specific development under the No Project Alternative would be subject to the requirements of the City's Municipal Code, Titles 15 and 19, which include requirements related to grading activities and construction to address geologic hazards. Specifically, individual development projects are required to submit site-specific soil investigations and geological hazards reports addressing the presence of a potential geological hazard with a geologic mitigation plan. Post-construction erosion resulting from increased runoff would also generally be avoided or reduced through site design and hydromodification control best management practices (BMPs) per existing City requirements. Therefore, impacts related to geology and soils under the No Project Alternative would be less than significant and would be the same as the project.

h. Greenhouse Gas Emissions

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan land use plan. As described in Section 4.6.5.1 above, GHG emissions were modeled for buildout of the Adopted General Plan through 2045 in comparison to buildout of the project through 2045. While buildout of the Adopted General Plan would generate fewer total GHG emissions compared to the project, future site-specific development under the No Project Alternative would not be subject to goals and policies established in applicable elements of the project intended to reduce GHG emissions. Therefore, like the project, impacts related to GHG emissions under the No Project Alternative would remain significant and unavoidable. Additionally, because the No Project Alternative would not benefit from goals and policies proposed under the project intended to reduce GHG emissions, impacts would be greater than the project.

i. Hazards and Hazardous Materials

Future site-specific development under the No Project Alternative would not require use of materials that are acutely hazardous, and use of common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Project construction would adhere to typical BMPs regarding the use of hazardous materials, such as proper labeling and storage, removal of materials once completed, and offsite vehicle maintenance. Future site-specific projects would be designed consistent with the requirements of the Airport Overlay Zone and applicable goals, policies, and actions of the Hazards, Safety, and Noise Element, and would be subject to the land use restrictions for each of the compatibility zones. Future development under the No Project Alternative would primarily be located within existing developed areas and along major transportation corridors within the Planning Area that would allow for evacuation and response. Additionally, future development under the No Project Alternative would be designed consistent with the requirements of the City's Draft 2025 All-Hazard Mitigation Plan, the City's Emergency Operations Plan, and the City's Municipal Code. Therefore, impacts associated with hazards and hazardous materials under the No Project Alternative would be less than significant and would be the same as the project.

j. Hydrology and Water Quality

Future site-specific development under the No Project Alternative would be subject to the requirements of the statewide Construction General Permit, which itself requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for projects that disturb one or more acres of land. Similarly, as applicable under the project, future site-specific development under the No Project Alternative would be required to comply with the City's Municipal Code Section 13.25.500, which requires all qualifying land development and redevelopment projects to prepare a water quality management plan identifying all BMPs that would be incorporated into the site-specific project to control stormwater and non-stormwater pollutants. Future site-specific development under the No Project Alternative would be required to comply with applicable City regulations related to the siting of structures within the 100-year floodplain. Therefore, impacts associated with hydrology and water quality under the No Project Alternative would be less than significant and would be the same as the project.

k. Mineral Resources

As described in Section 6.3 above, there are no known significant mineral resources within the Planning Area. Therefore, impacts related to mineral resources under the No Project Alternative would be less than significant and would be the same as the project.

l. Land Use and Planning

Future development under the No Project Alternative would occur consistent with the City's adopted General Plan. However, future site-specific development under the No Project Alternative would not benefit from the policies and land use planning direction that would promote a balanced community with a clear development pattern, revitalize older shopping centers and commercial corridors, or reinforce connections to the regional transportation network. Under this alternative, the City would develop consistent with existing plans. Therefore, impacts related to land use and planning under the No Project Alternative would be less than significant and would be the same as the project.

m. Noise

Development under the No Project Alternative would continue consistent with the City's adopted General Plan land use plan. As described in Section 4.10.5.1(a), buildout of the adopted General Plan would result in a significant increase in ambient noise levels, ranging from 47.7 to 77.9 Community Noise Equivalent Level at the receiving land uses nearest to the analyzed roadway segments, and range from 80.9 to 85.9 Community Noise Equivalent Level at 100 feet from the freeways. Under buildout of the adopted General Plan, off-site traffic noise level impacts would exceed noise level increase thresholds along 31 segments. Additionally, future site-specific development under the No Project Alternative would not be subject to goals and policies established in applicable elements of the project intended to reduce noise. Therefore, impacts related to noise under the No Project Alternative would remain significant and unavoidable at this program level of review. Additionally, because the No Project Alternative would not benefit from goals and policies proposed under the project intended to reduce noise, impacts would be greater than the project.

n. Population and Housing

Residential development would continue under the No Project Alternative, consistent with the City's adopted General Plan land use plan. Future development under the No Project Alternative would be in areas that are already served by infrastructure and therefore would not induce population growth. The No Project Alternative would not displace a substantial number of people or housing. Therefore, impacts associated with population and housing under the No Project Alternative would be less than significant and would be the same as the project.

o. Public Services and Recreation

Development under the No Project Alternative would continue consistent with the City's adopted General Plan land use plan. Future site-specific development under the No Project Alternative would occur incrementally, based on market conditions and other factors, such that public services and associated facilities are not overburdened at any given time. Therefore, site-specific projects would not directly result in sufficient demand to require construction of new fire protection, police protection, school, park, or library facilities. Additionally, each site-specific development would pay its fair share toward anticipated facility needs. Pursuant to California Government Code Section 65995, as with the project, individual applicants for future site-specific projects under the No Project Alternative would be required to pay developer fees to the appropriate school districts at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Per AB 2626 and Senate Bill 50, school districts may impose a fee in conjunction with the construction of new commercial or residential buildings and for those projects that are adding square footage to an existing commercial or residential building. Furthermore, the City's parkland dedication ordinance operates under the umbrella of the State of California's 1975 Quimby Act, which allows cities to require that new development dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of three acres per thousand residents. Therefore, impacts associated with public services and recreation under the No Project Alternative would be less than significant and would be the same as the project.

p. Transportation

Development under the No Project Alternative would continue consistent with the City's adopted General Plan land use plan. As described in Section 4.13.5.1(a) above, the Transportation Analysis (Appendix X) determined that three roadway segments would operate at unacceptable levels under buildout of the Adopted General Plan, which would be greater than the two roadway segments would operate at unacceptable levels under buildout of the project. Similarly, the Transportation Analysis determined that buildout of the Adopted General Plan would generate greater daily VMT (43.3) compared to buildout of the project (42.7). Furthermore, the Adopted General Plan does not include the bicycle lanes proposed under the Infrastructure Element of the project that would improve connectivity and increase options for non-vehicular modes of travel. Additionally, future site-specific development under the No Project Alternative would not be subject to goals and policies established in applicable elements of the project intended to improve connectivity, reduce VMT, reduce conflicts between truck routes and bicycle routes, and offer increased options for non-vehicular modes of travel. Therefore, impacts related to transportation would remain significant and unavoidable at this program level of review. Additionally, because the No Project Alternative

would not benefit from goals and policies proposed under the project intended to improve connectivity, reduce VMT, reduce conflicts between truck routes and bicycle routes, and offer increased options for non-vehicular modes of travel, impacts would be greater than the project.

q. Utilities and Service Systems

Development under the No Project Alternative would continue consistent with the City's adopted General Plan land use plan. As described in Section 4.14 above, adequate water, wastewater, stormwater, electricity, natural gas, telecommunications, and solid waste capacity exists to accommodate future growth within the Planning Area. Future development under the No Project Alternative would not exceed what is anticipated under the project, and adequate water, wastewater, stormwater, electricity, natural gas, telecommunications, and solid waste capacity would be available. Construction of infrastructure would be limited to connections to existing facilities. Impacts associated with such utility connections would be short-term and cease once installation is complete, and such connections would be evaluated under future site-specific environmental review as necessary. Therefore, impacts associated with utilities and service systems under the No Project Alternative would be less than significant and would be the same as the project.

r. Wildfire

Future development under the No Project Alternative would primarily be located within existing developed areas and along major transportation corridors within the Planning Area that would allow for evacuation and response. Additionally, future development under the No Project Alternative would be designed consistent with the requirements of the City's Draft 2025 All-Hazard Mitigation Plan, the City's Emergency Operations Plan, and the City's Municipal Code. However, future site-specific development under this alternative would not be subject to the goals and policies established in applicable elements of the project intended to reduce risks associated with wildfire. Therefore, impacts associated with wildfire would be less than significant and would be greater than the project.

7.2.1.3 Conclusion Regarding the No Project Alternative

As shown in Table 6-1, the No Project Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be greater under the No Project Alternative because buildout of the adopted General Plan would generate a greater amount of VMT and future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Similarly, impacts related to energy, hazards and hazardous materials, hydrology and water quality, and wildfire would remain less than significant, but would be greater than the project because future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Furthermore, the No Project Alternative would not meet any of the project objectives.

7.2.2 Redistributed Housing Alternative

7.2.2.1 Description of the Redistributed Housing Alternative

The Redistributed Housing Alternative would transfer planned housing from interior locations within the Planning Area to the Philadelphia-Central Key Opportunity Area and the Spectrum Center located closer to State Route (SR) 60 and SR-71. Both of these locations possess underutilized regional shopping centers that could be converted to new uses. Nearly 90 percent of employed City residents commute to jobs in other communities each day. These commute trips are predominantly made by single occupant vehicles, starting on local roadways in the City, and then continue onto SR-60 and SR-71 to employment centers in Los Angeles and Orange counties. In the post-pandemic context with decreasing demand for suburban office space and an increase in remote work, projected demand for office space is limited within the City. Therefore, in order to reduce VMT per capita and address the significant impacts related to air quality, GHG emissions, noise, and transportation under the project, this alternative would increase the capacity for housing within the Philadelphia-Central Key Opportunity Area and the Spectrum Center, located immediately adjacent to SR-60 and SR-71. To achieve this goal, The Redistributed Housing Alternative would remove the existing Mixed Use and Affordable Housing Overlay from sites located along Riverside Drive, Ramona Avenue, and Schaefer Avenue within interior segments of the Planning Area and increase the housing capacity within the Philadelphia-Central Key Opportunity Area and the Spectrum Center by a commensurate amount.

Under the project, both the Philadelphia-Central Key Opportunity Area and the Spectrum Center were assigned the Regional Mixed Use land use designation, which permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and City residents, together with multi-family housing, where permitted under zoning. Under the Redistributed Housing Alternative, the Philadelphia-Central Key Opportunity Area and the Spectrum Center would retain the future Regional Mixed Use land use designation and would see an increase in the allowance for residential development.

Overall, buildout of this alternative through 2045 would result in the same number of new housing units and jobs as under the project. Changes compared to the project would be limited to an increase of 1,055 more housing units within the Philadelphia-Central Key Opportunity Area and the Spectrum Center that would be assigned the Mixed Use and Affordable Housing Overlay designation. Approximately 67 percent of these housing units would be transferred to the Philadelphia-Central Key Opportunity Area and the remaining 33 percent would be transferred to the Spectrum Center. The intent is to foster denser mixed-use nodes near the freeways in order to reduce commute trip length and promote active transportation for daily needs and recreation, while also supporting the vitality of existing retail in the regional centers consistent with the project objectives. It should be noted that both of these locations were identified as suitable for receiving additional housing through development of the City's 2021-2029 Housing Element. Subject to a successful Measure M vote, this alternative would seek to increase the number of units on, and adjacent, to sites that have already received the Mixed Use or Affordable Housing Overlay. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

7.2.2.2 Environmental Analysis of the Redistributed Housing Alternative

a. Aesthetics

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would be consistent with the existing visual character of both areas. Both are urbanized areas, and the conversion of underutilized regional commercial uses with poor visual quality to new residential structures developed consistent with the visual requirements of the City's Municipal Code would potentially improve visual character. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with aesthetics. Therefore, impacts related to aesthetics under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

b. Agricultural and Forestry Resources

Areas classified as Important Farmland by the California Department of Conservation FMMP are largely concentrated in the southern half of the Planning Area. There are no segments of land within the Philadelphia-Central Key Opportunity Area or the Spectrum Center that are classified by the FMMP as important farmland. Similarly, there are no segments of land within the Philadelphia-Central Key Opportunity Area and the Spectrum Center under Williamson Act contracts. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. There is no forest land within the Planning Area, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, impacts related to agricultural and forestry resources under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

c. Air Quality

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area and thereby reduce air quality emissions associated with mobile sources. As described in Section 4.13.1.2 above, most residents within the Planning Area commute to work by car, primarily to jobs in Los Angeles and Orange Counties. By redistributing planned housing from other locations within the Planning Area closer to SR-60 and SR-71, this alternative would reduce the commute distances for those residents located near major vehicular transportation corridors, which would reduce VMT and associated mobile source air quality emissions generated within the Planning Area compared to the project. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with air quality emissions. Therefore, impacts related to air quality under the Redistributed Housing Alternative would remain significant and unavoidable at this program level of review. Additionally,

because this alternative would reduce VMT within the Planning Area and thereby reduce air quality emissions associated with mobile sources, impacts would be incrementally less than the project.

d. Biological Resources

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to biological resources beyond those identified under the project. Both areas consist entirely of land classified as urban/developed and do not possess natural resources that would serve as suitable habitat for sensitive species, nor qualify as sensitive or riparian habitats, or wetlands. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development that would occur in other segments of the Planning Area under this alternative would be subject to the mitigation measures identified in Section 4.4 above. Therefore, impacts related to biological resources under the Redistributed Housing Alternative would be mitigated to a level less than significant and would be the same as the project.

e. Cultural and Tribal Cultural Resources

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to cultural and tribal cultural resources beyond those identified under the project. As shown on Figure 4.4-1 above, there are no identified historic resources located within the Philadelphia-Central Key Opportunity Area or the Spectrum Center. Both areas consist entirely of urbanized land and do not possess natural soils that are likely to possess unrecorded archaeological resources that have not been evaluated or may become eligible for listing in the future. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development that would occur in other segments of the Planning Area under this alternative would be subject to the mitigation measures identified in Section 4.5 above. However, future site-specific projects under this alternative would have the potential to result in impacts on historic resources that may not be able to be fully mitigated. Therefore, impacts related to historic resources under the Redistributed Housing Alternative would remain significant and unavoidable at this program level of review and would be the same as the project.

f. Energy

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area and thereby reduce energy consumption associated with passenger vehicles. As described in Section 4.13.1.2 above, most residents within the Planning Area commute to work by car, primarily to jobs in Los Angeles and Orange Counties. By redistributing planned housing from other locations within the Planning Area closer to SR-60 and SR-71, this alternative would reduce the commute distances for those residents located near major vehicular transportation corridors, which would reduce VMT and energy consumption associated with passenger vehicles within the Planning Area compared to the project. This alternative would not make any other changes compared to the project beyond redistributing

planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce energy consumption. Therefore, like the project, impacts related to energy under the Redistributed Housing Alternative would be less than significant. Additionally, because this alternative would reduce VMT within the Planning Area and thereby reduce energy consumption associated with passenger vehicles, impacts would be incrementally less than the project.

g. Geology and Soils

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to geology and soils beyond those identified under the project. Planned housing transferred to the Philadelphia-Central Key Opportunity Area and the Spectrum Center would be subject to the same City regulations described in Section 4.5 above, including the adopted Building Code and Municipal Code. Additionally, implementation of mitigation measure GEO-1 would reduce potentially significant impacts on paleontological resources to a level less than significant. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with geology and soils. Therefore, impacts related to geology and soils under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

h. Greenhouse Gas Emissions

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area and thereby reduce GHG emissions associated with mobile sources. As described in Section 4.13.1.2 above, most residents within the Planning Area commute to work by car, primarily to jobs in Los Angeles and Orange Counties. By redistributing planned housing from other locations within the Planning Area closer to SR-60 and SR-71, this alternative would reduce the commute distances for those residents located near major vehicular transportation corridors, which would reduce VMT and associated mobile source GHG emissions generated within the Planning Area compared to the project. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with GHG emissions. Therefore, impacts related to GHG emissions under the Redistributed Housing Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative would reduce VMT within the Planning Area and thereby reduce GHG emissions associated with mobile sources, impacts would be incrementally less than the project.

i. Hazards and Hazardous Materials

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to hazards and hazardous materials beyond those identified under the project. Planned housing transferred to the Philadelphia-Central Key Opportunity Area and the Spectrum Center would be subject to the same City regulations described in Section 4.7 above, including adherence to typical BMPs regarding the use of hazardous materials, such as proper labeling and storage, removal of materials once completed, and off-site vehicle maintenance. Future site-specific projects would be designed consistent with the requirements of the Airport Overlay Zone and applicable goals, policies, and actions of the Hazards, Safety, and Noise Element, and would be subject to the land use restrictions for each of the compatibility zones. Planned housing transferred to the Philadelphia-Central Key Opportunity Area and the Spectrum Center would be located within existing developed areas and along major transportation corridors within the Planning Area allowing for emergency evacuation and response. Neither the Philadelphia-Central Key Opportunity Area nor the Spectrum Center are designated as Fire Hazard Severity Zones (FHSZs). This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with hazards and hazardous materials. Therefore, impacts related to hazards and hazardous materials under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

j. Hydrology and Water Quality

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to hydrology and water quality beyond those identified under the project. Planned housing transferred to the Philadelphia-Central Key Opportunity Area and the Spectrum Center would be subject to the same regulations described in Section 4.8 above, including the requirements of the statewide Construction General Permit, which requires preparation and implementation of a SWPPP for projects that disturb one or more acre of land. Similarly, future site-specific development under the No Project Alternative would be required to comply with the City's Municipal Code Section 13.25.500, which requires all qualifying land development and redevelopment projects to prepare a water quality management plan identifying all BMPs that would be incorporated into the site-specific project to control stormwater and non-stormwater pollutants. Neither the Philadelphia-Central Key Opportunity Area or the Spectrum Center are located within a flood zone or a dam inundation area. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with hydrology and water quality. Therefore, impacts related to hydrology and water quality under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

k. Land Use and Planning

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to land use beyond those identified under the project. Planned housing transferred to the Philadelphia-Central Key Opportunity Area and the Spectrum Center would be subject to the requirements established for the future Regional Mixed Use designation and all applicable zoning regulations. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with land use. Therefore, impacts related to land use and planning under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

l. Mineral Resources

As described in Section 6.3 above, there are no known significant mineral resources within the Planning Area. Therefore, impacts related to mineral resources under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

m. Noise

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area, and thereby reduce noise generated by vehicular uses. As described in Section 4.13.1.2 above, most residents within the Planning Area commute to work by car, primarily to jobs in Los Angeles and Orange Counties. By redistributing planned housing from other locations within the Planning Area closer to SR-60 and SR-71, this alternative would reduce the commute distances for those residents located near major vehicular transportation corridors, which would reduce VMT and associated vehicle noise generated within the Planning Area compared to the project. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with noise. Therefore, impacts related to noise under the Redistributed Housing Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative would reduce VMT within the Planning Area and thereby reduce noise generated by vehicular uses, impacts would be incrementally less than the project.

n. Population and Housing

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase the amount of housing to be developed in the Planning Area compared to the project. The Redistributed Housing Alternative would allow for the same amount of future development as the project. Future development under the Redistributed Housing Alternative would be in areas that are already served by infrastructure and therefore would

not induce population growth. The Redistributed Housing Alternative would not displace a substantial number of people or housing. Therefore, impacts associated with population and housing under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

o. Public Services and Recreation

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase the amount of housing to be developed in the Planning Area compared to the project. Similarly, the Redistributed Housing Alternative would allow for the same amount of future non-residential development as the project. Therefore, the Redistributed Housing Alternative would not increase demand for public services beyond what would occur under the project. Future site-specific development under the Redistributed Housing Alternative would occur incrementally, based on market conditions and other factors, such that public services and associated facilities are not overburdened at any given time. Therefore, site-specific projects would not directly result in sufficient demand to require construction of new fire protection, police protection, school, park, or library facilities. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project intended to avoid impacts related to public services and recreation. Therefore, impacts related to public services and recreation under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

p. Transportation

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area. As described in Section 4.13.1.2 above, most residents within the Planning Area commute to work by car, primarily to jobs in Los Angeles and Orange Counties. By redistributing planned housing from other locations within the Planning Area closer to SR-60 and SR-71, this alternative would reduce the commute distances for those residents located near major vehicular transportation corridors, which would reduce VMT generated within the Planning Area compared to the project. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project intended to improve connectivity, reduce VMT, reduce conflicts between truck routes and bicycle routes, and offer increased options for non-vehicular modes of travel. Therefore, impacts related to transportation under the Redistributed Housing Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative would reduce VMT within the Planning Area, impacts would be incrementally less than the project.

q. Utilities and Service Systems

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase the amount of housing to be developed in the

Planning Area compared to the project. Similarly, the Redistributed Housing Alternative would allow for the same amount of future non-residential development as the project. As described in Section 4.14 above, adequate water, wastewater, stormwater, electricity, natural gas, telecommunications, and solid waste capacity exists to accommodate future growth under the project and therefore would also be able to accommodate future development under the Redistributed Housing Alternative. Construction of infrastructure would be limited to connections to existing facilities. Impacts associated with such utility connections would be short-term and cease once installation is complete, and such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with utilities and services. Therefore, impacts associated with utilities and service systems under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

r. Wildfire

Redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would not increase impacts related to wildfire beyond those identified under the project. Planned housing transferred to the Philadelphia-Central Key Opportunity Area and the Spectrum Center would be located within existing developed areas and along major transportation corridors within the Planning Area allowing for emergency evacuation and response. Neither the Philadelphia-Central Key Opportunity Area nor the Spectrum Center are designated as FHSZs. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with wildfire. Therefore, impacts related to wildfire under the Redistributed Housing Alternative would be less than significant and would be the same as the project.

7.2.2.3 Conclusion Regarding the Redistributed Housing Alternative

As shown in Table 6-1, the Redistributed Housing Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be incrementally less under the Redistributed Housing Alternative because redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Therefore, impacts related to all other environmental categories would remain the same as under the project.

7.2.3 Increased Downtown Development Alternative

7.2.3.1 Description of the Increased Downtown Development Alternative

The Increased Downtown Development Alternative would focus more development in the centrally located Downtown Key Opportunity Area in order to promote a more compact development pattern that could reduce the need for vehicular travel. To accomplish this goal, the City would adopt a new Downtown Mixed Use zoning district in the Downtown Key Opportunity Area, creating capacity for 1,250 new housing units and 60,000 square feet of commercial development beyond the project, potentially including retail, restaurant, office, and entertainment uses. This alternative would go beyond the project by permitting additional residential and non-residential development capacity with a view to creating a vibrant downtown in the center of the Planning Area, consistent with project objectives. Policies in the Land Use and Community Character Element intended to preserve and protect historic buildings and structures and foster a heritage theme in new development would still apply under this alternative. Overall, this alternative would result in approximately 40,445 homes and 63,775 jobs in the Planning Area by 2045. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

7.2.3.2 Environmental Analysis of the Increased Downtown Development Alternative

a. Aesthetics

Increasing development within the Downtown Key Opportunity Area would be consistent with the existing visual character. The Downtown Key Opportunity Area is already urbanized, and the conversion of underutilized uses with poor visual quality to new structures developed consistent with the visual requirements of the City's Municipal Code would potentially improve visual character. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with aesthetics. These include encouraging commercial and mixed-use areas to incorporate visual quality and interest in architectural design (Policy LCC-3.4) ensuring visual compatibility with adjacent land uses (Policy LCC-3.7) and requiring streetscape improvements along corridors and gateways to include landscaping, signage, lighting, and building massing and setbacks (Policy LCC-4.5). Therefore, impacts related to aesthetics under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

b. Agricultural and Forestry Resources

Areas classified as Important Farmland by the FMMP are largely concentrated in the southern half of the Planning Area. There are no segments of land within the Downtown Key Opportunity Area that are classified by the FMMP as important farmland. Similarly, there are no segments of land within the Downtown Key Opportunity Area under Williamson Act contracts. This alternative would not make any other changes compared to the project beyond increasing development within the

Downtown Key Opportunity Area. There is no forest land within the Planning Area, and the City does not possess any zoning classifications for forestland, timberland, or timberland production zones. Therefore, impacts related to agricultural and forestry resources under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

c. Air Quality

Increasing development within the Downtown Key Opportunity Area would create a more compact development pattern that could reduce the need for vehicular travel. However, this alternative would also create capacity for 1,250 new housing units and 60,000 square feet of additional commercial development beyond what is anticipated under the project. Therefore, despite the potential reduction of vehicular travel within Downtown, this alternative may on balance result in a slight increase in VMT within the Planning Area, and thereby increase air quality emissions associated with mobile sources compared to the project. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with air quality emissions. Therefore, impacts related to air quality under the Increased Downtown Development Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative may on balance result in a slight increase in VMT within the Planning Area, and thereby increase air quality emissions associated with mobile sources, impacts would be incrementally greater than the project.

d. Biological Resources

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to biological resources beyond those identified under the project. The Downtown Key Opportunity Area consists entirely of land classified as urban/developed and does not possess natural resources that would serve as suitable habitat for sensitive species, nor qualify as sensitive or riparian habitats, or wetlands. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development that would occur in other segments of the Planning Area under this alternative would be subject to the mitigation measures identified in Section 4.4 above. Therefore, impacts related to biological resources under the Increased Downtown Development Alternative would be mitigated to a level less than significant and would be the same as the project.

e. Cultural and Tribal Cultural Resources

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to cultural and tribal cultural resources beyond those identified under the project. The Downtown Key Opportunity Area consists entirely of urbanized land and does not possess natural soils that are likely to possess unrecorded archaeological resources that have not been evaluated or may become eligible for listing in the future. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development that would occur in other segments of the Planning Area under this alternative would be subject to the mitigation measures identified in Section

4.5 above. However, future site-specific projects under this alternative would have the potential to result in impacts on historic resources that may not be able to be fully mitigated. Therefore, impacts related to historic resources under the Increased Downtown Development Alternative would remain significant and unavoidable at this program level of review and would be the same as the project.

f. Energy

Increasing development within the Downtown Key Opportunity Area would create a more compact development pattern that could reduce the need for vehicular travel. However, this alternative would also create capacity for 1,250 new housing units and 60,000 square feet of additional commercial development beyond what is anticipated under the project. Therefore, despite the potential reduction of vehicular travel within Downtown, this alternative may on balance result in a slight increase in VMT within the Planning Area, and thereby increase energy consumption associated passenger vehicles compared to the project. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce energy consumption. Therefore, impacts related to energy under the Increased Downtown Development Alternative would be less than significant, Additionally, because this alternative may on balance result in a slight increase in VMT within the Planning Area and thereby increase energy consumption associated with passenger vehicles, impacts would be incrementally greater than the project.

g. Geology and Soils

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to geology and soils beyond those identified under the project. Additional development within the Downtown Key Opportunity Area would be subject to the same City regulations described in Section 4.5 above, including the adopted Building Code and Municipal Code. Additionally, implementation of mitigation measure GEO-1 would reduce potentially significant impacts on paleontological resources to a level less than significant. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with geology and soils. Therefore, impacts related to geology and soils under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

h. Greenhouse Gas Emissions

Increasing development within the Downtown Key Opportunity Area would create a more compact development pattern that could reduce the need for vehicular travel. However, this alternative would also create capacity for 1,250 new housing units and 60,000 square feet of additional commercial development beyond what is anticipated under the project. Therefore, despite the potential reduction of vehicular travel within Downtown, this alternative may on balance result in a slight increase in VMT within the Planning Area, and thereby increasing GHG emissions associated with mobile sources compared to the project. This alternative would not make any other changes

compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with GHG emissions. Therefore, impacts related to GHG under the Increased Downtown Development Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative may on balance result in a slight increase in VMT within the Planning Area, and thereby increase GHG emissions associated with mobile sources, impacts would be incrementally greater than the project.

i. Hazards and Hazardous Materials

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to hazards and hazardous materials beyond those identified under the project. Additional development within the Downtown Key Opportunity Area would be subject to the same City regulations described in Section 4.7 above, including adherence to typical BMPs regarding the use of hazardous materials, such as proper labeling and storage, removal of materials once completed, and offsite vehicle maintenance. Future site-specific projects would be designed consistent with the requirements of the Airport Overlay Zone and applicable goals, policies, and actions of the Hazards, Safety, and Noise Element, and would be subject to the land use restrictions for each of the compatibility zones. Additional development within the Downtown Key Opportunity Area would be located within existing developed areas and along major transportation corridors within the Planning Area allowing for emergency evacuation and response. The Downtown Key Opportunity Area is not designated as a FHSZ. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with hazards and hazardous materials. Therefore, impacts related to hazards and hazardous materials under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

j. Hydrology and Water Quality

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to hydrology and water quality beyond those identified under the project. Additional development within the Downtown Key Opportunity Area would be subject to the same regulations described in Section 4.8 above, including the requirements of the statewide Construction General Permit, which requires preparation and implementation of a SWPPP for projects that disturb one or more acre of land. Similarly, future site-specific development under the No Project Alternative would be required to comply with the City's Municipal Code Section 13.25.500, which requires all qualifying land development and redevelopment projects to prepare a WQMP identifying all BMPs that would be incorporated into the site-specific project to control stormwater and non-stormwater pollutants. The Downtown Key Opportunity Area is not located within a flood zone or a dam inundation area. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with

hydrology and water quality. Therefore, impacts related to hydrology and water quality under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

k. Land Use and Planning

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to land use beyond those identified under the project. Additional development within the Downtown Key Opportunity Area would be subject to the requirements established for the future Downtown designation and all applicable zoning regulations. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with land use. Therefore, impacts related to land use under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

l. Mineral Resources

As described in Section 6.3 above, there are no known significant mineral resources within the Planning Area. Therefore, impacts related to mineral resources under the Increased Downtown Development Alternative would be less than significant, the same as the project.

m. Noise

Increasing development within the Downtown Key Opportunity Area would create a more compact development pattern that could reduce the need for vehicular travel. However, this alternative would also create capacity for 1,250 new housing units and 60,000 square feet of additional commercial development beyond what is anticipated under the project. Therefore, despite the potential reduction of vehicular travel within Downtown, this alternative may on balance result in a slight increase in VMT within the Planning Area, and thereby incrementally increase noise generated by vehicular sources compared to the project. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project that would reduce impacts associated with noise. Therefore, impacts related to noise under the Increased Downtown Development Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative may on balance result in a slight increase in VMT within the Planning Area and thereby increase noise generated by vehicular uses, impacts would be incrementally greater than the project.

n. Population and Housing

The Increased Downtown Development Alternative would create capacity for 1,250 new housing units beyond what is anticipated under the project. However, the increased housing capacity would provide opportunities for people throughout the Southern California Association of Governments

region and therefore would not exceed regional population projections through 2045. Future development under the Increased Downtown Development Alternative would be in areas that are already served by infrastructure and therefore would not induce population growth. The Downtown Key Opportunity Area Alternative would not displace a substantial number of people or housing, and future housing developed under this alternative would provide relocation opportunities for anyone that is displaced. Therefore, impacts associated with population and housing under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

o. Public Services and Recreation

The Increased Downtown Development Alternative would create capacity for 1,250 new housing units beyond what is anticipated under the project, which could increase demand for public services. However, future site-specific development under the Redistributed Housing Alternative would occur incrementally, based on market conditions and other factors, such that public services and associated facilities are not overburdened at any given time. Therefore, site-specific projects would not directly result in sufficient demand to require construction of new fire protection, police protection, school, park, or library facilities. Additionally, this alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project intended to avoid impacts related to public services and recreation. Furthermore, each site-specific development would pay its fair share toward anticipated facility needs. Pursuant to California Government Code Section 65995, individual applicants for future site-specific projects under the No Project Alternative would be required to pay developer fees to the appropriate school districts at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts. Per AB 2626 and Senate Bill 50, school districts may impose a fee in conjunction with the construction of new commercial or residential buildings and for those projects that are adding square footage to an existing commercial or residential building. Furthermore, the City's parkland dedication ordinance operates under the umbrella of the State of California's 1975 Quimby Act, which allows cities to require that new development dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of three acres per thousand residents. Therefore, impacts related to public services and recreation under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

p. Transportation

Increasing development within the Downtown Key Opportunity Area would create a more compact development pattern that could reduce the need for vehicular travel. However, this alternative would also create capacity for 1,250 new housing units and 60,000 square feet of additional commercial development beyond what is anticipated under the project. Therefore, despite the potential reduction of vehicular travel within Downtown, this alternative may on balance result in a slight increase in VMT within the Planning Area. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential, would be subject to the same policies established under the project intended to improve

connectivity, reduce VMT, reduce conflicts between truck routes and bicycle routes, and offer increased options for non-vehicular modes of travel. Therefore, impacts related to transportation under the Increased Downtown Development Alternative would remain significant and unavoidable at this program level of review. Additionally, because this alternative may on balance result in a slight increase in VMT within the Planning Area, impacts would be incrementally greater than the project.

q. Utilities and Service Systems

The Increased Downtown Development Alternative would create capacity for 1,250 new housing units and 60,000 square feet of additional commercial development beyond what is anticipated under the project, which could increase demand for utilities and service systems. However, this alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with utilities and services, including policies intended to increase future capacity. Construction of infrastructure would be limited to connections to existing facilities. Impacts associated with such utility connections would be short-term and cease once installation is complete, and such connections would be evaluated under future site-specific environmental review as necessary and would be subject to the mitigation measures documented throughout this PEIR as applicable. Therefore, impacts associated with utilities and service systems under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

r. Wildfire

Increasing development within the Downtown Key Opportunity Area under this alternative would not increase impacts related to wildfire beyond those identified under the project. Additional development within the Downtown Key Opportunity Area would be located within existing developed areas and along major transportation corridors within the Planning Area allowing for emergency evacuation and response. The Downtown Key Opportunity Area is not designated as a FHSZ. This alternative would not make any other changes compared to the project beyond increasing development within the Downtown Key Opportunity Area. Future site-specific development under this alternative, both residential and non-residential would be subject to the same policies established under the project that would reduce impacts associated with wildfire. Therefore, impacts related to wildfire under the Increased Downtown Development Alternative would be less than significant and would be the same as the project.

7.2.3.3 Conclusion Regarding the Increased Downtown Development Alternative

As shown in Table 6-1, the Increased Downtown Development Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation may be incrementally greater under the Increased Downtown Development Alternative because this alternative may on balance result in a slight increase in VMT within the

Planning Area. Impacts related to all other environmental categories would remain the same as under the project.

7.3 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. The project itself may not be identified as the environmentally superior alternative. The Redistributed Housing Alternative is the environmentally superior alternative. As shown in Table 7-1, the Redistributed Housing Alternative would result in the greatest reduction in environmental impacts. The Redistributed Housing Alternative would be the environmentally superior alternative because it would incrementally reduce significant impacts associated with air quality, GHG, noise, and transportation compared to the project. However, none of the potentially significant impacts of the project would be completely avoided. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Therefore, impacts related to all other environmental categories would remain the same as under the project. Furthermore, the Redistributed Housing Alternative would meet all the project's objectives.

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Chapter 9.0
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