

CEQA Initial Study

Majestic Chino Heritage

City of Chino, California

Lead Agency

City of Chino
13220 Central Avenue
Chino, CA 91710

CEQA Consultant

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17542 East 17th Street, Suite 100
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Project Applicant

Majestic Realty Co.
13191 Crossroads Parkway North, 6th Floor
City of Industry, CA 91746

Lead Agency Discretionary Permits

General Plan Amendment (PL18-0090)
Change of Zone (PL18-0091)
Vesting Tentative Parcel Map (PL18-0119)
Site Approvals (PL18-0118) and (PL18-0120)
Special Conditional Use Permit (PL19-0011)

March 2019

Table of Contents

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Purpose and Scope of this CEQA Initial Study.....	1
1.2 Potential Environmental Effects of the Proposed Project	1
2.0 PROJECT DESCRIPTION AND SETTING	3
2.1 Project Location	3
2.2 Existing Condition of the Property.....	3
2.1 Environmental Setting and Surrounding Land Uses	7
2.2 Description of the Proposed Project.....	7
3.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS.....	14
4.0 REFERENCES	45

List of Figures

<u>Figure</u>	<u>Page</u>
Figure 2-1 Regional Map	4
Figure 2-2 Vicinity Map	5
Figure 2-3 USGS Topographic Map	6
Figure 2-4 Aerial Photograph	8
Figure 2-5 General Plan Amendment (PL18-0090)	9
Figure 2-6 Change of Zone (PL18-0091).....	10
Figure 2-7 Site Approval (PL18-0118 & PL18-0120).....	12
Figure 2-8 Excess Fill Dirt Sites Location Map	13

List of Acronyms, Abbreviations, and Units of Measure

<u>Acronym</u>	<u>Definition</u>
§	Section
AG	General Agriculture
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CalEEMod™	California Emissions Estimator Model
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
c.y.	cubic yards
CZ	Change of Zone
DPM	Diesel Particulate Matter
e.g.	exempli gratia meaning "for example"
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
ESFR	Early Suppression, Fast Response
FAR	Floor Area Ratio
GHG	Greenhouse Gas(es)
GI	General Industrial
GPA	General Plan Amendment
I-#	Interstate #
i.e.	id est meaning "that is"
IEUA	Inland Empire Utilities Agency

List of Acronyms, Abbreviations, and Units of Measure (Cont'd)

<u>Acronym</u>	<u>Definition</u>
M2	General Industrial (zoning designation)
MND	Mitigated Negative Declaration
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
No.	Number
NPDES	National Pollution Discharge Elimination System
ONT	Ontario Airport
OS-2	Open Space-Natural (zoning designation)
PM _{2.5}	Fine Particulate Matter (less than 2.5 micrometers in diameter)
PM ₁₀	Particulate Matter (between 2.5 and 10 micrometers in diameter)
R/OS	Recreation/Open Space
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SCAQMD	South Coast Air Quality Management District
s.f.	Square Foot or Square Feet
SR-#	State Route #
SWPPP	Stormwater Pollution Prevention Plan
U.S.	United States
WSA	Water Supply Assessment
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

1.1 *Purpose and Scope of this CEQA Initial Study*

The California Environmental Quality Act (CEQA) is a state-wide environmental law contained in Public Resources Code Sections (§) §§ 21000-21177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies and the general public an opportunity to comment on a proposed project's environmental effects.

This Initial Study assesses the potential of the proposed Majestic Chino Heritage project (the "Project") to affect the physical environment. This Initial Study addresses the potential environmental effects of the proposed Project, including all of the discretionary actions and approvals required to implement the Project, as well as subsequent construction and operational activities. As part of the City of Chino's permitting process, the Project is required to undergo an initial environmental review pursuant to CEQA Guidelines § 15063. This Initial Study is a preliminary analysis prepared under the supervision of the City of Chino Development Services Department, acting in its capacity as the CEQA Lead Agency, to determine the type and scope of the environmental review that will be required for the Project. This Initial Study presents and substantiates the City of Chino's determination regarding the type of CEQA compliance document that will be prepared for the Project, which could consist of either an environmental impact report (EIR); mitigated negative declaration (MND); negative declaration (ND); addendum to a previously-prepared EIR; or a tiered analysis that relies on the findings and conclusions of a previously-prepared CEQA compliance document. If the Initial Study concludes, based on substantial evidence in the City's records, that the Project has the *potential* to result in a significant effect on the environment that cannot be avoided, reduced, or mitigated to below stated thresholds of significance, the City of Chino is obligated to prepare an EIR for the Project.

This Initial Study is an informational document that provides the City of Chino, other public agencies, interested parties, and the public at-large with an objective assessment of the potential environmental impacts that *could* result from implementation of the proposed Project.

1.2 *Potential Environmental Effects of the Proposed Project*

The analysis presented in this Initial Study indicates that the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulatively considerable environmental effects under the following environmental subjects:

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils

- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Mandatory Findings of Significance

Based on the analysis provided in the Environmental Checklist portion of this Initial Study, the proposed Project has the potential to result in significant effects on the environment for which feasible mitigation measures may not be available to reduce all of those effects to below thresholds of significance used by the City of Chino to comply with CEQA. Accordingly, and pursuant to CEQA Guidelines § 15063(b)(1), the City of Chino will require the preparation of an **Environmental Impact Report (EIR)** for the Project, which will focus on potential impacts to the environmental issue areas listed above.

2.0 PROJECT DESCRIPTION AND SETTING

The Project involves the development of two (2) industrial buildings on approximately 96.9 acres of land located in the southern portion of the City of Chino, San Bernardino County, California. Discretionary approvals requested from the City of Chino by the Project Applicant include a General Plan Amendment (PL18-0090), a Change of Zone (PL18-0091), Vesting Tentative Parcel Map (PL18-0119), two (2) Site Approvals (PL18-0118) and (PL18-0120), and a Special Conditional Use Permit.

2.1 Project Location

The Project site is located in the southern portion of the City of Chino, which is located southwest of the City of Ontario, east of the City of Chino Hills, west of the City of Eastvale, and northwest of the City of Corona in the southwestern portion of San Bernardino County, California. As shown on Figure 2-1, *Regional Map*, the Project site is approximately 1.0-mile east of State Route 71 (SR-71), approximately 6.5 miles west of Interstate 15 (I-15), and approximately 5.0 miles south of State Route (SR-60). The Chino Airport is located approximately 1.6 miles to the northeast of the Project site.

At the local scale, the Project site is located at the southeast corner of the intersection of Mountain Avenue and Bickmore Avenue (see Figure 2-2, *Vicinity Map*). The Project site includes the following 11 Assessor Parcel Numbers (APNs) 1027-241-01, -02; 1027-231-01; 1027-371-01; 1027-381-01, -02; 1056-201-01; 1056-331-01, -06, -07; 1056-341-01.

2.2 Existing Condition of the Property

As shown on Figure 2-3, *USGS Topographic Map*, the Project site is relatively flat with elevations generally ranging from ranging from approximately 565 feet above mean sea level (amsl) in the northwestern portion of the site to approximately 554 feet amsl in the southeastern portion of the Project site. There are isolated highpoints in the northwestern and northcentral portions of the site that are approximately 567 amsl. Currently, the entire Project site is vacant (refer to Figure 2-4, *Aerial Photograph*) and owned by the Orange County Flood Control District, but was previously used for factory dairy farm operations that included dirt livestock pens (corrals) for the holding and separation of cattle intended for milking and slaughter and ancillary features such as hay/milking barns and open-air wastewater collection ponds. Dairy operations on the Project site ceased between 2013 and 2014; all structures associated with the former dairy operations have since been demolished. Remnants of the former dairy activities (e.g., concrete pads/foundations) are still present on portions of the Project site. Under existing conditions, most of the Project site lies within the Prado Dam's Inundation Area (i.e., areas at or below 566 feet amsl), meaning the proposed building footprints would need to be raised above 566 feet amsl in order to be developed as proposed.

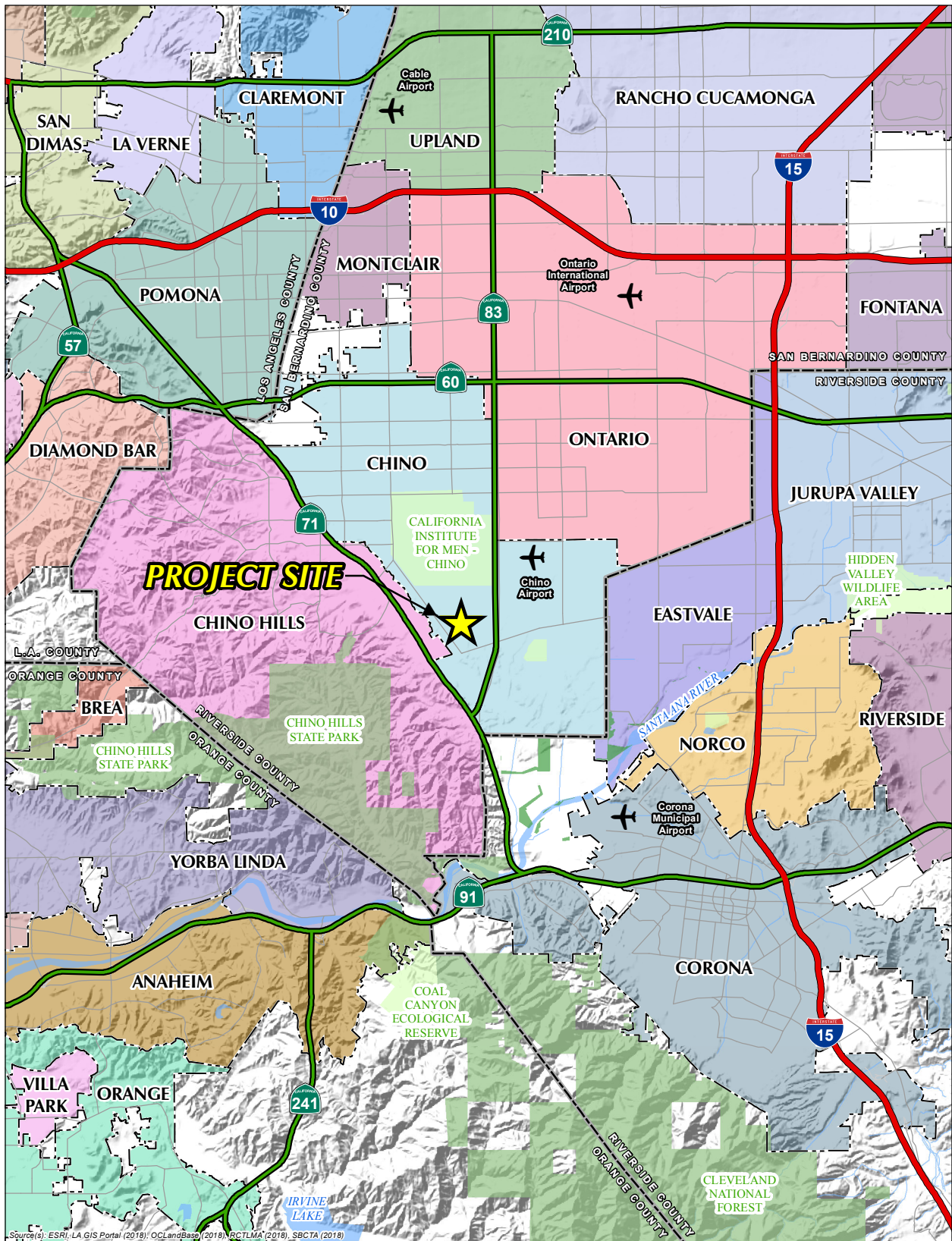
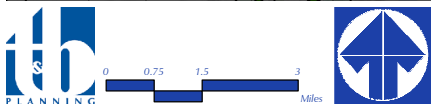


Figure 2-1



REGIONAL MAP

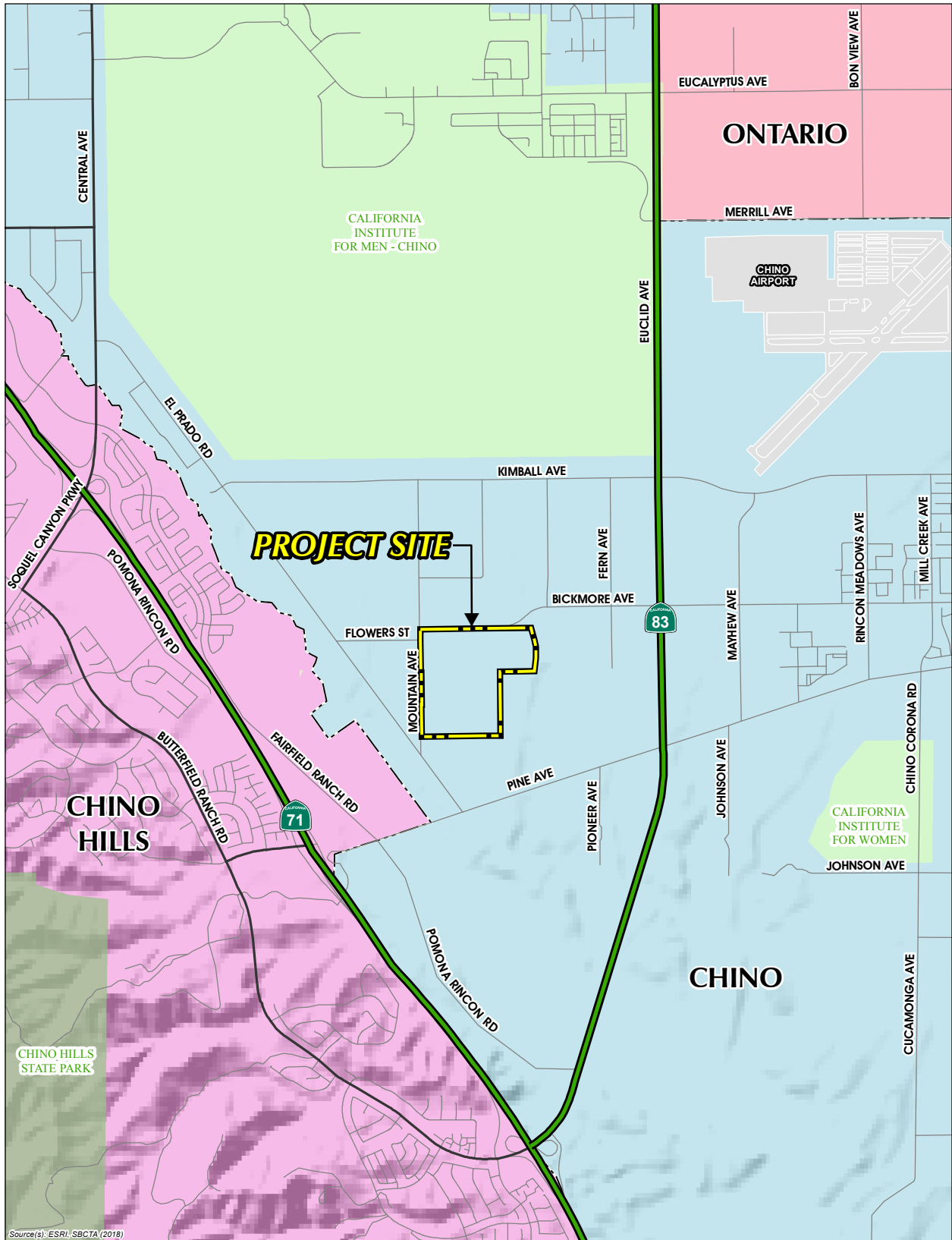
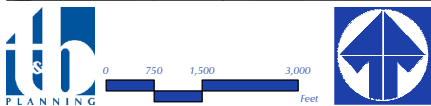


Figure 2-2



VICINITY MAP

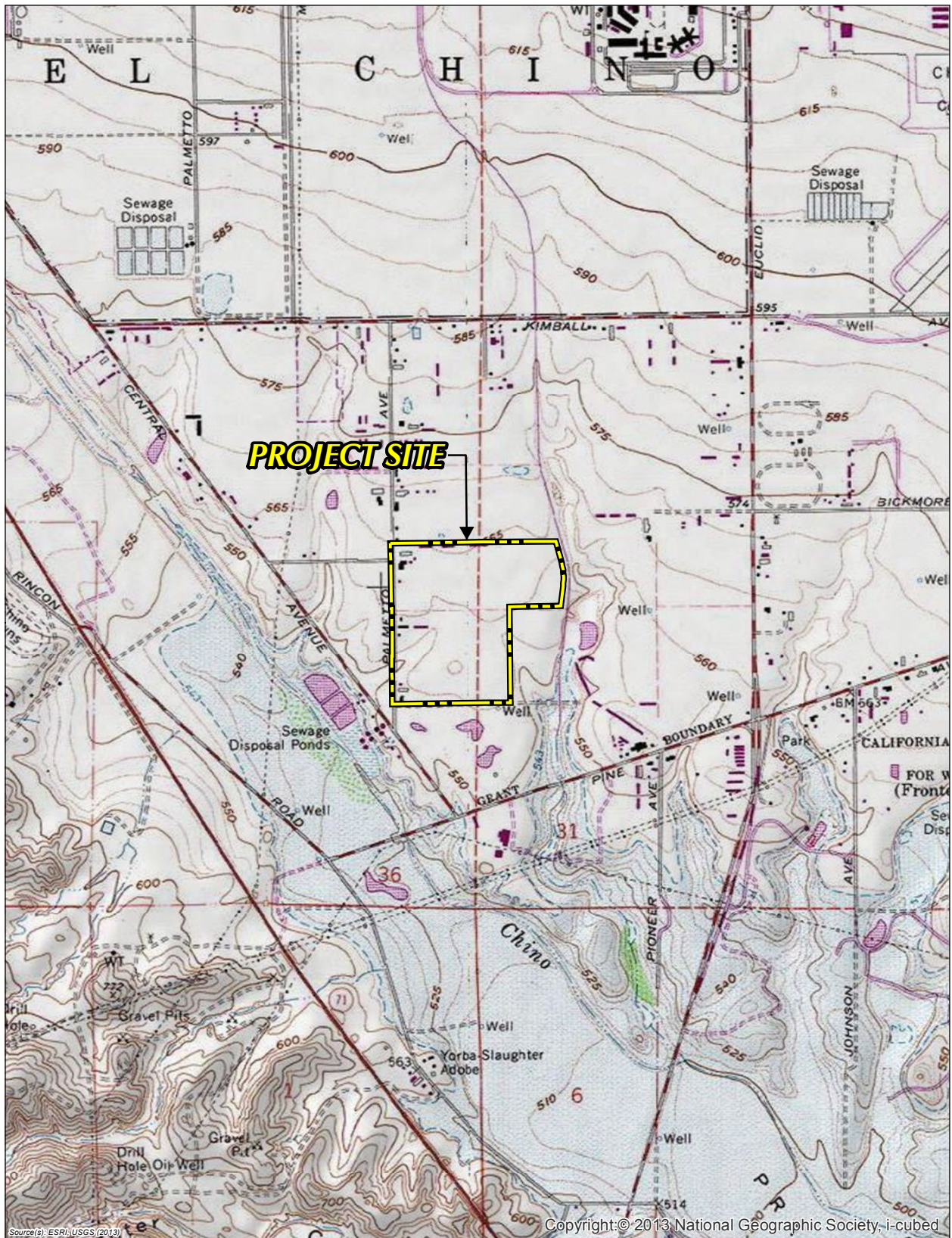
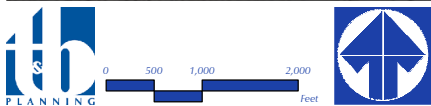


Figure 2-3



2.1 Environmental Setting and Surrounding Land Uses

The Project site and surrounding area have historically been used for dairy and agricultural land uses but are transitioning to employment-generating land uses including distribution warehousing, e-commerce, business park, and light industrial land uses. Land uses surrounding the Project site include the following:

North: Property located to the north of the Project site is occupied by large industrial/warehouse buildings.

South: Property located south of the Project site is occupied by the El Prado golf course.

West: Immediately to the west of the Project site is Mountain Avenue. Property located west of the Project site (west of Mountain Avenue) is occupied by the El Prado golf course and the Regional Water Recycling Plant No. 5 Solids Handling Facility.

East: The Cypress Channel is located immediately to the east of the Project site. Property located east of the Project site (east of the Cypress Channel) is developed with large industrial/warehouse buildings.

2.2 Description of the Proposed Project

2.2.1 Proposed Entitlement Applications

The Project involves a proposed General Plan Amendment (PL18-0090), a Change of Zone (PL18-0091), a Vesting Tentative Parcel Map (PL18-0119), two (2) Site Approvals (PL18-0118) and (PL18-0120), and a Special Conditional Use Permit. The following sub-sections summarize the applications that are under consideration by the City of Chino.

A. General Plan Amendment (PL18-0090)

General Plan Amendment (PL18-0090) proposes to amend the City of Chino General Plan Map by changing the land use designation for the Project site from “Agriculture” (AG) and “Recreation/Open Space” (R/OS) to “General Industrial” (GI) as shown on Figure 2-5, *General Plan Amendment (PL18-0090)*. The GI designation is intended for industrial or manufacturing uses. The GI designation has a maximum floor area ratio (FAR) of 0.6 and requires a 1-acre minimum lot size. (Chino, 2010a, p. LU-14)

B. Change of Zone (PL18-0091)

Change of Zone (PL18-0091) proposes to amend the City of Chino Zoning Map to change the zoning designation for the entire Project site from “General Agriculture” (AG) and “Open Space-Natural” (OS-2) to “General Industrial” (M2) (refer to Figure 2-6, *Change of Zone (PL18-0091)*). The purpose of the “General Industrial” zoning designation is to provide areas for a broad range of industrial uses. The M2 designation has a maximum floor area ratio (FAR) of 0.6, requires a 1-acre minimum lot size, and allows for manufacturing, utilities, and related uses that are not compatible with commercial or residential uses. (Chino, 2018, Section 20.08.020)

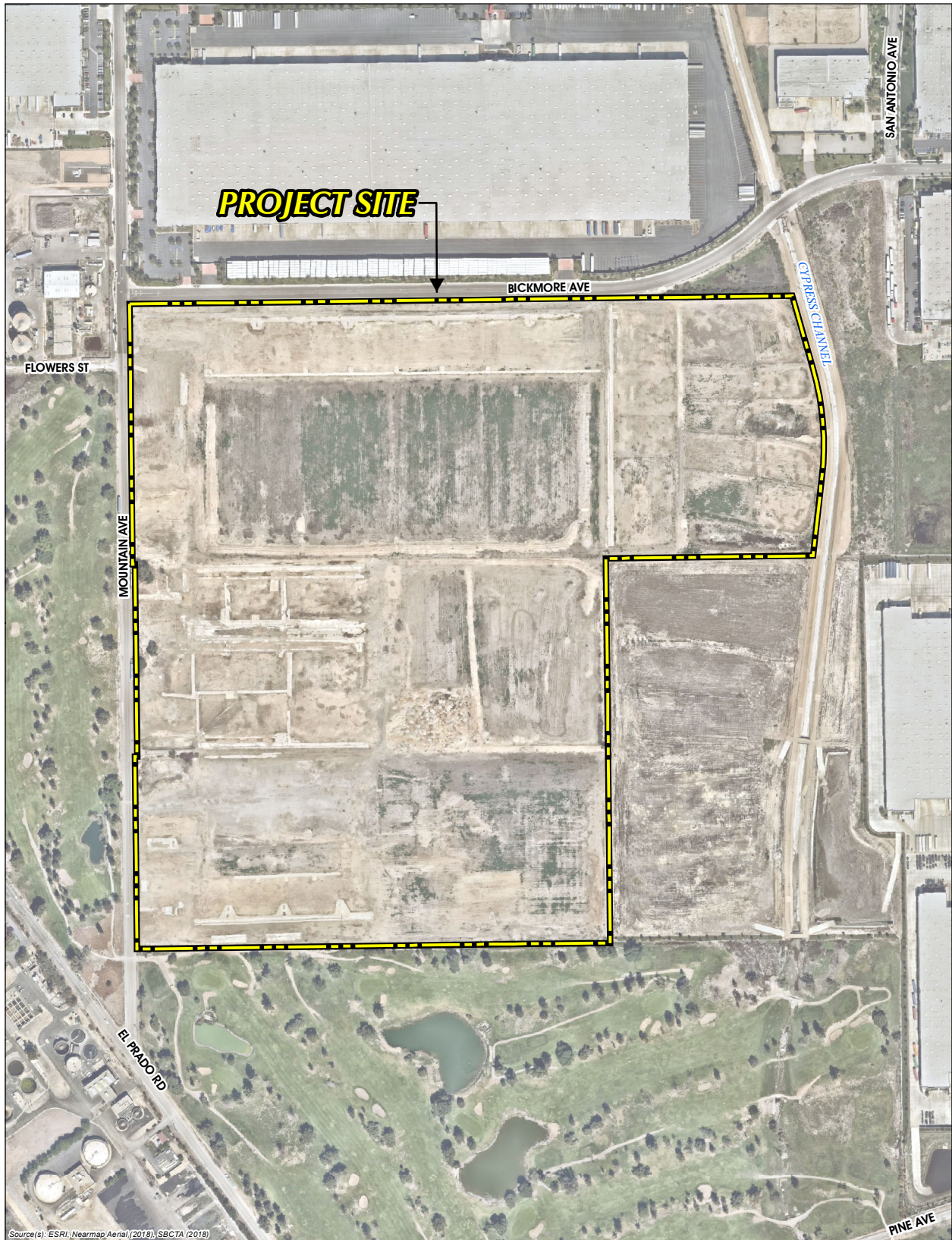
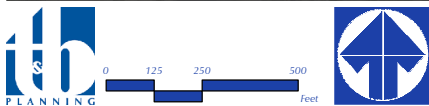


Figure 2-4



AERIAL PHOTOGRAPH

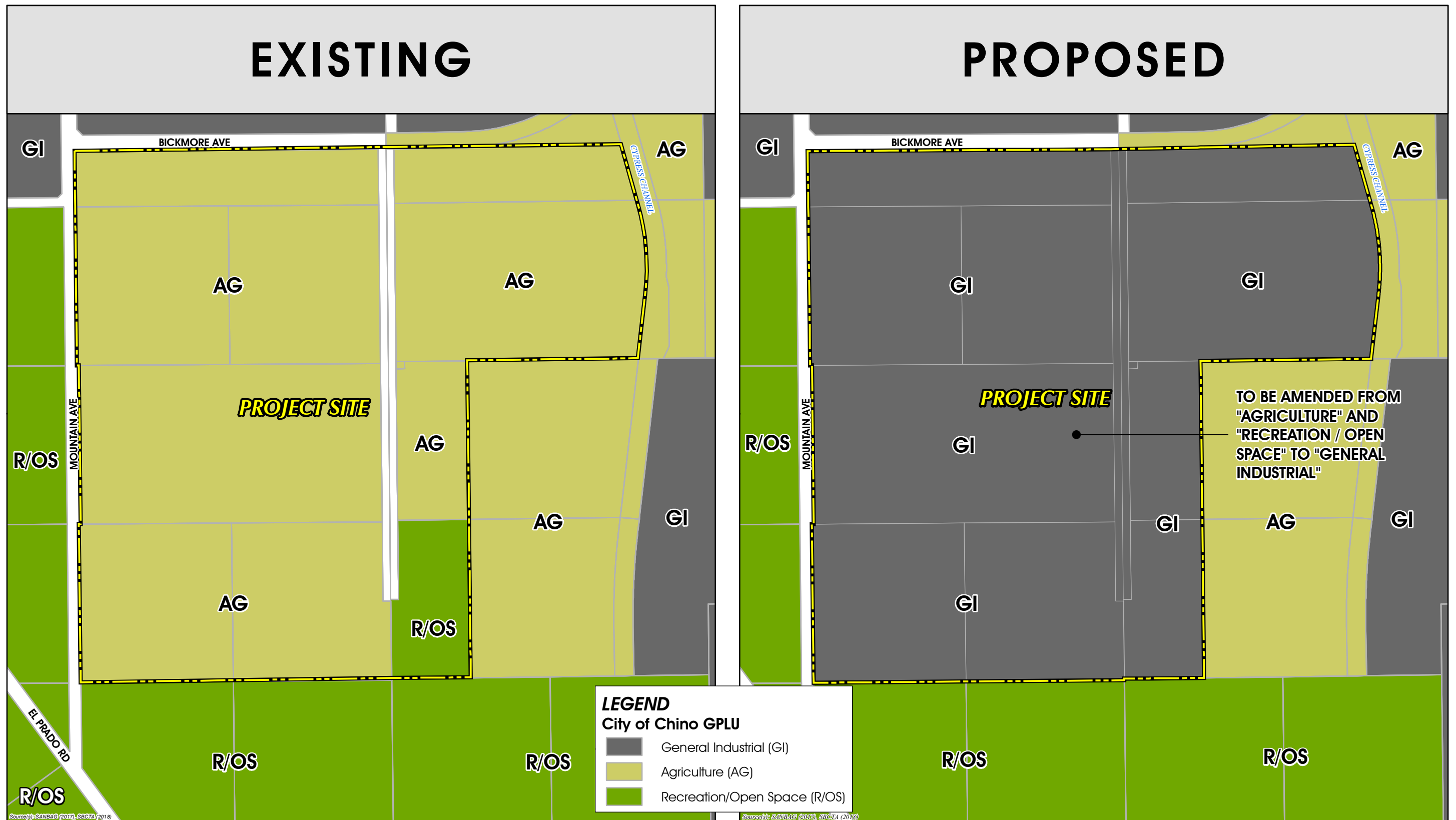


Figure 2-5



Figure 2-6

C. Vesting Tentative Parcel Map (PL18-0119)

Vesting Tentative Parcel Map (PL18-0119) provides for the consolidation of the 11 parcels that comprise the Project site and the creation of two (2) parcels to facilitate the implementation of Site Approval (PL18-0118) and Site Approval (PL18-0120), described below.

D. Site Approval (PL18-0118) and (PL18-0120)

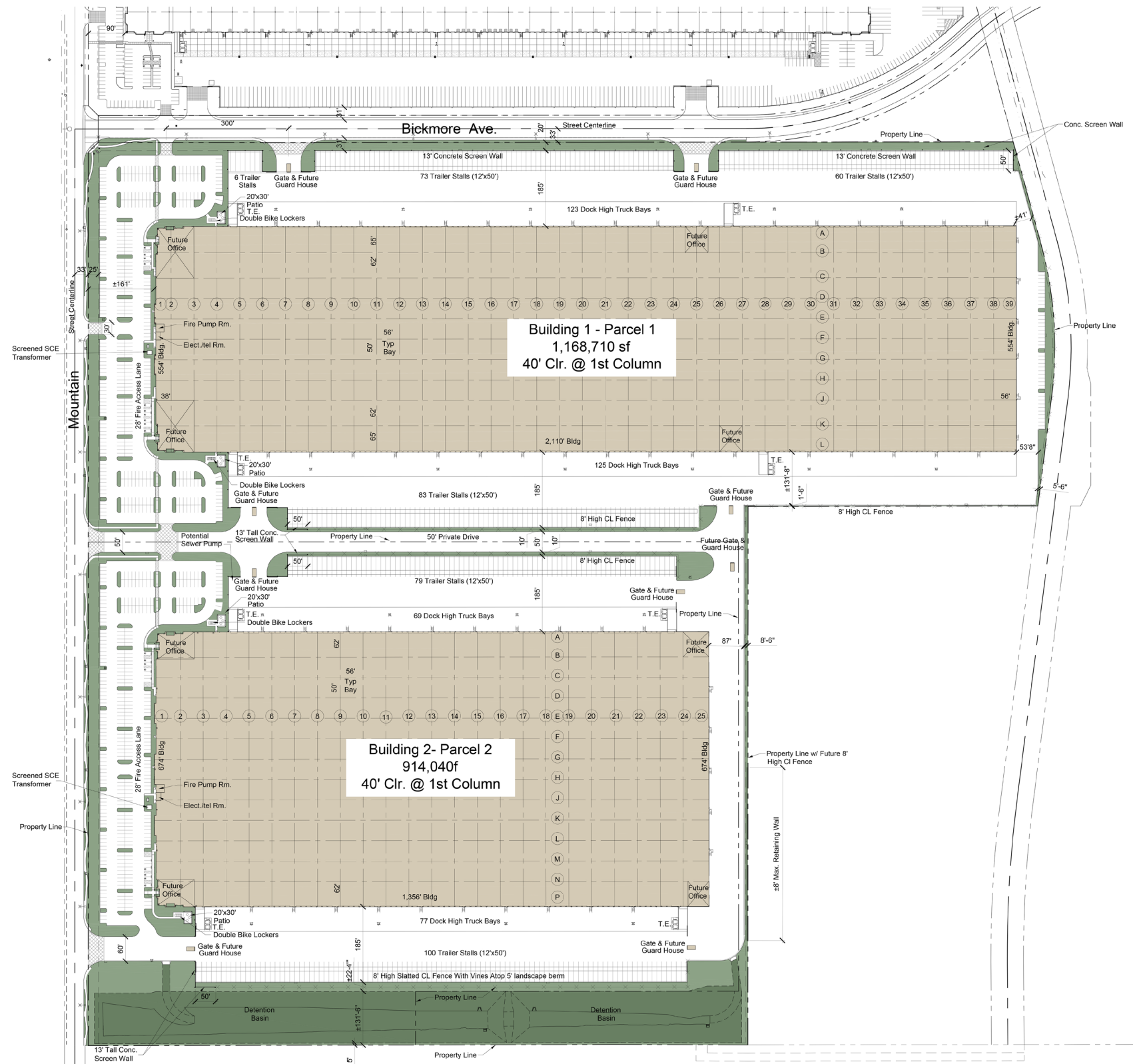
As shown on Figure 2-7, Site Approvals (PL18-0118) and (PL18-0120) provide for the development of an approximately 1,168,710s.f. cross-dock building on the northern portion of the Project site (herein, “Building 1”) and an approximately 914,040 s.f. cross-dock building on the southern portion of the Project site (herein, “Building 2”). Building 1 is conceptually designed to provide general industrial space, ancillary office spaces, potential mezzanine space, and approximately 248 dock doors located along the northern and southern sides of the building. Building 2 is conceptually designed to provide general industrial space, ancillary office spaces, potential mezzanine space and approximately 146 dock doors located along the northern and southern sides of the building. Associated improvements to the Project site would include, but are not limited to, passenger vehicle parking areas, truck trailer parking areas, drive aisles, outdoor employee break areas, stormwater drainage facilities, and ornamental landscaping.

E. Special Conditional Use Permit (PL19-0011)

The City of Chino requires the approval of a Special Conditional Use Permit to allow buildings with loading doors facing a public street. Because Building 1 (see discussion of Site Approval PL18-0118, above) includes loading doors facing Bickmore Avenue, a public street, a Special Conditional Use Permit will be required to implement the Project.

F. Associated Project Actions

Under existing conditions, a majority of the Project site’s ground surface elevation is below 566 feet amsl; the portions of the site located at and below 566 feet amsl are located within the inundation area for the Prado Dam. In order to develop the Project as proposed, the ground surface elevations of the building footprints would need to be raised to remove the proposed building footprints from the Prado Dam Inundation Area. Based on the United States (U.S.) Army Corps of Engineers standards for the displacement of flood waters within the Inundation Area, raising portions of the Project site would require the simultaneous lowering of the elevations of other sites within the Inundation Area in order to maintain the Inundation Area’s capacity to hold water that may back up behind the Dam during rare, extreme storm events. Accordingly, the Project also entails the moving of earth materials from five (5) off-site “excess fill dirt sites” within the Inundation Area to the Project site in order to raise the proposed building footprints above the inundation line and create additional flood water holding capacity at the excess fill dirt sites. Figure 2-8, *Excess Fill Dirt Sites Location Map*, shows the locations of each of the five excess fill dirt sites that are under consideration for the Project. Approximately 740,000 gross cubic yards (c.y.) of fill dirt would be brought to the Project site from the excess fill dirt sites. The proposed excavation and import of fill dirt from the excess dirt fill sites would require approval from the



Source(s): Commerce Construction Co (February 2019)

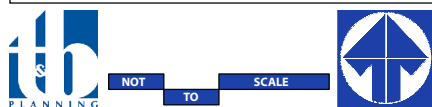


Figure 2-7

SITE APPROVALS (PL18-0118 & PL18-0120)

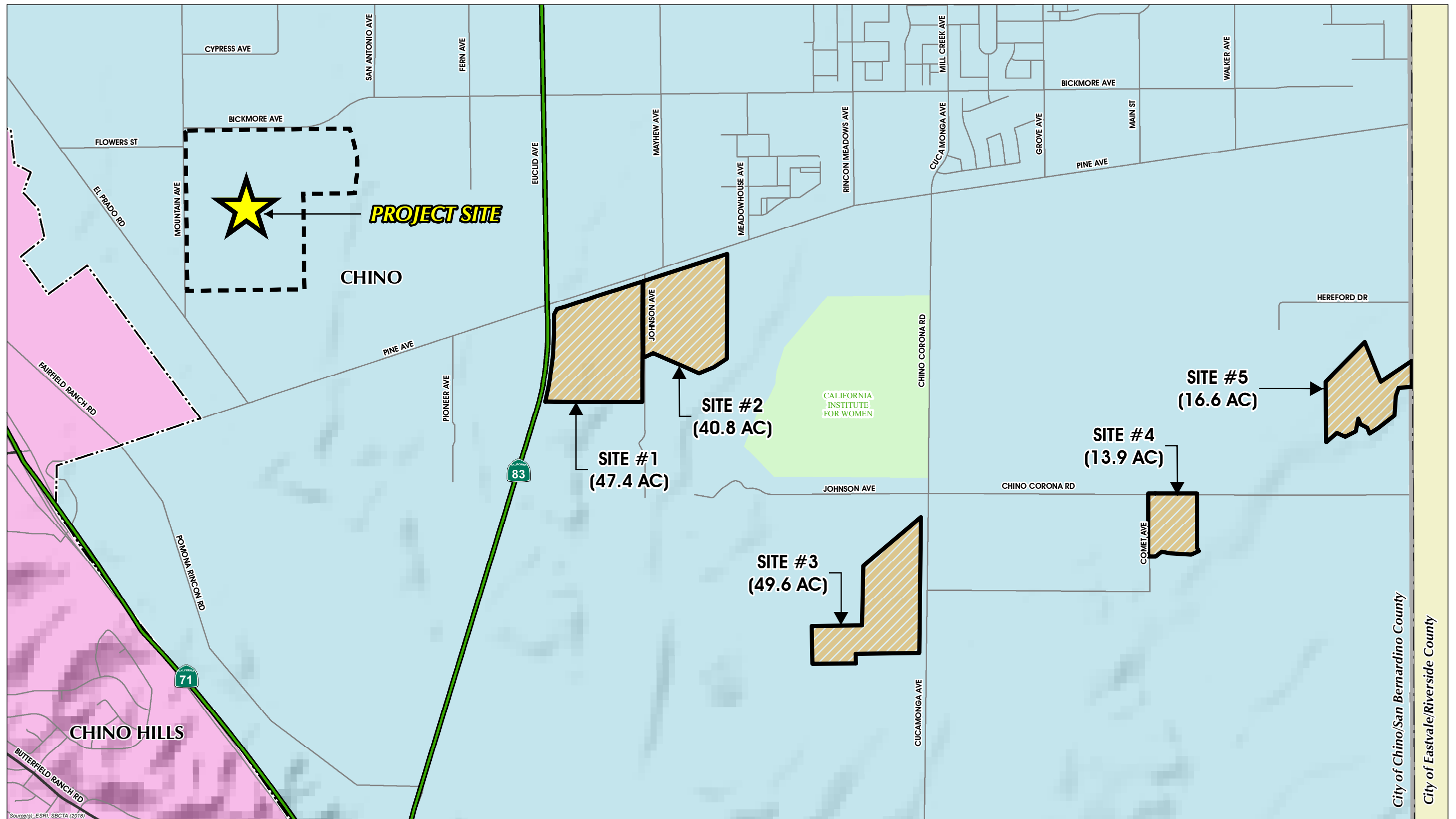


Figure 2-8



City of Chino via subsequent administrative/ministerial actions and also would require approval from the U.S. Army Corps of Engineers. These and any other subsequent activities required to implement the Project as described herein are within the scope of analysis contained in this Initial Study.

The Project also entails the construction of an off-site, underground storm drain line that would connect the proposed stormwater drainage facilities located in the southeast corner of the Project site to the Cypress Channel, which is located approximately 600 feet east of the Project site. A new outlet would be constructed within the Cypress Channel to receive stormwater runoff discharged via the new storm drain line. Installation of the new outlet to the Cypress Channel is expected to require approval from the County of San Bernardino, Santa Ana Regional Water Quality Control Board, the California Department of Fish and Wildlife, and the U.S. Army Corps of Engineers/U.S. Fish and Wildlife Service.

Implementation of the Project also would require the vacation of public right-of-way for an unbuilt segment of Cypress Avenue located on the Project site. The right-of-way to be vacated is known by the term “paper street” because the alignment exists only on maps, with no physical attributes constructed on the property.

Lastly, the City intends to condition the Project to make improvements to Pine Avenue east of Euclid Avenue and west of Johnson/Mayhew Avenues.

3.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS

Provided on the following pages is an Environmental Checklist, based on Appendix G of the State CEQA Guidelines. The Checklist evaluates the Project’s potential to result in significant adverse effects to the physical environment. As concluded by the Checklist, the proposed Project has the potential to result in significant environmental effects for which feasible mitigation may not be available to reduce those effects below levels of significance. Accordingly, and pursuant to CEQA Guidelines § 15063(b)(1), an **Environmental Impact Report (EIR)** will be prepared for the Project.



**INITIAL STUDY/
ENVIRONMENTAL CHECKLIST FORM
CITY OF CHINO**

1. **Project Title:** Majestic Chino Heritage
2. **Lead Agency Name and Address:** City of Chino Development Services Department, Planning Division, 13220 Central Avenue, Chino, CA 91710
3. **Contact Person and Phone Number:** Andrea Gilbert, Senior Planner, (909) 334-3328
4. **Project Location:** Southeast corner of the intersection of Mountain Avenue and Bickmore Avenue. Assessor Parcel Numbers (APNs): 1027-241-01, -02; 1027-231-01; 1027-371-01; 1027-381-01, -02; 1056-201-01; 1056-331-01, -06, -07; 1056-341-01.
5. **Project Sponsor's Name and Address:** Majestic Realty Co., 13191 Crossroads Parkway North, 6th Floor, City of Industry, CA 91746
6. **General Plan Designation:** Agriculture (AG) and Recreation/Open Space (R/OS)
7. **Zoning:** General Agriculture (AG) and Open Space-Natural (OS-2)
8. **Description of the Project:** The Project involves the construction and operation of two industrial buildings on an approximately 96.9-acre property located in the southern portion of the City of Chino, San Bernardino County, California. Discretionary approvals requested from the City of Chino include a General Plan Amendment (PL18-0090), Change of Zone (PL18-0091), Vesting Tentative Parcel Map (PL18-0119), two (2) Site Approvals (PL18-0118) and (PL18-0120), and a Special Conditional Use Permit.
9. **Surrounding Land Uses and Setting:** The Project site is located in an area that was historically used for agriculture and factory dairy operations, but is transitioning to a cluster of employment uses. Property to the north and east contain large light industrial/warehouse buildings. Property located to the south and west is occupied by the El Prado golf course. The Regional Water Recycling Plant No. 5 also is located to the west. The Chino Airport is located approximately 1.2 miles to the northeast of the site.
10. **Other public agencies whose approval is required:** County of San Bernardino, Santa Ana Regional Water Quality Control Board, California Department of Fish and Wildlife, United States Army Corps of Engineers and United States Department of Fish and Wildlife. Additional approvals from public agencies, if required, will be described in the required Environmental Impact Report.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Public Services
<input checked="" type="checkbox"/>	Agricultural Resources and Forestry Resources	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Air Quality	<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Transportation
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Land Use/Planning	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Utilities/Service Systems
<input checked="" type="checkbox"/>	Energy	<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Wildfire
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Population/Housing	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>



Signature

3/21/2019

Date

Andrea Gilbert, Senior Planner

Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
Except as provided in Public Resources Code Section 210999, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2010a; Google Earth; Project Application Materials)</i></p> <p>The Project site is located in the City of Chino, which lies on relatively flat and gently sloping topography. No designated scenic vistas or scenic corridors are located in the vicinity of the Project site (Chino, 2010a, p. CC-21). Distant views of the Chino Hills to the west and south are available from public viewing areas in the Project site vicinity; however, these views are not prominent from the Project area and are available in numerous locales in the City. The Project entails the conversion of vacant land (formerly used for factory dairy farm operations that included dirt livestock pens (corrals) for the holding and separation of cattle intended for milking and slaughter and ancillary features such as hay/milking barns and open-air wastewater collection ponds) to industrial land uses. Structures proposed on the Project site would be less than 60 feet tall. Other features (including but not limited to) ancillary structures, walls, fencing, landscaping, and parking areas would be lower in profile and at grade. The Chino Hills would remain visible above the Project due to the distance from the Project site and the height and elevation of the mountain features. Accordingly, given the fact that the Project site is not a scenic vista, is not located near a designated scenic resource, and unique, prominent and scenic views would not be obscured by the Project, the Project would not have a substantial adverse effect on a scenic vista and less-than-significant impacts would occur.</p>				
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Caltrans, 2017; Google Earth; Project Application Materials)</i></p> <p>The Project site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings (Caltrans, 2017; Project Application, 2017). There are no State-designated or eligible scenic highways within the vicinity of the Project site; however, the Project site is located approximately 1.0-mile east of a segment State Route 71 that is eligible for listing as a State scenic highway (Caltrans, 2017; Google Earth, 2018). Due to distance and intervening topography and development, the Project would not be visible from the respective segment of State Route 71. Accordingly, the Project site is not located within a State scenic highway corridor and implementation of the proposed Project would not have a substantial effect on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within or visible from a State scenic highway corridor. No impact would occur.</p>				
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>(Source: Project Application Materials; Chino, 2018)</p> <p>Implementation of the proposed Project would convert the Project site from vacant land (formerly used for factory dairy farm operations that included dirt livestock pens (corrals) for the holding and separation of cattle intended for milking and slaughter and ancillary features such as hay/milking barns and open-air wastewater collection ponds) to an industrial development with two large industrial buildings as well as ancillary improvements such as parking lots, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. The Project would be compatible with the size, scale, height, and aesthetic qualities of other large industrial buildings constructed in the immediate vicinity of the Project site and, also, would be required to comply with the Chino Development Code that mandates the compliance with standards that regulate the visual quality of development. Because the Project site is located in an urbanized area and because the Project would not conflict with applicable regulations governing scenic quality, a less-than-significant impact would occur.</p>				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>(Source: Chino, 2018)</p> <p>The City of Chino Municipal Code includes design standards for outdoor lighting that apply to all development in the City (Chino, 2018, § 20.10.090). The Municipal Code lighting standards govern the placement and design of outdoor lighting fixtures to ensure adequate lighting for public safety while also minimizing light pollution and glare and precluding public nuisances (e.g., blinking/flashing lights, unusually high intensity or bright lighting). As a standard condition of approval, the Project would be required to comply with the Chino Municipal Code, including provisions applicable to outdoor lighting. Mandatory compliance with the City of Chino Municipal Code would ensure that the Project does not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.</p>				
<p>II. AGRICULTURE AND FORESTRY RESOURCES</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>(Source: CDC, n.d.; CDC, 2017; CDC, 2019; Google Earth, 2018)</p> <p>According to mapping information available from the California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program, the Project site contains "Prime Farmland," "Grazing Land," and "Other Land" (CDC, n.d.). The portion of the Project site designated as "Prime Farmland" – approximately 1.6 acres – is a north-to-south linear area that abuts the southeastern boundary of the subject property. According to the CDC, to be eligible for a "Prime Farmland" rating, land must contain soils that possess specified characteristics <u>and</u> land must have been used for irrigated agricultural production at some time during the four (4) years prior to the date of the relevant Important</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>Farmland Map (CDC, 2019). The most recent Important Farmland Map for San Bernardino County was published in 2017 (CDC, 2017). The Project site was formerly used for factory dairy farming and no portion of the Project site – including the area mapped as “Prime Farmland” by the CDC – has been used for irrigated agricultural production since at least 1994 (Google Earth, 2018). Thus, although the Project site contains a small linear-shaped area along its southeastern boundary (1.6 acres) that is mapped by the CDC as “Prime Farmland,” this 1.6-area area does not meet the State’s definition of “Prime Farmland” because it has not been used for irrigated agricultural production within the last four (4) years. The conversion of the Project site from a former commercial dairy to a non-agricultural (i.e., industrial) use would not affect any land that meets the CDC’s definition of Farmland.</p> <p>The proposed excess fill dirt sites contain land classified as “Other Land” and “Grazing Land” (CDC, n.d.); therefore, no impact to Prime Farmland, Unique Farmland or Farmland of Statewide Importance would occur at the proposed excess fill dirt sites.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2017a, Chino, 2017b, CDC, 2018)</i></p> <p>According to information provided by the CDC, the Project site is not subject to a Williamson Act contract (CDC, 2018). However, several of the proposed excess fill dirt sites contain land subject to Williamson Act contracts (i.e., Excess Fill Dirt Sites #1 and #3). Following the completion of proposed soil export activities, no new permanent uses, structures, or improvements would be present on any of the excess fill dirt sites, including Sites #1 and 3). Accordingly, although Excess Fill Dirt Sites #1 and #3 are currently not used for agricultural purposes, the Project’s proposed export of earth materials from these fill dirt sites would not preclude the ability of the excess fill dirt sites to be used for agricultural use in the future. Notwithstanding, the EIR will evaluate the Project’s potential to conflict with a Williamson Act contract.</p> <p>The Project site was previously used for factory dairy farm operations that included dirt livestock pens (corrals) for the holding and separation of cattle intended for milking and slaughter and ancillary features such as hay/milking barns and open-air wastewater collection ponds. Dairy operations on the Project site ceased between 2013 and 2014. Approximately 95% of the Project site (approximately 92.1 acres) is zoned for general agricultural use under existing conditions (Chino, 2017b). The Project entails changing the zoning designation of the Project site to General Industrial (GI). Excess Fill Dirt Sites #3 and #4 also contain land zoned for agricultural use, but the zoning designations of the excess fill dirt sites would be unaffected by the Project (Chino, 2017b). The Project’s potential to result in significant environmental effects to properties subject to zoning designations that allow for agricultural use will be evaluated in the required EIR.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Chino, 2017b)</i></p> <p>The Project site is not zoned as forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land. There are no lands located within the City of Chino that are zoned for forest land, timberland, or timberland zoned Timberland Production. (Chino, 2017b) Therefore, the Project has no potential to conflict with any areas currently zoned as forest, timberland, or Timberland Production and will not result in the rezoning of any such lands. As such, no impact will occur.</p>				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Chino, 2017b)</i></p> <p>The Project site does not contain a forest and is not designated as forest land. Likewise, the proposed excess fill dirt sites do not contain a forest and are not designated as forest land thus, the proposed Project will not result in the loss of forest land or the conversion of forest land to non-forest use (Chino, 2017b). As such, no impact will occur.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: CDC, n.d.)</i></p> <p>“Farmland” is defined in Section II (a) of Appendix G of the State CEQA Guidelines as “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance” (“Farmland”). As disclosed above under Response II (a), the Project would not result in the conversion of Farmland to non-agricultural use (CDC, n.d.).</p> <p>As discussed under Responses II (c) and II (d), the Project would not convert forest land to non-forest use.</p>				
<p>III. AIR QUALITY</p> <p>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: South Coast Air Quality Management District, 2017)</i></p> <p>The Project site is located in the South Coast Air Basin. Air quality within the South Coast Air Basin is regulated by the South Coast Air Quality Management District (SCAQMD). Standards for air quality are documented in the SCAQMD’s Air Quality Management Plan (AQMP). The proposed Project’s construction and operational activities would emit</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
pollutants into the Air Basin that have the potential to conflict with or obstruct implementation of the SCAQMD's AQMP. As such, an air quality technical report will be prepared for the Project and the required EIR will evaluate the proposed Project's potential to conflict with the adopted SCAQMD's AQMP.				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: South Coast Air Quality Management District, 2016; South Coast Air Quality Management District, 2017)</i></p> <p>The South Coast Air Basin is a non-attainment area for various State and federal air quality standards. The Project site is located in a portion of the South Coast Air Basin that is designated as a "Non-Attainment" area for the federal 8-hour ozone standard, the State 1-hour and 8-hour ozone standards, and federal and State particulate matter standards. (SCAQMD, 2016) The Project would generate particulate and gaseous emissions during construction and over the long-term operating life of the proposed industrial buildings. This would include emissions of criteria pollutants, including those that contribute to ozone formation, along with PM₁₀ and PM_{2.5}. Therefore, a quantitative analysis of emissions during the construction phases and over the operating life of the completed Project, together with an assessment of whether the Project would exceed SCAQMD daily emissions thresholds, is warranted in the required EIR.</p>				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: South Coast Air Quality Management District; Google Earth)</i></p> <p>The Project has the potential to expose sensitive receptors located near the Project site and/or along its primary truck route(s) to localized criteria pollutant emissions and/or diesel particulate matter (DPM) emissions from mobile sources (i.e., automobile/truck exhaust). These pollutants pose risks to human health. The EIR will evaluate the Project's potential to expose sensitive receptors to substantial pollutant concentrations.</p>				
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Any temporary odor impacts generated during Project-related construction activities, such as asphalt paving and the application of architectural coatings, would be short-term and cease upon completion of the construction phase of the Project. The industrial uses proposed for the Project site are not expected to involve uses or activities that generate substantial or noticeable amounts of odor during long-term operation. Nonetheless, the required EIR will evaluate the Project's potential to expose substantial numbers of people to objectionable odors during both near-term construction and long-term operation.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: USDA; Google Earth)</i></p> <p>The Project site and/or the proposed excess fill dirt sites have the potential to contain species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service. A qualified biologist will evaluate the sites' existing biological resources and determine the presence or absence of any sensitive species. The results of the biological resources assessment(s) will be disclosed and evaluated in the required EIR.</p>				
b) Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Google Earth)</i></p> <p>A qualified biologist will evaluate the proposed physical impact area of the Project site and the excess fill dirt sites to determine if the properties contain riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service. The results of the biological resources assessment will be disclosed and evaluated in the required EIR.</p>				
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Google Earth)</i></p> <p>A qualified biologist will evaluate the Project's potential to impact State and/or federally protected wetlands. The results of the biological resources assessment will be disclosed and evaluated in the required EIR.</p>				
d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Google Earth)</i></p> <p>The Project site is disturbed and does not support a diversity of native wildlife. Paved roads, fencing, and developed</p>				

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land surrounding the Project site block terrestrial wildlife movement from all directions. Accordingly, the site is not expected to serve as a wildlife movement corridor. Notwithstanding, development of the Project site has some potential to impact avian species that are protected by the federal Migratory Bird Treaty Act or nesting birds protected by California law. The excess fill dirt sites would be lowered in elevation and temporarily disturbed during the Project's grading operation, which could affect wildlife movement. The Project's potential to impact wildlife movement and migratory and/or nesting birds during construction and long-term operation will be evaluated in the required EIR.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2018; Google Earth)</i></p> <p>The City's Street Trees Ordinance (Chapter 12.16 of the Chino Municipal Code) is the only local ordinance applicable to biological resources and regulates the planting and removal of street trees within the City. The Project's landscaping plan will be reviewed against these provisions of the Municipal Code and compliance will be evaluated in detail in the required EIR.</p>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: RCA, n.d.)</i></p> <p>The Project site is not located within a portion of the City of Chino for which a Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan has been adopted (RCA, n.d.). Accordingly, the Project has no potential to conflict with any such plans, and no impact would occur.</p>				
<p>V. CULTURAL RESOURCES</p> <p>Would the project:</p>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; Google Earth)</i></p> <p>The Project site is vacant but contains remnants (i.e., concrete pads/foundations) of past factory dairy operations on the Project site. A professional archaeologist will evaluate the age of the dairy farm remnants on the Project site and will research whether the Project site is associated with any important people or events in California history. The results of the evaluation will be disclosed in the required EIR.</p>				
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; Google Earth)</i></p> <p>The Project site and excess fill dirt sites are located in a part of the City where prehistoric resources have been found in the past. A cultural resources assessment will be conducted by a professional archaeologist to determine the likelihood</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
for the presence/absence of archaeological resources to be located beneath the surface of the Project site and/or the excess fill dirt sites. The results of the cultural resources assessment will be disclosed in the required EIR. The Project's potential to impact previously undiscovered archaeological resources, which could result in an adverse change in the significance of the resources pursuant to California Code of Regulations § 15064.5, will be evaluated in the required EIR.				
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: California Health and Safety Code, Section 7050.5(b) & (c), Public Resources Code Section 5097.94(k) & 5097.98)</i></p> <p>The Project site and excess fill dirt sites do not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, Section 7050.5 "Disturbance of Human Remains." According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants will complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.</p> <p>With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impacts to human remains, including human remains of Native American ancestry, would be less than significant.</p>				
VI. ENERGY				
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Project-related construction and operational activities would use local energy resources, including gasoline, diesel fuel, and electricity. The Project's potential to result in potentially significant environmental impacts due to wasteful,</p>				

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inefficient, or unnecessary consumption of energy resources will be analyzed in a Project-specific energy analysis which will be discussed in the required EIR.				
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project's potential to conflict with applicable plans, policies, or regulations related to renewable energy or energy efficiency will be analyzed in a Project-specific energy analysis, the results of which will be disclosed in the required EIR.</p>				
<p>VII. GEOLOGY AND SOILS</p> <p>Would the project:</p>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2010b; Google Earth)</i></p> <p>The Project site is located in proximity of known traces of the Chino-Central Avenue Fault (Google Earth, 2018; Chino, 2010b, Figure 4.6-1). Accordingly, a site-specific geotechnical investigation will be conducted by a professional geologist to evaluate the Project's potential to expose people or structures to adverse effects related to ground rupture. The results of the site-specific geotechnical investigation will be disclosed in the required EIR.</p>				
(ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2010b; CBSC; Chino, 2016b)</i></p> <p>The Project site is located in a seismically active area of Southern California and is expected to experience moderate-to-severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the proposed industrial buildings are required to be constructed in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the Chino Building Code, which is based on the CBSC with local amendments. The CBSC and Chino Building Code have been specifically tailored for California earthquake conditions and provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. In addition, the CBSC and the City require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems. A Project-specific geotechnical report will be prepared for the Project site and discussed within and appended to the EIR. The EIR will contain mitigation</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
measures, if needed, to attenuate any site-specific geologic or seismic conditions that could adversely affect the Project.				
(iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2010b)</i></p> <p>According to the City's General Plan EIR, soils in the City of Chino pose a risk of liquefaction in the event of a major earthquake (Chino, 2010b, p. 4.6-18). To confirm the liquefaction potential, a site-specific geotechnical study will be prepared for the Project site, which will evaluate the Project site's potential to be subject to seismic-related ground failure, including liquefaction. The results of the site-specific geotechnical evaluation will be disclosed in the required EIR.</p>				
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Google Earth; Project Application Materials)</i></p> <p>The Project site is relatively flat. The nearest hillsides (Chino Hills) are located approximately 1.3 miles southwest of the Project site, and are separated from the Project site by intervening development (Google Earth, 2018). Additionally, grading in support of the Project – on-site and within the excess fill dirt sites – would not create any new substantial slopes that could be subject to landslide during a seismic event. Accordingly, the proposed Project would not create and would not be exposed to any risk of landslide.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Project construction activities would involve earth movement and the exposure of soil, which would temporarily increase erosion susceptibility. The Project would be required to adhere to standard regulatory requirements, including, but not limited to, requirements imposed by the City of Chino's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit and a Project-specific Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) to minimize water pollutants including sedimentation in stormwater runoff. The EIR will evaluate the Project's potential to result in substantial soil erosion and/or the loss of topsoil.</p>				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Refer to Responses VII(a)(iii) and (iv) for a discussion of hazards associated with liquefaction and landslide hazards. As noted, landslide hazards are not anticipated to affect or result from the Project, and the required EIR will evaluate the site's potential for exposing future buildings on-site to liquefaction-related hazards. The Project site's potential for lateral spreading or collapse is currently unknown, but will be evaluated in a site-specific geotechnical evaluation. The geotechnical evaluation also will evaluate the Project site's potential for subsidence and liquefaction hazards. The required EIR will evaluate the proposed Project's potential to cause soil subsidence, lateral spreading, liquefaction, and</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
collapse hazards, which could pose a threat to the future structures and workers on-site.				
d) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; Chino, 2010b)</i></p> <p>According to the Figure 4.6-2 (Soil Types) and Table 4.6-1 of the City's General Plan EIR, the Project site is underlain by Chino Silt Loam, Chualar Clay Loam, and Chualar Clay Loam, which contain a "Low" to "Moderate" shrink swell potential (Chino, 2010b, Table 4.6-1). However, long-standing disturbances from dairy operations on the Project site may have altered the site's mapped soil characteristics at the near-surface. The Project's geotechnical evaluation will evaluate the Project site's specific soil conditions and potential for containing expansive soils. The geotechnical evaluation will also evaluate the expansion potential of soils that would be imported to the Project site from the excess fill dirt sites. The Project's potential to expose the future structures and workers on-site to hazards associated with expansive soils will be evaluated in the required EIR.</p>				
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project would not install any septic tanks or alternative waste water disposal systems. No impact would occur.</p>				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2010b; Google Earth)</i></p> <p>According to the City's General Plan EIR, Chino lies in a region which is made up of alluvial valley floors, fans, and terraces (Chino, 2010b, p. 4.5-9). Late Pleistocene alluvium elsewhere in San Bernardino County, including deposits in Chino and Chino Hills, has yielded a diversity of significant vertebrate fossils. Although the Project site and excess fill dirt sites are not known to contain unique paleontological resources or unique geologic features, there is nonetheless the potential that Project-related grading activities could uncover and impact paleontological resources. This issue will be evaluated in the required EIR.</p>				
<p>VIII. GREENHOUSE GAS EMISSIONS</p> <p>Would the project:</p>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project site was historically used for commercial dairy farming, which is a use known to produce substantial amounts of GHG emissions (primarily methane released by cows). Project-related construction and operational</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
activities would emit air pollutants, several of which are regarded as greenhouse gasses (GHGs). The proposed Project's potential to generate GHGs, either directly or indirectly, that could have a significant impact on the environment, will be analyzed in a Project-specific GHG analysis report which will be discussed in the required EIR.				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project's potential to conflict with the City of Chino's Climate Action Plan or other applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs will be analyzed in a Project-specific GHG analysis, the results of which will be discussed in the required EIR.</p>				
IX. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>During Project construction, a limited amount of hazardous materials typical of construction activities would be transported to, stored, and used on the Project site (fuel, architectural coatings, etc.). Although future building user(s) are unknown at this time, hazardous materials may be used and stored on the Project site as part of routine building occupant operations. The EIR will evaluate the Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during short-term construction and long-term operation.</p>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>See Response VIII(a), above. This topic will be addressed in the EIR.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials; Google Earth; Chino, 2010a)</i></p> <p>The nearest existing school facility is the Cal Aero Preserve Academy, located approximately 2.1 miles northeast of the Project site (Google Earth, 2018). According to the City of Chino General Plan, there are no school sites planned within 0.25 mile of the Project site (Chino, 2010a, Figure PFS-1; Google Earth, 2018). Accordingly, the proposed Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; DTSC, 2007)</i></p> <p>According to preliminary information provided by the California Department of Toxic Substances Control, the Project site is not located on the list of hazardous materials sites pursuant to Government Code Section 65962.5 (DTSC, 2018). Notwithstanding, a site-specific Environmental Site Assessment (ESA) will be prepared for the Project that will include the governmental database search. The results of the ESA's database search will be disclosed in the required EIR.</p>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Ontario, 2011; Caltrans, 2011; Chino, 2010b)</i></p> <p>The Project site is located approximately 1.2 miles southwest of the nearest runways at the Chino Airport, and is located approximately 7.1 miles southwest of the nearest runway at the Ontario International Airport (ONT). The Project site is not located within the Airport Influence Area (AIA) for the ONT Airport, and as such would not be exposed to airport safety hazards associated with this facility (Ontario, 2011, Map 2-1). At present, there is no Airport Land Use Compatibility Plan (ALUCP) that addresses the current Master Plan for the Chino Airport (the most recent ALUCP, adopted in 1991, does not reflect the current Airport Master Plan for this facility). Based on the 1991 ALUCP, the Project is located within Safety Zones II and III of the Chino Airport's AIA. The required EIR will evaluate the extent to which the Project's proximity to the Chino Airport could expose people to airport safety hazards.</p>				
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials; Chino, 2010b)</i></p> <p>The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. Because the proposed Project would not interfere with an adopted emergency response or evacuation plan, no impact would occur.</p>				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: CalFire, 2018; and Project Application Materials)</i></p> <p>According to the California Department of Forestry and Fire Protection (CalFire), the Project area is not located within a fire hazard severity zone (CalFire, 2018). Accordingly, the proposed Project has no potential to expose people or</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
structures to a significant risk of loss, injury, or death involving wildland fires.				
X. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Implementation of the Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities, which could result in the generation of water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project. Additionally, runoff from the Project site under post-development conditions could contain water pollutants. The City will require that best management practices (BMPs) to address water pollutants be identified in a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). The Project's potential to violate any water quality standards or waste discharge requirements during short-term construction and/or long-term operational activities, and the protective and avoidance measures proposed by the Project to address water quality will be fully analyzed in the required EIR.</p>				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials, San Bernardino County General Plan)</i></p> <p>The Project would be served with potable water from the City of Chino, and does not propose the use of any wells or other groundwater extraction activities. Therefore, the proposed Project would not directly draw water from the groundwater table. Development of the Project site would increase the extent of impervious surfaces on-site, which could reduce the amount of water that directly infiltrates into the ground and reaches the groundwater table. However, a majority of the groundwater recharge in the Chino groundwater basin occurs in the northern portion of the Basin, north of the City of Chino, within percolation basins located throughout San Bernardino County (Chino, 2010b, p. 4.8-13). The Project site is located in the southern portion of the Chino groundwater basin and would not physically impact any of the major groundwater recharge facilities in the Basin and, therefore, would not result in substantial, adverse effects to local groundwater levels. Additionally, the Project would include the installation of a water quality basin and permeable landscape areas to maximize the percolation of on-site storm water runoff into the groundwater basin. Accordingly, buildout of the Project with these design features would not interfere substantially with groundwater recharge. The removal of dirt from the off-site excess fill dirt sites also would not have an adverse effect on groundwater because the surface permeability of the sites would not be affected.</p> <p>For the reasons stated above, the Project would neither substantially decrease groundwater supplies nor interfere substantially with groundwater recharge. Impacts would be less than significant.</p>				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
stream or river, or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Applications Materials)</i></p> <p>The Project would alter the existing drainage pattern of the property and would install a storm drain system that outlets into the Cypress Channel. During construction of the Project, soils would be exposed and subject to erosion, at the Project site and at the excess fill dirt sites. A site-specific hydrology study will be prepared for the Project to determine whether Project development would result in a measurable increase in water volume or velocity exiting the site under developed conditions. Additionally, a site-specific WQMP will be prepared that will identify Best Management Practices (BMPs) to reduce the Project's potential to result in increased erosion following development. The results of the required WQMP and site-specific hydrology study will be documented in the required EIR.</p>				
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>A site-specific hydrology study will be prepared to evaluate whether the Project would result in a substantial change in the rate or amount of runoff from the site flowing into the Cypress Channel. An increase in the rate or amount of runoff from the site could result in increased potential for flooding on downstream properties. The results of the site-specific hydrology study will be documented in the required EIR.</p>				
(iii) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>As indicated under Response X(a), the Project's potential to result in additional sources of polluted runoff will be disclosed and evaluated in the required EIR. A site-specific hydrology study will be prepared for the Project that will evaluate the Project's proposed stormwater drainage system that is designed to convey runoff from the site in a manner consistent with City requirements. The required EIR will include a discussion and analysis of the Project's proposed storm drain improvements, and also will identify any impacts to the environment that may result from necessary off-site improvements required in support of the Project's drainage system.</p>				
(iv) Impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; FEMA, 2008)</i></p> <p>Most of the Project site is located within the inundation area for the Prado Dam and the southwest portion of the Project site contains a small sliver of land that is mapped as being located within FEMA-mapped "Zone AE," which is considered a 100-year flood hazard area (FEMA, 2008). During construction, the Project also would entail excavation activities on up to four (4) excess fill dirt sites that are located within the inundation area for the Prado Dam. As such, the Project has the potential to impede or redirect flood flows; further analysis of this subject will be provided in the</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
required EIR.				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; Chino, 2010b; FEMA, 2008; Google Earth, 2018)</i></p> <p>The Pacific Ocean is located approximately 30 miles southwest of the Project site; consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. Accordingly, the Project site would not be impacted by seiches, mudflows, and/or tsunamis.</p> <p>The Prado Dam is the only feature within the Project site's vicinity with the potential to result in flooding in the event of failure. According to General Plan Update EIR Figure 4.8-2, <i>566 Foot Prado Dam Inundation Area</i>, the Project site is subject to dam inundation hazards. As part of the Project's construction process, the proposed building footprints would be raised in elevation out of the Inundation Area. Other portions of the Project site (e.g., parking lots, detention/water quality basins) may remain within the Prado Dam's inundation area upon the completion of Project construction. The EIR will evaluate the potential for pollutants to be released from the Project site in the event the Project area is inundated by flood waters that may back up behind the Prado Dam during a rare and extreme storm event.</p>				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>As indicated under Response X(b), the Project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge. The EIR will evaluate the Project's potential to conflict with or obstruct with an applicable water quality control plan.</p>				
<p>XI. LAND USE AND PLANNING</p> <p>Would the project:</p>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials; Google Earth)</i></p> <p>The Project site is vacant and undeveloped. No residences or established communities abut the Project site. The Project site does not provide access to established communities and would not isolate any established communities or residences from neighboring communities. Development and operation of the Project would thus not physically disrupt or divide the arrangement of an established community.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Materials; Chino, 2010a)</i></p> <p>Implementation of the Project would allow for the future development of industrial land uses on the 96.9-acre Project site. Proposed GPA (PL18-0090) would amend the General Plan land use designation for the Project site from "Agriculture (AG)" and "Recreation/Open Space (R/OS)" to "General Industrial (GI)." Proposed CZ (PL18-0091) would change the zoning designation for the Project site from "General Agriculture (AG)" and "Open Space-Natural (OS-2)" to "General Industrial (M2)." The EIR will include an evaluation of the proposed Project's consistency with the General Plan, Zoning Ordinance, and other applicable plans, policies, and/or regulations adopted for the purpose of reducing or avoiding environmental effects.</p>				
XII. MINERAL RESOURCES				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Chino, 2010a; Chino, 2010b)</i></p> <p>The Project site does not comprise a known mineral resource location. Thus, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California (Chino, 2010b, p. 4.6-4 and Figure 4.6-4). In addition, the City's General Plan does not identify any locally-important mineral resource recovery sites on-site or within close proximity to the Project site. Accordingly, no impact would occur and no further analysis of this subject is required.</p>				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Chino, 2010a; Chino, 2010b)</i></p> <p>Please refer to the response to Response XII(a), above. No impact would occur and no further analysis of this subject is required.</p>				
XIII.NOISE				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials; Chino, 2010a; Chino, 2016b)</i></p> <p>Project-related construction activities, as well as long-term operational activities (including on-site activities and the</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
expected increases in vehicular travel along area roadways), may expose persons in the vicinity of the Project site and/or its primary truck route to noise levels in excess of standards established by the City's General Plan and/or Chapter 9.40 of the City's Municipal Code for residential and/or worker receptors. An acoustical analysis will be prepared and the required EIR will analyze the potential for the Project to expose people, on- or off-site, to noise levels in excess of established noise standards.				
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Construction activities on the Project site or at the excess fill dirt sites may produce groundborne vibration or groundborne noise levels during demolition, earthwork/grading and/or during the operation of heavy machinery. The required EIR will analyze the potential of the Project to expose persons to excessive groundborne vibration. Long-term operation of the proposed Project is not anticipated to result in perceptible levels of groundborne vibration or groundborne noise; regardless, the Project's EIR will also evaluate the proposed Project's potential to generate groundborne vibration and noise in the long-term.</p>				
c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2010a; Ontario, 2011; Google Earth, 2018)</i></p> <p>The Project site is located approximately 1.2 miles southwest of the nearest runways at the Chino Airport, and is located approximately 7.1 miles southwest of the nearest runway at the Ontario International Airport. The Project site occurs well to the south of areas that would be exposed to excessive noise levels associated with the Ontario International Airport; thus, impacts would not occur on-site from the Ontario International Airport (Ontario, 2011, Map 2-3).</p> <p>At present, there is no current Airport Land Use Compatibility Plan (ALUCP) that addresses the current Airport Master Plan for the Chino Airport. However, the current Airport Master Plan for the Chino Airport shows Year 2025 noise contours for the Chino Airport. The 65 dBA CNEL noise contour generally does not extend beyond the Chino Airport boundaries; therefore, the Project site is not located within the mapped 65 dBA CNEL noise contour (Chino, 2010a, Figure N-6). Accordingly, the Project would not expose future workers and visitors on the Project site to excessive airport-related noise levels and impacts would be less than significant.</p> <p>The Project site is not located near any private airfields or airstrips. Therefore, the proposed Project has no potential to expose people to excessive noise levels associated with operations at a private airstrip.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING				
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Bureau of Labor Statistics, 2018; SCAG, 2017)</i></p> <p>The proposed Project would result in development of the subject property with industrial land uses that would add employment opportunities to the area. It is anticipated that the employment base for both the construction and operational phases of the Project would come from the existing population in the Inland Empire, which comprises western Riverside County and southwestern San Bernardino County. According to the Bureau of Labor Statistics, the Riverside-San Bernardino-Ontario region's civilian labor force exceeded 2,000,000 persons with more than 1,900,000 people employed and an unemployment rate of approximately 4% (approximately 86,000 persons). Accordingly, the Project region already contains an ample supply of potential employees under existing conditions and the Project's labor demand is not expected to draw substantial numbers of new residents to the area. Furthermore, approximately 89% of City of Chino residents commute outside of the City for work (SCAG, 2017, p. 21), with more homes currently under construction within The Preserve area; the Project would provide job opportunities closer to home for existing and future Chino residents.</p> <p>There are no components of the Project that would reasonably result in indirect or unplanned population growth because the surrounding area is mostly developed under existing conditions or is planned for development and is in the process of developing pursuant to an approved land plan (i.e., The Preserve Specific Plan). The Project would install new/expanded infrastructure; however, this infrastructure would either be master-planned facilities (meaning the facilities would be installed with or without the Project) or would be private facilities for the sole use of the Project (meaning they would not be available for general public use). Accordingly, no significant indirect impacts associated with population growth would result from any Project-related improvements because the Project and its required improvements would not induce substantial growth on surrounding properties.</p> <p>Based on the foregoing analysis, neither the Project nor any Project-related component would result in substantial, direct, or indirect population growth that would cause a significant direct or indirect impact to the environment. Impacts would be less than significant.</p>				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Google Earth; Project Applications)</i></p> <p>Under existing conditions, the Project site and excess fill dirt sites are vacant and undeveloped and contain no structures. Accordingly, the Project would have no potential to displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere. No impact would occur.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: CVFD, 2012; Chino, 2016b; Google Earth.)</i></p> <p>Fire service in the Project area is provided by CVFD Station 63 (at the Chino Airport) which is located approximately 1.2 miles northeast of the Project site, on Kimball Avenue (Google Earth, 2018). Station 63 was built with the anticipation of growth in The Preserve area and south Chino and is staffed to meet minimum CVFD response goals within its service area (CVFD, 2012; Chino, 2003, pp. 5.11-9-5.11-13). Accordingly, the Project would be adequately served by Station 63 and no new or expanded unplanned facilities would be required. The Project is required to comply with the provisions of the City's Development Impact Fee Ordinance (Municipal Code Chapter 3.45), which requires a fee payment that the City applies to the funding of fire protection facilities. The City will collect DIF fees for the Project based on building square footage. The Project's payment of DIF fees, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for fire protection services and other public services.</p> <p>The Project would incorporate fire prevention and fire suppression design features to minimize the potential demand placed on the CVFD. The proposed industrial buildings would be of concrete tilt-up construction. Concrete is non-flammable and concrete tilt-up buildings have a lower fire hazard risk than typical wood-frame construction. The Project also would install fire hydrants on-site – the CVFD reviewed the Project's site plan to ensure proper spacing of hydrants on-site to provide adequate coverage – and would provide paved primary and secondary emergency access to the Project site to support the CVFD in the event fire suppression activities are needed on-site. Lastly, industrial buildings would be equipped with fire sprinklers in accordance with the California and Chino building codes. Based on their size and scale, the proposed buildings would likely feature ESFR (Early Suppression, Fast Response) ceiling mounted fire sprinklers (or a comparable fire suppression system) that exceed the fire protection of traditional sprinkler systems. ESFR high output, high volume systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high-volume, high-pressure heads to provide the necessary fire protection for industrial buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it will extinguish the fire but rather it is meant to "knock" the fire back down to its source.</p> <p>Based on the foregoing, the Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be less than significant.</p>				
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Chino, 2003; Chino 2010b; Chino, 2016b; Google Earth)</i></p> <p>The Project would introduce two new industrial buildings (and employees and visitors) to the Project site, which would result in an incremental increase in demand for police protection services, but is not anticipated to require or result in</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>the construction of new or physically altered police facilities.</p> <p>The CPD headquarters, which opened in 2012, were designed to accommodate the CPD's expected facilities needs into the future (considering the increased demand for police protection services as Chino's population increases). In addition, the CPD operates an unstaffed substation in The Preserve area and may construct a permanent, staffed substation in The Preserve area in the future if the need arises. (Chino, 2010b, pp. 4.12-11-4.12-13; Chino, 2003, pp. 5.11-8-5.11-9) Environmental impacts associated with buildout of The Preserve Specific Plan, including buildout of The Preserve Specific Plan Community Core where the new police substation is anticipated to be constructed (if needed), were fully evaluated in The Preserve Specific Plan EIR, and the Project's incremental demand for additional police staffing and facilities would not result in the need for new or expanded police protection facilities beyond what is already anticipated by the City of Chino.</p> <p>Additionally, and pursuant to City of Chino Municipal Code Chapter 3.45, the Project would be subject to payment of DIF fees. Furthermore, tax revenues generated from development of the site would provide funding to offset potential increases in the demand for police services at Project build-out. The City of Chino uses DIF fees and tax revenues this fee to help pay for police protection needs and other public services.</p> <p>Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would therefore be less than significant.</p>				
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>(Source: Project Application Materials, California Legislative Information, 2016)</p> <p>Development of the Project site with industrial land uses would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. Because the proposed Project would not directly generate students and is not expected to indirectly draw a substantial number of students to the area, the proposed Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Chino Unified School District, in compliance with California Senate Bill 50 (Greene). Mandatory payment of school fees would be required prior to the issuance of a building permit. With mandatory payment of fees in accordance with California Senate Bill 50, impacts to public schools would not occur.</p>				
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>(Source: Project Application Materials)</p> <p>As discussed under Responses XVI(a) and XVI(b) below, the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the proposed Project would not adversely affect any park facility and impacts would be less than significant.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The proposed Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, and animal shelters. As such, implementation of the proposed Project would not adversely affect other public facilities or require the construction of new or modified public facilities.</p>				
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and no further analysis of this subject is required.</p>				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project does not include the construction of any new on- or off-site recreation facilities. The Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur with implementation of the proposed Project. Additional analysis of this issue is not required.</p>				
XVII. TRANSPORTATION				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Implementation of the proposed Project would induce vehicular and non-vehicular travel to and from the Project site. Vehicular traffic has the potential to adversely affect the performance of the local circulation system, on a direct and/or cumulatively considerable level. A Project-specific traffic study will be prepared following the City of Chino's traffic study guidelines. The study will quantify the volume of vehicular traffic anticipated to travel to and from the Project site. The required EIR will disclose the findings of the site-specific traffic study and also will evaluate the Project's potential to conflict with applicable plans, ordinances, and policies that establish a minimum level of performance for various modes of travel, including transit, roadway, bicycle and pedestrian.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>(Source: CEQA Guidelines)</i></p> <p>Pursuant to CEQA Guidelines Section 15064.3(c), the City has until July 1, 2020, to implement CEQA Guidelines Section 15064.3(b). At the time of writing this Initial Study, the City of Chino had not implemented CEQA Guidelines Section 15064.3(b). If the City begins to implement CEQA Guidelines Section 15064.3(b) prior to the release of the Draft EIR for this Project, the EIR will evaluate the Project for consistency with the applicable provisions of the aforementioned section.</p>				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>City staff reviewed the Project's application materials and determined that no unsafe design features are proposed as part of the Project. All improvements planned as part of the Project would be in conformance with applicable City of Chino standards and would not result in any hazards due to a design feature. Additionally, the proposed Project would be compatible with existing and planned land uses in the surrounding area and would not substantially increase safety hazards due to incompatible uses. Thus, impacts would be less than significant.</p>				
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project would entail the construction of two industrial buildings on the Project site, which would require the need for emergency access to-and-from the site. During the course of the City of Chino's design review process, the City will review the proposed site plan to ensure that the Project provides adequate access to-and-from the Project site for emergency vehicles. The City also will review the layout of the Project's industrial buildings, drive aisles, parking lots, and truck courts provide adequate on-site circulation for emergency vehicles. The Project's proposed driveways would connect directly to Mountain Avenue and Bickmore Avenue. The Project's proposed frontage improvements along Mountain Avenue and Bickmore Avenue are designed to improve local traffic circulation. Furthermore, the City of Chino will review all future Project construction drawings to ensure that adequate emergency access is maintained on the abutting segments of Mountain and Bickmore Avenues during temporary construction activities. Impacts would be less than significant.</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>(Source: Project Application Materials)</i> A site-specific cultural resources assessment will be conducted by a professional archaeologist to determine if the Project site contains resources that are listed or eligible for listing on a State or local register of historical resources as defined in Public Resources Code Section 5020.1(k). The results of the site-specific cultural resources assessment will be disclosed in the required EIR.				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>(Source: Project Application Materials)</i> The City of Chino will send notification of the proposed Project to Native American tribes with possible traditional or cultural affiliation to the area and will consult with interested tribes regarding the Project's potential to affect a tribal cultural resource. The potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource will be evaluated in the required EIR.				
XIX. UTILITIES AND SERVICE SYSTEMS Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>(Source: Project Application Materials)</i> The proposed Project would be required to construct utility service facilities as necessary to serve the Project. Off-site improvements to utility lines also may be necessary to provide adequate service to the site. The required EIR will describe the Project's proposed utility service facilities, and will evaluate whether the construction of such facilities would result in significant environmental effects.				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The operation of industrial land uses on the Project site would result in an increase in potable water demand from existing conditions. Pursuant to CEQA Guidelines Section 15155(a)(1), the proposed Project is considered a “water-demand project” because it involves industrial development that would occupy more than 40 acres of land. In order to evaluate whether the City’s current and planned water supplies are adequate to serve the Project, a Water Supply Assessment (WSA) will be prepared for the Project. The results of the WSA will be documented in the EIR.</p>				
c) Result in a determination by the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>Wastewater generated on the Project site would be conveyed by the Chino Water Utility to the IEUA for treatment. The proposed Project may conflict with land use/intensity assumptions utilized by IEUA forecasts. Accordingly, the EIR will evaluate the adequacy of the IEUA’s existing capacity, and will determine whether any new or expanded treatment facilities are required to serve the Project in addition to the IEUA’s existing commitments.</p>				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The required EIR will evaluate whether existing landfills have adequate capacity to accommodate the Project’s planned increase in solid waste generation.</p>				
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project would be required to comply with the City of Chino’s waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste deposited in landfills. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the proposed Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. The implementation of these programs would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would</p>				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
comply with all applicable solid waste statutes and regulations; as such, a less-than-significant impact would occur.				
XX. WILDFIRE				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary on ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(Source: CalFire, 2018)				
The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (CalFire 2018); therefore, the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires. No impact would occur and no further analysis of this topic is required.				
XXI.MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Source: Project Application Materials)				
The Project has the potential to substantially reduce the habitat of a wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The required EIR will evaluate the Project's potential to degrade the quality of the environment and/or result in substantial adverse effects to biological and cultural resources.				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The Project site is located within the City of Chino and the City and other nearby cities and portions of unincorporated San Bernardino County and Riverside County have a number of on-going development projects. Development of the Project site, in addition to concurrent construction and operation of other development projects in the area, has the potential to result in cumulatively considerable impacts, particularly with respect to the following issue areas: air quality, greenhouse gas emissions, noise, and transportation. The EIR will evaluate the Project’s potential to result in cumulatively considerable contributions to cumulatively significant impacts.</p>				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>(Source: Project Application Materials)</i></p> <p>The potential for the proposed Project to directly or indirectly affect human beings will be evaluated in the required EIR particularly with respect to the following issue areas: air quality and greenhouse gas emissions (including emissions from Project-related traffic), seismic activity, and noise.</p>				

4.0 REFERENCES

This Initial Study was prepared by:

City of Chino

Andrea Gilbert, Senior Planner

T&B Planning, Inc.

Tracy Zinn, AICP, Principal

David Ornelas, Senior Project Manager

George Atalla, Assistant Project Manager

Lauren Fujimori, Environmental Analyst

Eric Horowitz, GISP, Senior Graphics/GIS Manager

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NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

March 23, 2019

To: Interested Parties

From: Andrea Gilbert, Senior Planner
City of Chino
Development Services Department
13220 Central Avenue
Chino, CA 91710
(909) 334-3328
agilbert@cityofchino.org

This Notice of Preparation (NOP) of an Environmental Impact Report (EIR) is issued by the City of Chino Community Development Department for the proposed **Majestic Chino Heritage project**. The proposed Project involves a General Plan Amendment, Change of Zone, Vesting Tentative Parcel Map, two (2) Site Approvals, and a Special Conditional Use Permit for a +/- 96.9-acre property located at the southeast corner of the intersection of Mountain Avenue and Bickmore Avenue. The Project site was historically used for commercial dairies but is currently vacant. Pursuant to CEQA Guidelines Section 15161, the City of Chino will prepare an EIR for the Project.

The City is requesting input from Responsible Agencies, Trustee Agencies, members of the public, and other interested parties on the scope and content of the EIR and its requisite environmental information. Public agencies may need to rely on the EIR prepared by the City of Chino when considering permits that may need to be issued in association with the Project. **Please send your response to Andrea Gilbert at the address shown above between March, 23, 2019 and no later than April 22, 2019 (30-day review). For public agencies, indicate the name and contact information of a contact person in the event of any questions. If your agency is a Responsible or Trustee Agency for this project, please so indicate.**

PUBLIC SCOPING MEETING: In addition, a public scoping meeting will be held in the City of Chino Council Chamber at 13220 Central Avenue, Chino, CA on April 11, 2019 at 3:00 PM. The meeting will provide a public forum for information dissemination, identification of issues, scope of review, and the overall EIR process. While the issues raised in this meeting will be summarized in the required EIR, anyone wishing to make formal comments on the Notice of Preparation must do so in writing. The scoping meeting is intended to satisfy the requirements of California Public Resources Code Section 21083.9.

Due to time limits mandated by State law your response must be sent at the earliest possible date but no later than 30 days after the date of this notice.

PROJECT TITLE: Majestic Chino Heritage project (General Plan Amendment No. PL18-0090, Change of Zone No. PL18-0091, Vesting Tentative Parcel Map No. PL18-0119, Site Approval Nos. PL18-0118 and PL18-0120, and Special Conditional Use Permit PL19-0011)

PROJECT LOCATION: The +/- 96.9-acre property is located in the southern portion of the City of Chino in the southwestern portion of San Bernardino County, California. The Project site is located at the southeast corner of the intersection of Mountain Avenue and Bickmore Avenue and includes the following 11 Assessor Parcel Numbers (APNs) 1027-241-01, -02; 1027-231-01; 1027-371-01; 1027-381-01, -02; 1056-201-01; 1056-331-01, -06, -07; 1056-341-01.

PROJECT DESCRIPTION: The Project would include the construction and operation of two warehouse buildings consisting of 1,168,710 s.f. and 914,040 s.f. on an approximately 96.9-acre property. Other physical improvements associated with the Project would include, but would not be limited to, automobile and truck parking areas, vehicle drive aisles, landscaping, a water quality/detention basin, public street and utility infrastructure, exterior lighting, and signage.

A majority of the Project site's ground surface elevation is below 566 feet above mean sea level (amsl); the portions of the site located at and below 566 feet amsl are located within the inundation area for the Prado Dam. In order to develop the Project as proposed, the ground surface elevations of the proposed building footprints would need to be raised above the inundation line for the Prado Dam while simultaneously lowering the elevations of other sites within the Inundation Area in order to maintain the Inundation Area's capacity to hold water that may back up behind the Dam during rare, extreme storm events. Accordingly, the Project entails the moving of earth materials from five (5) off-site "excess fill dirt sites" within the Inundation Area to the Project site in order to raise the proposed building footprints above the inundation line and create additional flood water holding capacity at the excess fill dirt sites. Approximately 740,000 cubic yards (c.y.) of fill dirt would be brought to the Project site from the excess fill dirt sites.

The Project also entails the construction of an off-site, underground storm drain line that would connect proposed on-site stormwater drainage facilities (located in the southeast corner of the Project site) to the Cypress Channel, which is located approximately 600 feet east of the Project site. A new outlet would be constructed within the Cypress Channel to receive stormwater runoff discharged via the new storm drain line.

Lastly, the City intends to condition the Project to make improvements to Pine Avenue east of Euclid Avenue and west of Johnson/Mayhew Avenues.

ENVIRONMENTAL ISSUES TO BE EVALUATED IN THE EIR: The City of Chino has determined that an EIR will be prepared for the Project based on its scale and to cause environmental effects.

This Notice of Preparation and the accompanying Initial Study evaluate submitted and anticipated applications for the proposed Project. Based on the information presented in the Initial Study, the following topics will be evaluated in detail in the EIR:

- | | |
|--------------------------------------|--------------------------------------|
| • Agriculture and Forestry Resources | • Hydrology and Water Quality |
| • Air Quality | • Land Use and Planning |
| • Biological Resources | • Noise |
| • Cultural Resources | • Transportation |
| • Energy | • Tribal Cultural Resources |
| • Geology and Soils | • Utilities and Service Systems |
| • Greenhouse Gas Emissions | • Mandatory Findings of Significance |
| • Hazards and Hazardous Materials | |

The Initial Study further describes the anticipated scope of the environmental analysis for each issue.

To comment on the scope of analysis to be contained in the EIR, please send your response to Andrea Gilbert at the address shown at the top of this letter. The firm deadline to submit comment is April 22, 2019.

Sincerely,

Date: March 21, 2019



Signature:

Andrea Gilbert, Senior Planner

Telephone: (909) 334-3328

Gilbert, Andrea

From: Angela Fuentes <angela1010m@gmail.com>
Sent: Sunday, April 7, 2019 6:34 PM
To: Gilbert, Andrea
Subject: [EXT EMAIL] Warehouse Opposition

RE: Majestic Chino Heritage

My husband and I are not able to attend the meeting however, please let the record show that our neighborhood is NOT in favor of this project.

There are enough empty warehouses in the Inland Empire. Better resource for the land would be to rezone to single family housing "And we highlight single-family".

Thank you.

Sincerely,
Angela & Josh Morales

Sent from my iPhone

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

,

SENT VIA USPS AND E-MAIL:

April 16, 2019

agilbert@cityofchino.org

Andrea Gilbert, Senior Planner
City of Chino, Development Services Department
13220 Central Avenue
Chino, CA 91710

**Notice of Preparation of a Draft Environmental Impact Report for the Proposed
Majestic Chino Heritage Project¹**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files². These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

¹ The Proposed Project would include, among others construction of two warehouses totaling 2,082,750 square feet on 96.9 acres.

² Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/South_Coast_AQMD-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook 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. Guidance³ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Recommendation for Truck Trip Rates for High Cube Warehouse Projects

The Proposed Project will include, among others, construction of a 55,000-square-foot warehouse. South Coast AQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers

³ In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

(ITE) for high cube warehouse projects located in South Coast AQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the Draft EIR for the Proposed Project may use a non-default trip rate if there is substantial evidence supporting another rate is more appropriate for the air quality analysis.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 “Mitigating the Impact of a Project” of South Coast AQMD’s *CEQA Air Quality Handbook*. South Coast AQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Additional mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions or near-zero emission 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), if and when feasible. At a minimum, require that vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export) that meet CARB’s 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks⁴. The Lead Agency should include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance. Include analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections of the Draft EIR, where appropriate.
- Provide electric vehicle (EV) charging stations, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to

⁴ Based on a review of the California Air Resources Board’s diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use. Include analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures (e.g., EV charging stations) in the Energy and Utilities and Service Systems Sections of the Draft EIR, where appropriate.

- Require trucks to use the truck route that was analyzed in the Health Risk Assessment of the Final EIR.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. 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 land use or higher activity level.
- Design the Proposed Project such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- Design the Proposed Project to ensure that truck traffic within the Proposed Project site is located away from the property line(s) closest to its residential or sensitive receptor neighbors.
- Restrict overnight parking in residential areas.
- Establish overnight parking within the Proposed Project where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt and enforce truck routes both in and out of city, and in and out of facilities.
- Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the Proposed Project and sensitive receptors.
- Provide incentives for employees in order to encourage the use of public transportation or carpooling, such as discounted transit passes or carpool rebates.
- Implement a rideshare program for employees and set a goal to achieve a certain participation rate over a period of time.

Additional mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the project site to generate solar energy for the facility.
- Maximize the planting of trees in landscaping and parking lots.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use light colored paving and roofing materials.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d),

the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and South Coast AQMD Rules

In the event that the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the Draft EIR will be the basis for permit conditions and limits. For more information on permits, please visit South Coast AQMD's webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at South Coast AQMD's webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

SBC190322-09

Control Number

April 22, 2019

Ms. Andrea Gilbert
Senior Planner
City of Chino
Development Services Department
13220 Central Avenue
Chino, California 91710

Dear Ms. Gilbert:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Majestic Chino Heritage Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2019039133. The Project consists of the construction and operation of two warehouse buildings totaling 2,082,750 square feet on 96.9 acres of land in the City of Chino (City). Implementation of the Project would require a change to the existing land use designation from "Agriculture" and "Recreation/Open Space" to "General Industrial".

CARB staff is concerned about the air pollution impacts that would result should the City approve the Project, and the land use change from agriculture and recreational/open space to general industrial, to build two large warehouses. Freight facilities, such as warehouse and distribution facilities, can result in high daily volumes of heavy-duty diesel truck traffic and operation of onsite equipment (e.g., forklifts, yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.

Residences are located east and west of the Project site, with the closest residences situated approximately 2,600 feet east of the Project's eastern boundary. Schools are located within two miles of the Project, which include Chino Hills High School and Egan Lyle High School. The community is surrounded by existing toxic diesel emission sources, which include warehouses, the Chino Airport, and a major freeway (SR 71). Due to the Project's proximity to residences and schools already disproportionately burdened by multiple sources of pollution, CARB staff is concerned with the potential cumulative health risks associated with the construction and operation of the Project.

The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities

with high exposure burdens, like those in which the Project is located. Diesel emissions generated during the construction and operation of the Project would negatively impact the community, which is already disproportionately impacted by air pollution from existing freight facilities.

The California Environmental Protection Agency (CalEPA) defines a disadvantaged community as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. The census tract containing the Project is within the top 2 percent for Pollution Burden.¹ Therefore, CARB urges the City to ensure that the Project and land use change does not adversely impact neighboring disadvantaged communities.

The NOP does not state whether the proposed warehouses would include cold storage. The operation of cold storage warehouses would include trucks with transport refrigeration units (TRU) that emit significantly higher levels of toxic diesel emissions, oxides of nitrogen (NO_x), and greenhouse gases than trucks without TRUs. Since it is unclear whether the Project would include cold storage warehouse space, any modeling done in support of the air quality analysis of the DEIR and associated health risk assessment (HRA) should assume that a conservative percentage of the truck and trailer fleet that would be serving the Project are equipped with TRUs.

In addition to the health risk associated with operations, construction health risks should be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel emissions from the use of both on-road and off-road diesel equipment. The Office of Environmental Health Hazard Assessment's (OEHHA) guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project site during construction.

The HRA prepared in support of the Project should be based on the latest OEHHA guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments),² and the South Coast Air Quality Management District's CEQA Air Quality Handbook.³ To reduce the exposure of toxic diesel emissions in disadvantaged communities already disproportionately impacted by air pollution, the final

¹ Pollution burden represents the potential exposures to pollutants and the adverse environmental conditions caused by pollution.

² Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>

³ SCAQMD's 1993 Handbook can be found at <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

Ms. Andrea Gilbert
April 22, 2019
Page 3

design of the Project should include all existing and emerging zero-emission technologies to minimize NO_x and diesel emission exposure to all neighboring communities, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the measures listed in Attachment A of this comment letter to reduce the Project's construction and operational air pollution emissions.

The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project), and future year with the Project. The health risks modeled under both the existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and City planners will have a complete understanding of the potential health impacts that would result from the Project.

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist, at (916) 440-8242 or via email at stanley.armstrong@arb.ca.gov.

Sincerely,



Richard Boyd, Chief
Risk Reduction Branch
Transportation and Toxics Division

Attachment

cc: See next page.

Ms. Andrea Gilbert
April 22, 2019
Page 4

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812

Morgan Capilla
NEPA Reviewer
U.S. Environmental Protection Agency
Air Division, Region 9
75 Hawthorne Street
San Francisco, California 94105

Carlo De La Cruz
Sierra Club
2101 Webster Street, Suite 1300
Oakland, California 94612

Lijin Sun
Program Supervisor - CEQA
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Andrea Vidaurre
Center for Community Action and Environmental Justice
P.O. Box 33124
Riverside, California 92519

ATTACHMENT A

Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

California Air Resources Board (CARB) staff recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommend by CARB staff, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating onsite. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, onsite vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers,) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-NO_x standard starting in the year 2022.¹

¹ In 2013, CARB adopted optional low-NO_x emission standards for on-road heavy-duty engines. CARB staff encourages engine manufacturers to introduce new technologies to reduce NO_x emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model years 2010 and later. CARB's optional low-NO_x emission standard is available at <https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm>.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB staff is available to assist in implementing this recommendation.

Recommended Operation Measures

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating onsite.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units (APU). This requirement will eliminate the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration and cryogenic transport refrigeration are encouraged and can also be included lease agreements.²
3. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be electric or powered by compressed natural gas.
4. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering the project site to be model year 2014 or later.
5. Starting in the year 2022, include contractual language in tenant lease agreements that requires all trucks entering the project site to meet CARB's lowest optional low-NO_x standard.

² CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.

6. Include contractual language in tenant lease agreements that require the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,³ Periodic Smoke Inspection Program (PSIP),⁴ and the Statewide Truck and Bus Regulation.⁵
7. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than five minutes while onsite.
8. Include contractual language in tenant lease agreements that limits onsite TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted and the health impacts mitigated.
9. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

³ In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

⁴ The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

⁵ The regulation requires newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 725)

464 WEST 4th STREET, 6thFLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 388-7017

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8

**COMMUNITY DEVELOPMENT
RECEIVED****MAR 29 2019***Making Conservation
a California Way of Life.*

March 26, 2019

File: 08-SBd-83-PM 2.253

Andrea Gilbert
Senior Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Subject: Majestic Chino Heritage – Notice of Preparation for a Draft Environmental Impact Report

Dear Ms. Gilbert:

Thank you for providing the California Department of Transportation (Caltrans) the opportunity to review and comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Majestic Chino Heritage (Project), located at the southeast corner of Mountain Avenue and Bickmore Avenue, in the City of Chino. The project proposes the construction and operation of two warehouse buildings consisting of 1,168,710 square-feet and 914,040 square-feet on an approximately 96.9-acre property.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when a proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Chino, due to the project's potential impact to the State facilities, including Interstate 10, it is also subject to the policies and regulations that govern the SHS.

In the preceding DEIR, we recommend a Traffic Impact Analysis (TIA) be prepared to accurately evaluate the extent of potential impacts of the project to the operational characteristics of the existing State facilities by the project area. Additionally, we recommend the TIA be submitted prior to the circulation of the DEIR to ensure timely review of the submitted materials and a preliminary scoping meeting to discuss any potential issues. We offer the following comments:

1) **Submit three hard copies of all TIA documents and one electronic files for review.**

All State facilities within 5-mile radius of the Project should be analyzed in the TIA. The data used in the TIA should not be more than 2 years old, and shall be based on the Southern California Association of Governments 2016 Regional Transportation Plan Model. Use the Highway Capacity Manual 6 methodology for all traffic analyses. (See *Caltrans Guide for the Preparation of Traffic Impact Studies* at http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Caltrans is committed to providing a safe transportation system for all users. We encourage the City to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California's economy and livability. A pedestrian/bike-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas. (See *Complete Street Implementation Action Plan 2.0* at http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf).

- 2) Provide a continuous multi-modal circulation system throughout the City, specifically for pedestrians, allowing current/future residents, employees, and guests to access the attraction places. A pedestrian friendly environment might have urban street frontages, shaded pedestrian links, and open spaces/pocket parks with the high visibility crosswalks. Consider installing traffic calming devices, such as signage, road bulbs, chicanes, raised crosswalks, and speed humps and reducing curb-to-curb road widths and employing roadway design features such as islands, pedestrian refuges, and pedestrian count-down signal as needed and appropriate to improve safety and to enhance walkability within the community.
- 3) We recommend that the City take advantage of currently available incentive programs, technical, and financial assistance from South Coast Air Quality Management District to implement efficiency measures and other low emission technology. Consider using energy efficient products, new lighting technology, "super-compliant" coatings, tree planting and the use of lighter colored roofing and paving materials which reduce energy usage by lowering the ambient temperature in the design of the new developments.
- 4) Relegate the parking spaces to the back of the buildings and locate preferential parking for vanpools and carpools, along with, secure, visible, and convenient bicycle parking/racks accessible to retail and office locations. Consider installing electric vehicle charging stations, and locate parking space for low-emitting, fuel-efficient, alternative-fueled vehicle visitor parking in commercial and office uses.

These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this project is later modified in any way, please forward copies of revised plans as necessary so that we may evaluate all proposed changes for potential impacts to the SHS.

Ms. Gilbert
March 26, 2019
Page 3

If you have any questions regarding this letter, please contact Jacob Mathew (909) 806-3928 or myself at (909) 383-4557.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Roberts". The signature is fluid and cursive, with the first name "Mark" and last name "Roberts" clearly distinguishable.

MARK ROBERTS
Office Chief, AICP
Intergovernmental Review, Community and Regional Planning



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Gavin Newsom
Governor

April 22, 2019

Ms. Andrea Gilbert
Senior Planner
City of Chino
Development Services Department
13220 Central Avenue
Chino, California 91710

NOTICE OF PREPARATION FOR MAJESTIC CHINO HERITAGE, CHINO HILLS (SCH#2019039133)

Dear Ms. Gilbert:

The Department of Toxic Substances (DTSC) received a Notice of Preparation of an Environmental Impact Report (EIR) for the Majestic Chino Heritage project located at the southeast corner Mountain Avenue and Bickmore Avenue, in Chino Hills.

The project proposes construction and operation of two industrial buildings on an approximately 96.9-acre land that was historically used for agriculture and factory dairy operations. According to the initial study prepared for this project, an environmental site assessment (ESA) will be prepared to address the potential site contamination.

DTSC recommends the following issues be included in the ESA or EIR analysis:

1. DTSC EnviroStor database indicates that the Viega Dairy Farm (https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=36020005) operated at the project location. A letter from the County Fire Department, dated January 21, 20011, indicated that residual contaminants below hazardous waste thresholds remain in the soil. The findings of any investigations should be summarized and all sampling results in which hazardous substances were found should be clearly summarized in a table. A human health risk assessment is needed to ensure that the residual contaminants is protective of human health and the environment.

2. Due to the historical use of the site, the site should be investigated for the presence of organochlorine pesticides, metal-based herbicides, and methanol. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup prior to construction of the project.
3. If buildings or other structures are being planned to be demolished, a survey by a certified professional should be conducted prior to the demolition for the presence of other related hazardous chemicals, such as lead-based paints or products, mercury, asbestos containing materials (ACMs), and polychlorinated biphenyl (PCB)-containing caulk. If other hazardous chemicals, lead-based paints or products, mercury, ACMs or PCB-containing caulk are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

DTSC appreciates the opportunity to review the Initial Study. Should you need any assistance in environmental investigation, please submit a request for Lead Agency Oversight Application which can be found at:
<https://www.dtsc.ca.gov/SiteCleanup/Brownfields/voluntary-agreements-guide.cfm>.

Should you have any questions regarding this letter, please contact me at (714) 484-5392 or by email at ChiaRin.Yen@dtsc.ca.gov.

Sincerely,



Chia Rin Yen
Environmental Scientist
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program

ar/cy/yg

cc: See Next Page.

Ms. Andrea Gilbert
April 22, 2019
Page 3

cc: (via e-mail)

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
State.clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Ms. Yolanda M. Garza
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program
Yolanda.Garza@dtsc.ca.gov

Violeta Mislant
Site Mitigation and Restoration Program
Violeta.Mislant@dtsc.ca.gov

Gilbert, Andrea

From: spl56714@verizon.net
Sent: Sunday, April 7, 2019 10:53 AM
To: Gilbert, Andrea
Subject: [EXT EMAIL] Majestic Chino Heritage Project

Dear

My name is Diane Boudreaux and I oppose the proposed Majestic Chino Heritage Project warehouse development.

We in Chino already have a warehouse vacancy rate that can meet market demand.

We in Chino already see the influx of large trucks trafficking in the community and surrounding area, which is currently unsustainable.

We in Chino already have experienced the non sustainable wages warehouses provide to our community. These wages require two and three extra jobs to meet sustainable economic demands.

I oppose this project. Thank you for your time.

Sincerely,

Diane Boudreaux

12510 Catalpa Place
Chino, CA 91710

909-917-5929

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

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



March 27, 2019

Ms. Andrea Gilbert, Senior Planner
City of Chino Planning Department
13220 Ventral Avenue
Chino CA 91708

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
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Desert Hot Springs

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Riverside

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Riverside

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Palm Springs

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Moreno Valley

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STAFF

Director
Simon Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW REQUIRED

Jurisdiction Project Case: Majestic Chino Heritage project

Dear Ms. Gilbert:

Thank you for providing the Riverside County Airport Land Use Commission (RCALUC) with a copy of the public hearing notice for this project. We believe that the impacts of the proposed project on Chino Airport and the potential safety hazards to potential occupants of this project due to its proximity to the airport are potential concerns that should be considered by the Planning Department and Planning Commission in making its determination regarding the proposed project.

The RCALUC has no jurisdiction over development within the City of Chino. However, in the course of preparing an Airport Land Use Compatibility Plan for the portion of the Chino Airport Influence Area in Riverside County, RCALUC consultant Mead & Hunt prepared a compatibility zone map that covered properties on both the Riverside County and San Bernardino County sides of the boundary line. The Planning Commission may find this information helpful in analyzing the land uses proposed at this site. To find an electronic copy of the associate documents, please go to <http://www.rcaluc.org/Plans/New-Compatibility-Plan>.

The project is located within Compatibility Zone D of the Chino Municipal Airport Influence Area. Non-residential intensities in Compatibility Zone D are limited to an average of 100 people per average acre and 300 people per single acre.

The inevitable corollary of continued encroachment of urbanization in the vicinity of an airport, unless open areas are planned in advance, is a continual reduction in the number and size of open areas where an aircraft may safely land without endangering the populace.

Thank you for the opportunity to provide comments. If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Principal Planner

April 22, 2019

Client-Matter: 64397-030

VIA EMAIL: AGILBERT@CITYOFCHINO.ORG

Andrea Gilbert
Senior Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Re: Majestic Chino Heritage Project (Majestic Project) - Notice of Preparation

Dear Ms. Gilbert:

These comments are submitted on behalf of Trumark Homes (Trumark), the owner of the approximately 273-acre Rancho Miramonte project located adjacent to two of the "excess fill dirt sites" (Site #3 and Site #4) (borrow sites) depicted on Figure 2-8 of the Initial Study for the Majestic Project. Our comments regarding the scope of impacts that should be addressed in the Majestic Project Environmental Impact Report (EIR) pertain to these two sites. Trumark encourages the City to conduct a thorough and comprehensive analysis of the Majestic Project, including the direct, indirect and cumulative impacts of all off-site work on these borrow sites.

The Notice of Preparation and Initial Study (NOP) state that the Majestic Project includes the excavation and removal of earth from five offsite areas, including Site #3 and Site #4, to raise the proposed project site and lower the elevation of the borrow sites to create additional flood water holding capacity. For many of the Initial Study checklist environmental issues, the NOP states that the further analysis of the impacts of excavating soil from these borrow sites will be provided in the EIR, but provides little or no detail regarding the project itself, or the scope of the impacts to be addressed. As the adjacent landowner whose property will be directly impacted by the proposed excavation and soil removal from Sites #3 and #4, these comments identify the information that we request be included in the project description, and the potential impacts of the project's activities that should be analyzed and addressed in the EIR.

Site #3 lies adjacent to the western edge of the Rancho Miramonte project site, and Site #4 is located on the northeastern edge of the Rancho Miramonte site. It is our understanding that both sites are being analyzed as potential borrow sites for the Majestic Project, but the NOP does not provide any detail regarding the work that is proposed for these sites. It would be helpful to understand if all five of the sites depicted on Figure 2-8 will be used for borrow, or if only a few of the sites will actually be selected for borrow and flood storage uses, and if it is the latter, what selection criteria will be used.

As the borrow activity is an integral component of the Majestic Project, the EIR should provide a detailed description of the activities that will be conducted at these sites. Some of the information that should be in the project description include: the quantity of soil that will be removed; details regarding the grading plans for Sites #3 and #4, such as the sites elevation and contours pre and post-grading; how the sites will be stabilized after completion of borrow work; and how the sites will function long-term in relationship to adjacent properties. The latter point is crucial for Trumark. For example, is it the Majestic Project's intent to lower the sites and create basins to provide floodwater storage capacity? To what depth will the basins be constructed? Will there be drainage into and out of the sites, and if so, how will they operate long-term? Once the excavation has been completed, will the sites be maintained? Details regarding these construction and long-term operational issues for all of the borrow sites should be included in the EIR project description and their impacts analyzed in the EIR.

Cucamonga Avenue forms the eastern border of Site #3. The City's Circulation Element, the Preserve Specific Plan EIR, and subsequent addenda all identify the need for improvements to Cucamonga Avenue, including raising the elevation of the road to protect it from flooding in the future. The Rancho Miramonte project has submitted plans for the improvement of Cucamonga Avenue to the City, and the improvement of Cucamonga Avenue is therefore a "related project" as that term is defined in CEQA. The impact of the Site #3 excavations on the Cucamonga Avenue project must be analyzed, and if determined to be significant, mitigation measures or alternatives considered. The Majestic Project's impact on consistency with the City's Circulation Element and the improvement of Cucamonga Avenue under the current plans should be addressed and analyzed.

In addition to the improvement of Cucamonga Avenue, the City's Master Plan of Drainage identifies a regional storm drain line (Storm Drain Line G) that is designed to run parallel to Cucamonga Avenue, as improved. Plans for Storm Drain Line G are also pending before the City, and the impacts of Site #3 work on the roadway and Line G need to be examined in the EIR. The Majestic Project's impact on consistency with the City's Master Plan of Drainage and implementation of the regional storm drain improvements should be included in the EIR's analysis of impacts. If there are impacts to Storm Drain Line G as a result of the Majestic Project, mitigation measures or alternatives should be considered.

Chino Corona Road lies immediately to the north of Site #4. Similar to the impacts that excavation of Site #3 may have on the Cucamonga Avenue, the excavation of Site #4 may also impact the buildout of Chino Corona Road consistent with the City's Circulation Element. Each of the issues described above in connection with the future improvement of Cucamonga Avenue, are also applicable to the analysis of impacts that should be included in the EIR for Site #4 and its impact on Chino Corona Road. As with Cucamonga Avenue and Storm Drain Line G,

Andrea Gilbert
April 22, 2019
Page 3

improvement plans for Chino Corona Road are also pending before the City and the impacts of the Site #4 work on this planned improvement should be analyzed in the EIR.

Lastly, in addition to the specific impacts on the three key infrastructure improvements identified in this comment letter, the EIR should also address the impact of the borrow sites on the following environmental issues:

- Aesthetics – What is the final elevation of the borrow sites, how will the final site elevation be determined, and what will be the final elevation of each site? Will the excavated site degrade the existing open space character of the sites – especially from the adjacent residential areas?
- Biology – Are there any biological resources on the borrow sites that will be impacted by soil removal?
- Geology and Soils – Whether the excavation from the borrow sites could result in erosion impacting adjacent properties should be analyzed in the EIR.
- Hazards – Cucamonga Avenue and Chino Corona Road both provide evacuation routes for the public. Improvement of these roads is planned in part to make these roads safer, i.e., less vulnerable to flooding. The impact of the borrow sites on the ability to raise and improve these roads consistent with the Circulation Element should be addressed.
- Hydrology – How excavation at the borrow sites affect flood flows, flood storage, and stormwater drainage should be addressed in the EIR, and how the sites will be stabilized to mitigate off-site erosion and/or siltation should be discussed.
- Land Use and Planning – As discussed above, various infrastructure improvements are contemplated in the City's Circulation Element and Master Plan of Drainage, and plans for these improvements are currently pending before the City. Consistency with these plans should be addressed.
- Noise and Air Quality – Depending upon the timing of the excavation work, there is a potential for both construction noise and air quality impacts to affect residential developments that are planned adjacent to the borrow sites.
- Transportation – Similar to Land Use and Planning, the borrow sites and their excavation and use as flood storage facilities could result in conflicts with circulation system plans, and the potential conflicts should be addressed. The

Andrea Gilbert
April 22, 2019
Page 4

impact of the excavation of the borrow sites on the feasibility of improving the roads to the standards set out in the Circulation Element, the impact on emergency access, and the creation of additional flooding hazards on City roads should be addressed.

- Utilities and Service Systems – Given the history of flooding in the City, implementation of the City's Master Plan of Drainage is of great importance. The excavation and long-term operation impacts of flood storage basins on the borrow sites should be analyzed and their consistency with the Master Plan of Drainage should be addressed to avoid making infeasible the improvements set out in the City's Master Plan of Drainage.

In conclusion, as an adjacent landowner, we want to ensure that the City's EIR does a thorough job of analyzing all potential impacts of the Majestic Project so that we, other members of the public, and City decisionmakers are fully informed of the potential effects of all aspects of this project. We appreciate your consideration of our comments.

Very truly yours,



Susan K. Hori
Partner

cc: Richard Douglass
Susan Lindquist

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department

1550 Harbor Blvd., Suite 100

West Sacramento, CA 95691 Phone (916) 373-3710

Email: nahc@nahc.ca.govWebsite: <http://www.nahc.ca.gov>

Twitter: @CA_NAHC



April 2, 2019

Andrea Gilbert
City of Chino
13220 Central Avenue
Chino, CA 91710

RE: SCH# 2019039133 Majestic Chino Heritage, San Bernardino County

Dear Ms. Gilbert:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
- a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email

address: Steven.Quinn@nahc.ca.gov.

Sincerely,



for
Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

CITY OF

303 EAST "B" STREET, CIVIC CENTER

ONTARIO



ONTARIO

CALIFORNIA 91764-4105

(909) 395-2000
FAX (909) 395-2070

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SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

April 19, 2019

City of Chino
Ms. Andrea Gilbert, Senior Planner
13220 Central Avenue
Chino, California 91710

**RE: NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE MAJESTIC CHINO HERITAGE PROJECT**

Ms. Gilbert,

Thank you for allowing the City of Ontario an opportunity to review and comment on the above referenced project. After reviewing the Notice of Preparation, the City requests that the following comments be addressed in the DEIR:

1. Prepare traffic study in accordance with SBCTA and CMP guidelines
2. Evaluate all intersections that are expected to carry 50+ peak-period project trips, including queueing analysis
3. Include cumulative projects within Ontario
4. The EIR shall calculate fair-share mitigation costs
5. Review feasibility and constructability for all mitigation measures identified in the City of Ontario

We appreciate being involved in the environmental review of the project and look forward to continued communications regarding this project. If you have any questions regarding our comments, please contact me at (909) 395-2421.

Sincerely,

Richard Ayala
Senior Planner



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

Notice of Preparation

COMMUNITY DEVELOPMENT
RECEIVED

MAR 28 2019

March 22, 2019

To: Reviewing Agencies

Re: Majestic Chino Heritage
SCH# 2019039133

Attached for your review and comment is the Notice of Preparation (NOP) for the Majestic Chino Heritage draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Andrea Gilbert
Chino, City of
13220 Central Avenue
Chino, CA 91710

with a copy to the State Clearinghouse in the Office of Planning and Research at state.clearinghouse@opr.ca.gov. Please refer to the SCH number noted above in all correspondence concerning this project on our website: <https://ceqanet.opr.ca.gov/2019039133/2>.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Lead Agency

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

2019039133**Project Title:** Majestic Chino HeritageLead Agency: City of ChinoContact Person: Andrea GilbertMailing Address: 13220 Central AvenuePhone: 909-334-3328City: ChinoZip: 91710County: San Bernardino**Project Location:** County: San BernardinoCity/Nearest Community: ChinoCross Streets: Southeast corner of Bickmore Avenue and Mountain AvenueZip Code: 91708Longitude/Latitude (degrees, minutes and seconds): 33 ° 57 ' 22 " N / 117 ° 39 ' 49 " W Total Acres: 96.9

Assessor's Parcel No.: (See Project Description)

Section: 31 & 36Twp.: 2SRange: 7W & 8WBase: SBB&MWithin 2 Miles: State Hwy #: SR-71, SR-83Waterways: N/AAirports: Chino AirportRailways: N/ASchools: Chino Hills High School**Document Type:**CEQA: ☒ NOP☐ Draft EIRNEPA: ☐ NOIOther: ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.)

☐ Draft EIS☐ Other:☐ Mit Neg Dec

Other:

Governor's Office of Planning & Research

Local Action Type:☐ General Plan Update☐ Specific Plan☒ Rezone☐ Annexation☒ General Plan Amendment☐ Master Plan☐ PD☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☒ Use Permit☐ Coastal Permit☐ Community Plan☒ Site Plan☒ Land Division (Subdivision, etc.)☐ Other:**Development Type:**☐ Residential: Units

Acres

☐ Office: Sq.ft.

Acres

Employees

☐ Transportation: Type☐ Commercial: Sq.ft.

Acres

Employees

☐ Mining: Mineral☒ Industrial: Sq.ft.Acres 96.9

Employees

☐ Power: Type

MW

☐ Educational:☐ Waste Treatment: Type

MGD

☐ Recreational:☐ Hazardous Waste: Type☐ Water Facilities: Type

MGD

☐ Other:**Project Issues Discussed in Document:**☐ Aesthetic/Visual☐ Fiscal☐ Recreation/Parks☒ Vegetation☒ Agricultural Land☒ Flood Plain/Flooding☐ Schools/Universities☒ Water Quality☒ Air Quality☐ Forest Land/Fire Hazard☐ Septic Systems☒ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☒ Sewer Capacity☒ Wetland/Riparian☒ Biological Resources☐ Minerals☒ Soil Erosion/Compaction/Grading☐ Growth Inducement☐ Coastal Zone☒ Noise☒ Solid Waste☒ Land Use☒ Drainage/Absorption☐ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☐ Economic/Jobs☐ Public Services/Facilities☒ Traffic/Circulation☒ Other: Greenhouse Gas**Present Land Use/Zoning/General Plan Designation:**General Plan: Agriculture and Recreation/Open Space; Zoning: General Agriculture and Open Space-Natural**Project Description:** (please use a separate page if necessary)

Project includes the construction and operation of two industrial buildings containing 1,168,710 s.f. and 914,040 s.f. of building area, respectively, on an approximately 96.9-acre site. Proposed discretionary approvals include a: General Plan Amendment (PL18-0090), a Change of Zone (PL18-0091), a Vesting Tentative Parcel Map (PL18-0119), and two Site Approvals (PL18-0118 & PL18-0120). Project also will require a Special Conditional Use Permit.

*Assessor's Parcel Nos: 1027-241-01, -02; 1027-231-01; 1027-371-01; 1027-381-01, -02; 1056-201-01; 1056-331-01, -06, -07; 1056-341-01

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

NOP Distribution List

County: San Bernardino

SCH#

2019039133

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
Denise Peterson
- ☐ California Coastal Commission
Allyson Hitt
- ☐ Colorado River Board
Elsa Contreras
- ☒ Dept. of Conservation
Grina Chan
- ☒ Cal Fire
Dan Foster
- ☐ Central Valley Flood Protection Board
James Herota
- ☒ Office of Historic Preservation
Ron Parsons
- ☐ Dept of Parks & Recreation
Environmental Stewardship Section
- ☐ S.F. Bay Conservation & Dev't. Comm.
Steve Goldbeck
- ☐ Dept. of Water Resources
Nadell Gayou
- ☐ Fish and Game
- ☐ Depart. of Fish & Wildlife
Scott Flint
Environmental Services Division
- ☐ Fish & Wildlife Region 1
Curt Babcock
- ☐ Fish & Wildlife Region 1E
Laurie Harnsberger
- ☐ Fish & Wildlife Region 2
Jeff Drongesen
- ☐ Fish & Wildlife Region 3
Craig Weightman

Other Departments

- ☐ California Department of Education
Lesley Taylor
- ☐ OES (Office of Emergency Services)
Monique Wilber
- ☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture
- ☐ Dept. of General Services
Cathy Buck
Environmental Services Section
- ☐ Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division
- ☐ Independent Commissions, Boards
- ☐ Delta Protection Commission
Erik Vink
- ☐ Delta Stewardship Council
Anthony Navasero
- ☐ California Energy Commission
Eric Knight

- ☐ Fish & Wildlife Region 4
Julie Vance
- ☐ Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation Program
- ☒ Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation Program
- ☐ Fish & Wildlife Region 6 IM
Heidi Calvert
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Wildlife M
William Paznokas
Marine Region

- ☒ Native American Heritage Comm.
Debbie Treadway
- ☐ Public Utilities Commission
Supervisor
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☐ State Lands Commission
Jennifer Deleong
- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques
- ☐ Cal State Transportation Agency CalSTA
- ☒ Caltrans - Division of Aeronautics
Philip Crimmins
- ☐ Caltrans - Planning
HQ LD-IGR
Christian Bushong
- ☒ California Highway Patrol
Suzann Ikeuchi
Office of Special Projects
- ☐ Dept. of Transportation
- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcelino Gonzalez
- ☐ Caltrans, District 3
Susan Zanchi
- ☐ Caltrans, District 4
Patricia Maurice
- ☐ Caltrans, District 5
Larry Newland
- ☐ Caltrans, District 6
Michael Navarro
- ☐ Caltrans, District 7
Dianna Watson
- ☒ Caltrans, District 8
Mark Roberts

- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Jacob Armstrong
- ☐ Caltrans, District 12
Maureen El Harake
- ☐ Cal EPA
- ☐ Air Resources Board
- ☐ Airport & Freight
Jack Wursten
- ☐ Transportation Projects
Nesamani Kalandiyur
- ☒ Industrial/Energy Projects
Mike Tollstrup
- ☐ California Department of Resources, Recycling & Recovery
Kevin Taylor/Jeff Esquivel
- ☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance
- ☒ State Water Resources Control Board
Cindy Forbes - Asst Deputy
Division of Drinking Water
- ☐ State Water Resources Control Board
Div. Drinking Water #
- ☐ State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality
- ☒ State Water Resources Control Board
Phil Crader
Division of Water Rights
- ☐ Dept. of Toxic Substances Control Reg. #
CEQA Tracking Center
- ☐ Department of Pesticide Regulation
CEQA Coordinator

- ☐ Regional Water Quality Control Board (RWQCB)
- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☒ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)
- ☐ Other



Department of Public Works

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

Kevin Blakeslee, P.E.
Director

Transmitted Via Email

April 17, 2019

City of Chino
Attn: Andrea Gilbert, Senior Planner
Development Services Department
13220 Central Ave
Chino, CA. 91710

File: 10(ENV)-4.01

RE: CEQA – NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MAJESTIC CHINO HERITAGE PROJECT FOR THE CITY OF CHINO

Ms. Gilbert:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on March 25, 2019** and pursuant to our review, the following comments are provided:

GENERAL COMMENTS

We are aware there may be storm drains in and around the site that may be affected by the proposed Project. When planning for or altering existing or future storm drains, be advised that the Project is subject to the City of Chino MPD, dated November 1993. It is to be used as a guideline for drainage in the area and is available through the City of Chino. Any revision to the drainage should be reviewed and approved by the City. For more information, please contact Michael Fam at 909-387-8120.

Permits/Operations Support Division (Melissa Walker, Chief, 909-387-7995):

Any proposed work within or access to San Bernardino County Flood Control District (Cypress Channel) right-of-way will require a Flood Control encroachment permit. Its necessity and any impacts associated with the construction should be addressed in the DEIR prior to certification.

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael R. Perry".

Michael R. Perry
Supervising Planner
Environmental Management

MRP:PE:sr, Email: agilbert@cityofchino.org

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