



## **Mitigated Negative Declaration**

# **East End Avenue Industrial Project Chino, California**

### **Lead Agency**

#### **City of Chino**

Development Services Department  
13220 Central Avenue  
Chino CA, 91708  
Contact: Andrea Gilbert

**Public Review Draft | May 2020**

# **Mitigated Negative Declaration**

---

## **East End Avenue Industrial Project Chino, California**

---

### **Lead Agency**

City of Chino  
Development Services Department  
13220 Central Avenue  
Chino CA, 91708  
Contact: Andrea Gilbert

### **CEQA Consultant**

T&B Planning, Inc.  
2300 El Camino Real, Suite 100  
Irvine, CA 92602  
Contact: David Ornelas

### **Applicant**

Alere Property Group  
100 Bayview Circle, Suite 310  
Newport Beach, CA 92660

### **Lead Agency Discretionary Permits**

Site Approval (PL19-0086)  
Tentative Parcel Map No. 20158 (PL19-0103)

**May 2020**

---

**TABLE OF CONTENTS**


---

<b><u>Section Name and Number</u></b>	<b><u>Page</u></b>
<b>1.0 Introduction.....</b>	<b>1-1</b>
1.1 Document Purpose .....	1-1
1.2 Project Overview .....	1-1
1.3 California Environmental Quality Act (CEQA) .....	1-1
<b>2.0 Environmental Setting.....</b>	<b>2-1</b>
2.1 Project Setting.....	2-1
2.2 Planning Context.....	2-1
2.3 Existing Site Conditions .....	2-2
<b>3.0 Project Description .....</b>	<b>3-1</b>
3.1 Proposed Discretionary Approvals .....	3-1
3.2 Project Technical Characteristics.....	3-6
3.3 Summary of Requested Actions.....	3-13
<b>4.0 Initial Study Checklist .....</b>	<b>4-1</b>
4.1 Aesthetics.....	4-4
4.2 Agriculture and Forestry Resources.....	4-6
4.3 Air Quality .....	4-8
4.4 Biological Resources .....	4-15
4.5 Cultural Resources .....	4-20
4.6 Energy .....	4-23
4.7 Geology and Soils.....	4-26
4.8 Greenhouse Gas Emissions.....	4-31
4.9 Hazards and Hazardous Materials .....	4-34
4.10 Hydrology and Water Quality.....	4-37
4.11 Land Use and Planning .....	4-41
4.12 Mineral Resources .....	4-42
4.13 Noise .....	4-43
4.14 Population and Housing .....	4-49
4.15 Public Services.....	4-50
4.16 Recreation .....	4-52
4.17 Transportation .....	4-53
4.18 Tribal Cultural Resources .....	4-62
4.19 Utilities and Service Systems.....	4-65
4.20 Wildfire.....	4-68
4.21 Mandatory Findings of Significance.....	4-69
<b>5.0 References.....</b>	<b>5-74</b>
5.1 Persons Contributing to MND Preparation .....	5-74
5.2 References.....	5-74
<b>6.0 Mitigation Monitoring and Reporting Program .....</b>	<b>6-1</b>

## LIST OF FIGURES

<b><u>Figure Name and Number</u></b>	<b><u>Page</u></b>
Figure 2-1, Regional Map .....	2-3
Figure 2-2, Vicinity Map .....	2-4
Figure 2-3, Surrounding Land Uses and Development.....	2-5
Figure 2-4, Existing General Plan Land Use Map .....	2-6
Figure 2-5, Existing Zoning Map.....	2-7
Figure 2-6, USGS Topographic Map.....	2-8
Figure 3-1, Conceptual Site Plan .....	3-3
Figure 3-2, Conceptual Architectural Elevations.....	3-4
Figure 3-3, Conceptual Landscape Plan .....	3-5
Figure 3-4, Conceptual Water and Sewer Plan .....	3-8
Figure 3-5, Conceptual Drainage Plan.....	3-9
Figure 3-6, Conceptual Grading Plan .....	3-10
Figure 4-1, Noise Receiver Locations.....	4-44
Figure 4-2, Project Truck Trip Distribution.....	4-57
Figure 4-3, Project Car Trip Distribution.....	4-58
Figure 4-4, Project Average Daily Traffic .....	4-59

## LIST OF TABLES

<b><u>Table Name and Number</u></b>	<b><u>Page</u></b>
Table 3-1, Site Plan Summary .....	3-1
Table 3-2, Parking and Loading Summary .....	3-2
Table 3-3, Construction Equipment Assumptions .....	3-11
Table 3-4, Summary of Project Approvals/Permits .....	3-14
Table 4-1, Summary of Construction-Related Emissions.....	4-10
Table 4-2, Summary of Peak Operational Emissions .....	4-11
Table 4-3, Summary of Construction Localized Emissions.....	4-12
Table 4-4, Summary of Operational Localized Emissions .....	4-12
Table 4-5, Total Annual Project Greenhouse Gas Emissions .....	4-32
Table 4-6, Project Construction Noise Level Summary (Daytime) .....	4-43
Table 4-7, Project Construction Noise Level Summary (Nighttime).....	4-45
Table 4-8, Project Stationary Noise Summary.....	4-46
Table 4-9, Existing Plus Project Traffic Noise Impacts.....	4-47
Table 4-10, Opening Year Traffic Noise Impacts.....	4-47
Table 4-11, Project Construction Vibration Levels .....	4-48
Table 4-12, Intersection Analysis Locations.....	4-53
Table 4-13, Intersection Analysis for Existing plus Project Traffic Conditions.....	4-60
Table 4-14, Intersection Analysis for Opening Year (2021) Traffic Conditions .....	4-60



---

**LIST OF TECHNICAL APPENDICES**

---

<b><u>Appendix</u></b>	<b><u>Document Title</u></b>
A1	Air Quality Impact Analysis
A2	Mobile Source Health Risk Assessment
B	Biological Technical Report
C	Cultural Resources Study
D	Energy Analysis
E1	Geotechnical Investigation
E2	Paleontological Assessment
F	Greenhouse Gas Analysis
G	Phase I Environmental Site Assessment and Soil Vapor Survey Report
H1	Preliminary Water Quality Management Plan
H2	Preliminary Hydrology Calculations
I	Noise Impact Assessment
J	Focused Traffic Impact Analysis

## ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

§	Section
AB	Assembly Bill
AB 32	Assembly Bill 32
AB 939	Assembly Bill 939
AB 1493	Assembly Bill 1493
ADT	Average Daily Traffic
AGL	Above Ground Level
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
amsl	Above Mean Sea Level
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department Fish and Wildlife
CDS	Continuous Deflective Separation
CEQA	California Environmental Quality Act\
CFGC	California Fish and Game Code
CFS	Cubic Feet per Second
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CPEP	Clean Power and Electrification Pathway
CO	Carbon Monoxide
CSU	California State University
c.y.	Cubic Yards
dB	decibels
dBA	A-weighted Decibels
dBA Leq	equivalent decibels
DPM	Diesel Particulate Matter
DR	Design Review
DTSC	Department of Toxic Substances Control
E+P	Existing plus Project Conditions
e.g.	exempli gratia, meaning “for example”
EIR	Environmental Impact Report

---

**ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE**


---

EMFAC	Emission Factors Model
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
<i>et seq.</i>	et sequentes, meaning "and the following"
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
GCC	Global Climate Change
GHG	Greenhouse Gas
GPD	Gallons per Day
Greene	California Senate Bill 50
HHD	Heavy-heavy duty
HMBEP	Hazardous Materials Business Emergency Plan
Hp-hr-gal	horsepower hours per gallon
I-#	Interstate #
I-L	Light Industrial (General Plan land use designation)
i.e.	that is
in/sec	inches per second
IEUA	Inland Empire Utilities Authority
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers
JPA	Joint Powers Authority
kWh	kilowatt-hour
kBTU	thousand British thermal units
Leq	Equivalent Continuous Sound Level
LDA	light duty auto
LLA	Lot Line Adjustment
LOS	Level of Service
M-1	Light Industrial (City of Chino Zoning Map designation)
M-2	General Industrial (City of Chino Zoning Map designation)
MATES IV	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MEIR	Maximally Exposed Individual Receptor
MEISC	Maximally Exposed Individual School Child
MEIW	Maximally Exposed Individual Worker
MHD	Medium-heavy duty
MM	Mitigation Measure

## ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
Mpg	Miles per gallon
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MTCO <sub>2e</sub>	Metric Tons of Carbon Dioxide Equivalent
n.d.	No Date
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NO <sub>x</sub>	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
O <sub>3</sub>	Ozone
PCE	Passenger Car Equivalent
PM <sub>2.5</sub>	Fine Particulate Matter (2.5 microns or smaller)
PM <sub>10</sub>	Fine Particulate Matter (10 microns or smaller)
Qyfl	Quaternary Holocene young alluvial fan sediments
RECs	Recognized Environmental Conditions
RP-1	Regional Water Recycling Plant No. 1
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB 32	Senate Bill 32
SB 1078	Senate Bill 1078
SBCFCD	San Bernardino County Flood Control District
SBTAM	San Bernardino Transportation Analysis Model
SCAB	South Coast Air Basin
SCAG	Southern California Association of Government
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCUP	Special Conditional Use Permit
SF/s.f.	Square Foot or Square Feet
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SMBMI	San Manuel Band of Mission Indians
SO <sub>x</sub>	Sulfur Oxides
SR-#	State Route #

**ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE**

SRA	Source Receptor Area
SRA	State Responsibility Area
SWPPP	Storm Water Pollution Prevention Plan
TEA-21	The Transportation Act for the 21 <sup>st</sup> Century
TUA	Traditional Use Area
US EPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
WQMP	Water Quality Management Plan

---

## **1.0 INTRODUCTION**

---

---

## **1.0 INTRODUCTION**

---

### **1.1 DOCUMENT PURPOSE**

This document is a Mitigated Negative Declaration (MND) prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code § 21000 *et seq.*), and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, § 15000 *et seq.*). This MND is an informational document intended for use by the City of Chino, any Trustee and/or Responsible agencies, and members of the general public in evaluating the physical environmental effects of the proposed East End Avenue Industrial project (hereafter referred to as “Project” and as described in further detail in Section 3.0 of this IS/MND).

This MND was compiled by the City of Chino, serving as the Lead Agency for the Project pursuant to CEQA § 21067 and CEQA Guidelines Article 4 and § 15367. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project.

This *Introduction* provides general information regarding: 1) a summary of the Project; 2) the standards of adequacy for a MND under CEQA; 3) a summary of the Initial Study findings supporting the City of Chino’s decision to prepare an MND for the proposed Project; 4) a description of the format and content of this MND; and 5) the governmental processing requirements to consider the Project for approval.

### **1.2 PROJECT OVERVIEW**

The Project involves the development of an approximately 14.5-acre property located immediately north of County Road and west and east of East End Avenue in the City of Chino, San Bernardino County, California. The Project Applicant proposes to develop the Project site with four buildings that would provide up to 266,860 square feet (s.f.) of building floor area for fulfillment center warehouse and industrial park land uses. The proposed buildings would range in size from 15,252 s.f. up to 211,326 s.f. Improvements associated with the Project include the construction/installation of surface parking lots, drive aisles, utility infrastructure connections, landscaping, exterior lighting, and walls/fencing on-site, as well as improvements to County Road and East End Avenue along the Project site frontage. Refer to Section 3.0, *Project Description*, for a comprehensive description of the proposed Project.

### **1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

#### **1.3.1 CEQA Objectives**

CEQA requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

#### **1.3.2 CEQA Requirements for a Mitigated Negative Declaration (MND)**

A MND is a written statement by the Lead Agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an EIR (CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of a MND if the Initial Study prepared for a project identifies potentially significant environmental effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the

applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. If the potentially significant effects associated with a project cannot be mitigated to a level below significance, then an EIR must be prepared (CEQA Guidelines § 15070(b)).

### **1.3.3 Initial Study Findings**

Section 4.0 of this document contains the Initial Study that was prepared for the Project pursuant to CEQA and City of Chino requirements. The Initial Study determined that implementation of the Project would not result in significant environmental effects to the following environmental resource areas: aesthetics, agriculture and forestry resources, air quality, energy resources, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, and wildfire. The Initial Study determined that the Project would result in potentially significant effects to the resource areas of biological resources, cultural resources and geology/soils, but the Project Applicant has agreed to implement mitigation measures that would avoid or reduce the effects to a point where clearly no significant effects would occur. The Initial Study determined that, with the incorporation of mitigation measures, there is no substantial evidence in light of the whole record before the Lead Agency (City of Chino) that the Project would have a significant effect on the environment. Based on the Initial Study's findings, the City of Fontana determined that an MND is appropriate for the proposed Project pursuant to CEQA Guidelines § 15070(b).

### **1.3.4 Format and Content of Mitigated Negative Declaration**

The following components comprise the MND in its entirety:

- 1) This document, including all sections. Section 4.0 comprises the completed Initial Study Checklist ("Initial Study") and its associated analyses which document the reasons to support the findings and conclusions of the Initial Study. Section 5.0 comprises the Mitigation Monitoring and Reporting Program (MMRP), which lists all mitigation measures imposed on the Project to ensure that the physical effects to the environment that result from implementation of the Project are reduced to less-than-significant levels. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.
- 2) Fourteen (14) technical reports that evaluate the environmental effects of the proposed Project are attached as Technical Appendices A-J. Each of the appendices listed below are available for review at the City of Chino Development Services Department, Planning Division, located at 13220 Central Avenue, Chino, CA 91710, and are hereby incorporated by reference pursuant to CEQA Guidelines § 15150.

Appendix A1 "East End and County Industrial Air Quality Impact Analysis" prepared by Urban Crossroads and dated January 2, 2020.

Appendix A2 "East End and County Industrial Mobile Source Health Risk Assessment" prepared by Urban Crossroads and dated January 2, 2020.

Appendix B "Biological Technical Report" prepared by Glenn Lukos Associates and dated April 30, 2020.



- Appendix C “Cultural Resources Study for the County Road and East End Avenue Project” prepared by Brian F. Smith & Associates and dated October 25, 2019.
  - Appendix D “East End and County Industrial Energy Analysis” prepared by Urban Crossroads and dated January 2, 2020.
  - Appendix E1 “Geotechnical Investigation – Proposed Warehouse Building Development” prepared by NorCal Engineering and dated June 25, 2019.
  - Appendix E2 “Paleontological Assessment for the County Road and East End Avenue Project” prepared by Brian F. Smith & Associates and dated October 17, 2019.
  - Appendix F “East End and County Industrial Greenhouse Gas Analysis” prepared by Urban Crossroads and dated January 2, 2020.
  - Appendix G “Phase I Environmental Site Assessment and Soil Vapor Survey Report” prepared by SCS Engineers and dated June 13, 2019.
  - Appendix H1 “Water Quality Management Plan for County Road and East End Avenue” prepared by Thienes Engineering and dated August 19, 2019.
  - Appendix H2 “Preliminary Hydrology Calculations for East End Avenue Industrial Building” prepared by Thienes Engineering and dated April 14, 2020.
  - Appendix I “East End and County Industrial Noise Impact Analysis” prepared by Urban Crossroads and dated January 5, 2020.
  - Appendix J “East End and County Industrial - Focused Traffic Impact Analysis” prepared by Urban Crossroads and dated January 29, 2020.
- 3) All plans, policies, regulatory requirements, and other documentation that is incorporated by reference in this document pursuant to CEQA Guidelines § 15150.

### **1.3.5 Mitigated Negative Declaration Processing**

The City of Chino Development Services Department, Planning Division directed and supervised the preparation of this MND. Although prepared with the assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this MND reflect the sole independent judgment of the City of Chino.

A Notice of Intent (NOI) to adopt the MND will be distributed to the following entities for a 30-day public review period: 1) organizations and individuals who have previously requested such notice in writing to the City of Chino; 2) property owners within a 300-foot radius of the Project site as shown on the latest equalized assessment roll; 3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and 4) the State Clearinghouse CEQAnet Web Portal. Per Executive Order N-54-20, the NOI does not need to be posted with the County of San Bernardino Clerk of the Board of Supervisors due to the State of Emergency in California as a result of the COVID-19 threat. The NOI identifies the internet location(s) where the MND, Initial Study, MMRP, and associated Technical Appendices are available for public review.

Following the public review period, the City of Chino will review any comment letters received and determine whether any substantive comments were provided that may warrant revisions to the MND document. If substantial revisions as defined by CEQA Guidelines § 15073.5(b) are not necessary, then

the MND will be finalized and forwarded to City of Chino decision-makers for review as part of their deliberations concerning the Project. If the Project is approved, the City of Chino will adopt findings relative to the Project's environmental effects, as disclosed in this MND, and a Notice of Determination (NOD) will be filed with the County of San Bernardino Clerk of the Board of Supervisors.

---

## **2.0 ENVIRONMENTAL SETTING**

---

---

## 2.0 ENVIRONMENTAL SETTING

---

### 2.1 PROJECT SETTING

#### 2.1.1 Project Location

Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, depict the location of the Project site. The Project site is located north of County Road and east/west of East End Avenue in the City of Chino, San Bernardino County, California. The Project site encompasses Assessor Parcel Numbers (APNs) 101-625-132, 101-627-103 and -115, and 101-628-102 to -109.

#### 2.1.2 Surrounding Land Uses and Development

The land uses surrounding the Project site are described below and illustrated on Figure 2-3, *Surrounding Land Uses and Development*.

North:

Union Pacific Railroad tracks form the northerly boundary of the Project site. North of the railroad tracks is an industrial park (west of East End Avenue) and a residential neighborhood comprised of detached homes (east of East End Avenue).

East:

Union Pacific Railroad tracks form the easterly boundary of the Project site. A residential neighborhood comprised of detached homes and State Route 60 (SR-60) is located farther east beyond the railroad tracks.

South:

County Road forms the majority of the southern boundary of the Project site; the remaining southern boundary is formed by a San Bernardino County Flood Control District (SBCFCD) channel. Beyond County Road and the SBCFCD channel is SR-60.

West:

San Antonio Creek forms the western boundary of the Project site. West of San Antonio Creek is an industrial park.

### 2.2 PLANNING CONTEXT

#### 2.2.1 General Plan Land Use & Zoning Designations

The prevailing planning document for the Project site and its surrounding area is the City of Chino General Plan. The City of Chino General Plan designates approximately 10.6 acres on the western portion of the Project site (abutting the San Antonio Creek Channel) for “General Industrial (G-I)” land uses and approximately 3.9 acres on the eastern portion of the Project site (abutting East End Avenue) for “Light Industrial (L-I)” land uses as shown in Figure 2-4, *Existing General Plan Land Use Map*. The General Industrial land use designation provides for heavy industrial or manufacturing uses. The Light Industrial land use designation provides for similar types of land uses as General Industrial, but at a lower intensity (City of Chino, 2010a, pp. LU-14 and LU-15).

As shown on Figure 2-5, *Existing Zoning Map*, approximately 10.6 acres on the western portion of the Project site is zoned “General Industrial (M-2)” and approximately 3.9 acres on the eastern portion of the Project site is zoned “Light Industrial (M-1).” The purpose of the M-2 zoning classification is to provide

areas for a broad range of industrial uses. The M2 district allows for manufacturing, utilities and related uses that are not compatible with commercial or residential uses. The purpose of the M-1 zoning classification is to provide areas for manufacturing which can be considered light in nature by reason of its size, activity, and performance characteristics. It is intended that the M1 zone is used to provide for a wide variety of manufacturing uses that produce relatively limited volumes of traffic, noise, odors, or pollutant. (City of Chino, 2019) Development within the M-2 and M-1 zones are subject to the use regulations and development standards set forth in the City of Chino Municipal Code, Chapter 20.07, *Industrial Zoning Districts*.

## **2.3 EXISTING SITE CONDITIONS**

Pursuant to CEQA Guidelines § 15125(a)(1), the physical environmental condition for purposes of establishing the setting of an MND is the environment as it existed at the time the Lead Agency commences the environmental analysis for a project. The City of Chino began the environmental review for the Project in October 2019; therefore, the environmental setting for the Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed as of that approximate date.

### **2.3.1 Land Use**

The Project site is vacant and cleared. The Project site formerly contained vacant and dilapidated structures, including several single-family residences and outbuildings. All of the structures on-site contained boarded up doors and windows and had been vandalized. To address the blighted conditions on the Project site, the property owner demolished all structures on the Project site in December 2019 under approved City of Chino Demolition Permit Nos. B19-2552 through B19-2557.

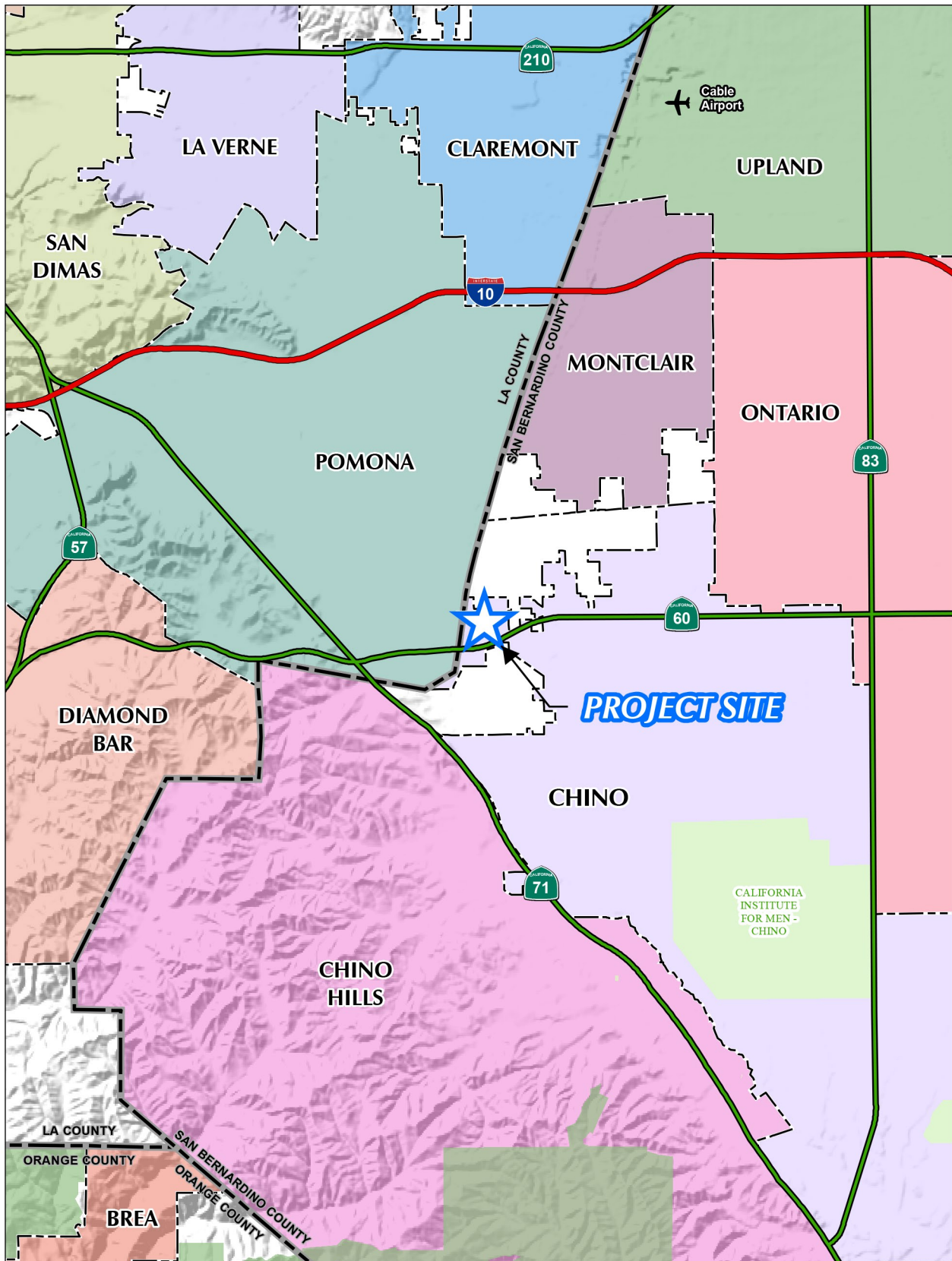
### **2.3.2 Aesthetic and Topographic Features**

The Project site is generally flat with an approximate elevation of 765 feet above mean sea level (amsl). Figure 2-6, *USGS Topographic Map*, illustrates the general topographic character of the Project site. The Project is characterized by flat, vacant land with patchy ruderal vegetation. There are no existing sources of light or glare within the Project site. Power poles with overhead powerlines are installed along County Road and East End Avenue.

### **2.3.3 Site Access and Circulation**

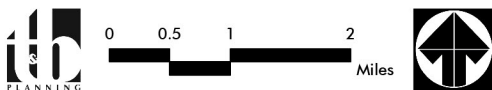
The Project site is located directly north of County Road (an east-west oriented roadway) and east/west of East End Avenue (a north-south oriented roadway). Under existing conditions, there are six private driveways that connect the Project site to County Road and no driveways that link East End Avenue with the Project site.

The Project site is located in proximity to two on/off-ramps to SR-60: approximately 0.4-mile (driving distance) east of the S. Reservoir Street on/off-ramp and approximately 1.5 miles (driving distance) west of the Ramona Avenue on/off-ramp. SR-60 is an east-west oriented freeway facility that connects to Interstate 15 (I-15) approximately 11.5 miles west of the Project site and, also, connects to SR-71 approximately 1.7 miles west of the Project site. I-15, SR-60, and SR-71 are part of the State highway system operated by the California Department of Transportation (Caltrans).



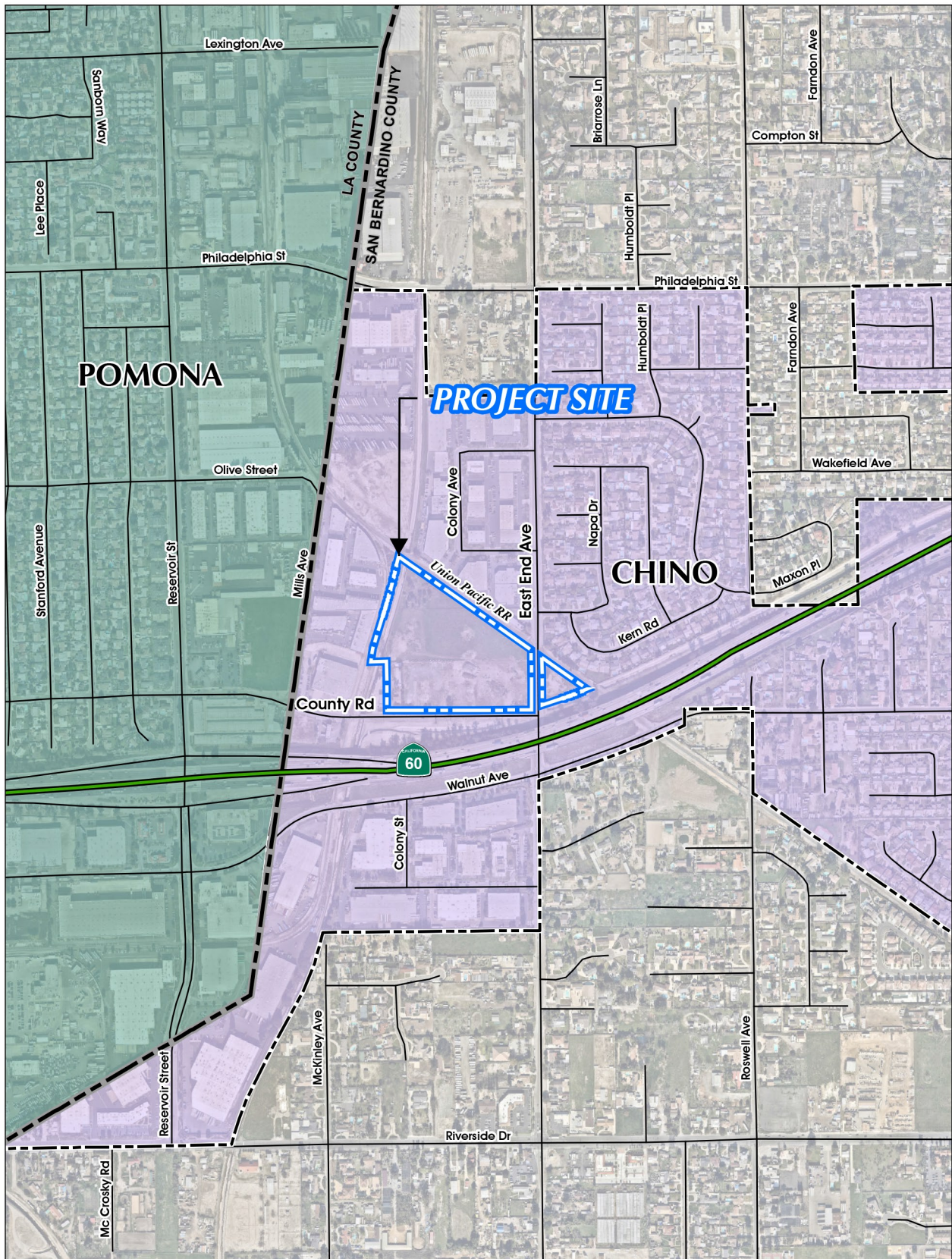
Source(s): ESRI, LA GIS Portal (2018), OCLandBase (2018), RCTLMA (2019), SANBAG (2018), SBCTA (2019)

Figure 2-1



## Regional Map





Source(s): ESRI, LA County (2018), Nearmap Imagery (2019), SBCTA (2019)

Figure 2-2



## Vicinity Map





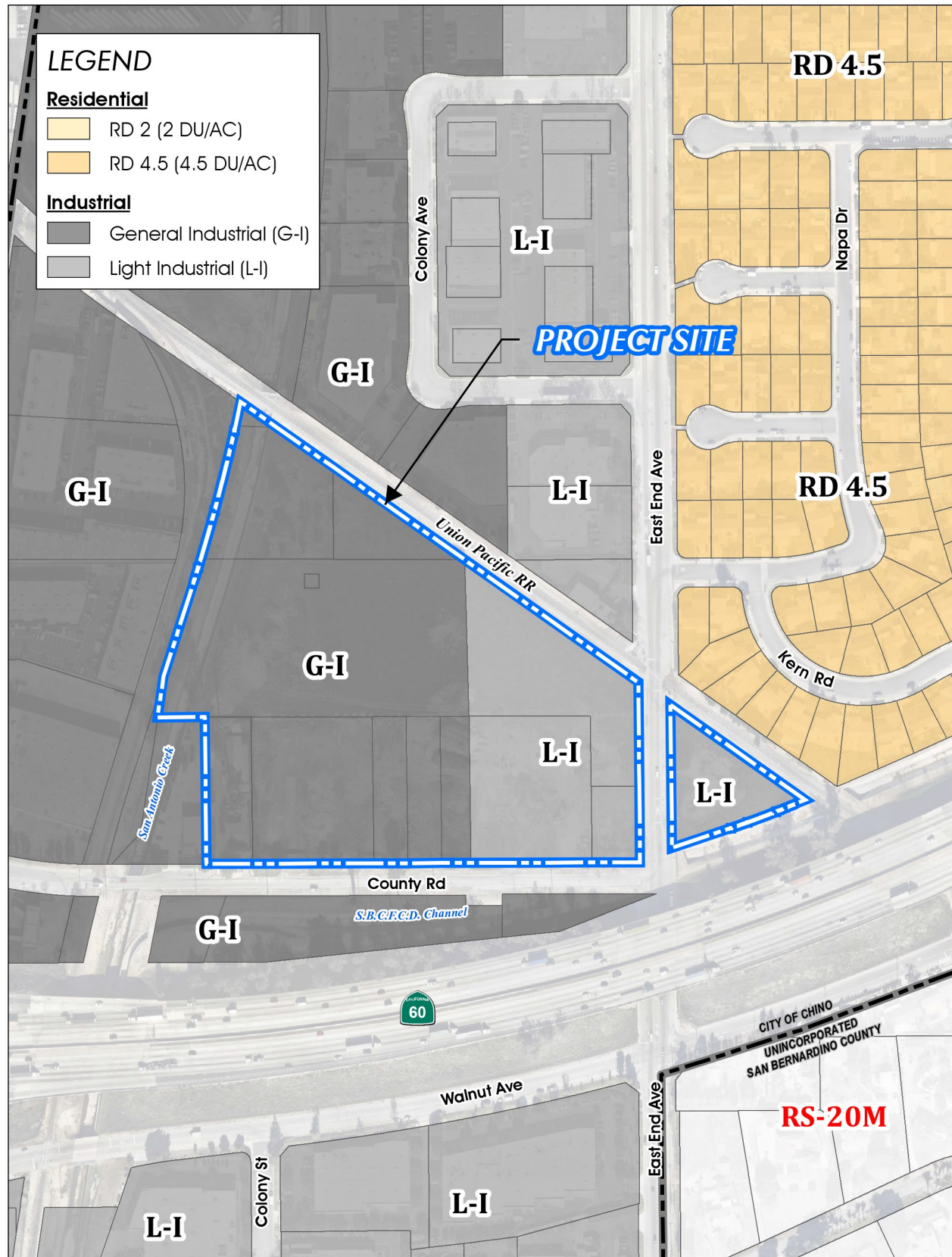
Source(s): ESRI, LA County (2018), Nearmap Imagery (2019), SBCTA (2019)

Figure 2-3



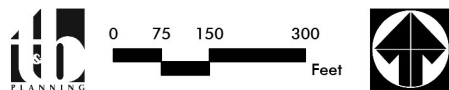
## Surrounding Land Uses and Development



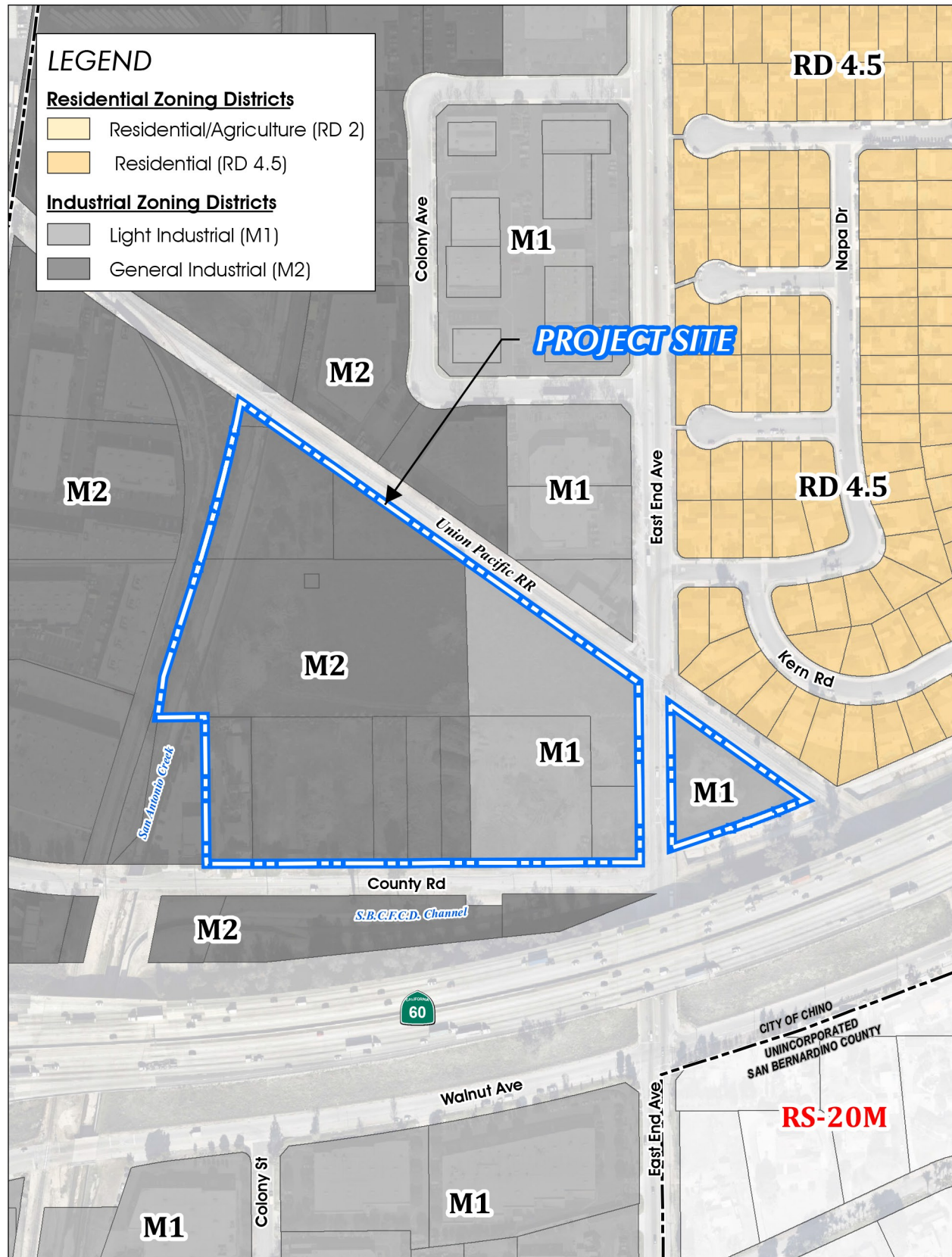


Source(s): City of Chino (2018), ESRI, LA County (2018), Nemap Imagery (2019), SBCTA (2019)

Figure 2-4



## Existing General Plan Land Use Map



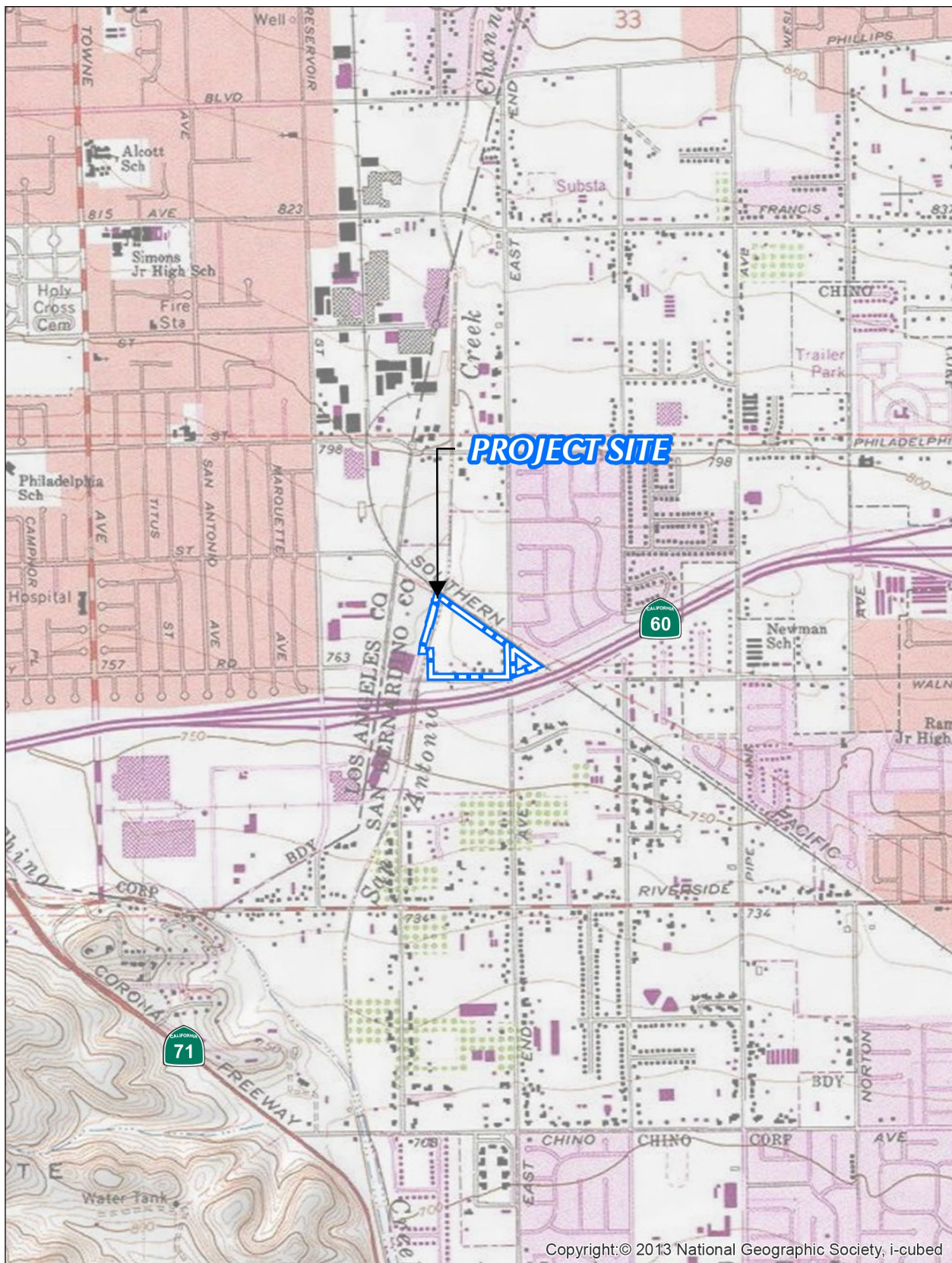
Source(s): City of Chino (2018), ESRI, LA County (2018), Nearmap Imagery (2019), SBCTA (2019)

Figure 2-5



## Existing Zoning Map





Source(s): ESRI, USGS (2013)

Figure 2-6



0 425 850 1,700  
Feet



USGS Topographic Map

### **2.3.4 Air Quality and Climate**

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County Line to the south. The SCAB is within the jurisdiction of South Coast Air Quality Management District (SCAQMD); SCAQMD is charged with bringing air quality in the SCAB into conformity with federal and state air quality standards. The climate of the SCAB is characterized as semi-arid and more than 90% of the SCAB's rainfall occurs from November through April. During the dry season, which also coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, characterized by a daytime onshore sea breeze and a nighttime offshore drainage wind (Urban Crossroads, 2020a, p. 9).

In the Project region, the SCAB does not attain State and/or federal standards established for one-hour and eight-hour Ozone ( $O_3$ ) concentrations and particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ) concentrations. Local air quality in the vicinity of the Project site has exceeded air quality standards for one-hour and eight-hour ozone concentrations and particulate matter concentrations within the last three years, as recorded at the nearest air monitoring station to the Project site (Pomona/Walnut Valley monitoring station source receptor area [SRA] 10) (Urban Crossroads, 2020a, p. 20). Refer to Table 2-4 in the Project's air quality report (refer to *Appendix A1*) for a summary of air quality conditions in the vicinity of the Project site over the last three years.

The SCAQMD conducted an in-depth analysis of toxic air contaminants and their associated health risks within the SCAB. This study, titled "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV)," shows that the average excess cancer risk from exposure to air pollution fell within the SCAB by approximately 50% in the 10 years prior to the publishing of the MATES IV. Nonetheless, MATES IV calculated that the Project area has an ambient excess carcinogenic risk of 1,079.79 in one million persons. (Urban Crossroads, 2020a, p. 34) Information about specific air pollutants and their effects on human health are contained in the Air Quality Impact Analysis and Health Risk Assessment provided as *Appendix A1 and A2*, respectively, to this MND.

### **2.3.5 Geology**

There are no known active or potentially active earthquake faults within or adjacent to the Project site and the Project site is not located within an "Alquist-Priolo" Special Studies Zone (NorCal Engineering, 2019, p. 2). The closest active fault to the Project site, the Chino Central fault, is located approximately 1.2 miles south of the Project site (City of Chino, 2010a, Figure SAF-1). Similar to other properties throughout Southern California, the Project site is located within a seismically active region and is subject to ground shaking in the event of seismic activity along nearby faults.

During subsurface investigations conducted on the Project site in 2019, groundwater was not encountered in any of the test excavations; nearby monitoring well data suggests that groundwater is located more than 100 feet below the ground surface in the Project site vicinity (NorCal Engineering, 2019, p. 4).

### **2.3.6 Soils**

The Project site features artificial fill soils to a depth of 6 to 18 inches. These soils were classified as silty sand with some gravel and roots. Beneath the surficial fill soils, the Project site contains native soils ranging from silty sand to sandy silt. These soils were noted to be generally medium dense and damp to moist,

although silt materials had very moist conditions in some of the excavation locations; sand, silt, and gravel content varied with depth of explorations (NorCal Engineering, 2019, p. 4).

### **2.3.7 Hydrology**

The Project site is located in the Santa Ana River watershed, which drains an approximately 2,650 square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in the San Bernardino Mountains, approximately 23 miles northeast of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, Los Angeles, and Orange counties before spilling into the Pacific Ocean.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C8615H, a majority of the Project site is located within “Flood Zone X (unshaded)” which corresponds with areas subject to inundation by the 0.2-percent-annual-chance flood event. A narrow, linear portion of the Project site west of East End Avenue and abutting County Road is located within “Flood Zone A” which corresponds with areas subject to inundation by the 1-percent-annual-chance flood event. (FEMA, 2008)

Under existing conditions, the majority of the stormwater on the Project site sheet flows to the west towards San Antonio Creek, south towards the SBCFCD channel, and east towards East End Avenue. (Thienes Engineering, 2019a, p. 1-2).

### **2.3.8 Noise**

The primary source of noise in the Project site vicinity includes vehicle noise generated from East End Avenue, Walnut Avenue, and SR-60. Based on 24-hour noise measurements collected by the consulting firm Urban Crossroads on October 30, 2019, average noise levels in the Project area range between 60.9 equivalent decibels (dBA Leq) and 81.1 dBA Leq (Urban Crossroads, 2020e, p. 25).

### **2.3.9 Utilities and Service Systems**

Under existing conditions, the Project area receives domestic water service from the Monte Vista Water District (MVWD). Wastewater generated on the Project site is conveyed into the City of Chino’s local sanitary sewer system, for transmission to larger regional conveyance facilities and ultimately to wastewater treatment facilities (RP-3 or RP-5) operated by the Inland Empire Utilities Authority (IEUA). Existing water and sewer lines are located beneath County Road and East End Avenue. Solid waste generated in the City of Chino is deposited at the El Sobrante Landfill.

### **2.3.10 Vegetation**

Based on field surveys conducted by Glenn Lukos Associates (GLA) biologists, the Project site contains four distinct vegetation classes: Developed/Flood Control Channel (1.69 acres), Disturbed/Developed (7.3 acres), Disturbed/Ruderal (7.68 acres), and Ornamental (0.65 acre). No natural vegetation communities or federal- or State-listed plant species were observed within the Project site during vegetation survey (GLA, 2020). Refer to *Appendix B* to this MND for a compendium of plant species observed on the Project site.

### **2.3.11 Wildlife**

Considering the disturbed nature of the Project site, species diversity is relatively low and the Project site predominantly supports species adapted to an urban environment. Common wildlife species detected during the general biological surveys include Botta’s pocket gopher (*Thomomys bottae*), house sparrow

(*Passer domesticus*), European starling (*Sturnus vulgaris*), and Eurasian collared dove (*Streptopelia decaocto*) (GLA, 2020). Refer to *Appendix B* to this MND for a compendium of wildlife species observed on the Project site.

---

## **3.0 PROJECT DESCRIPTION**

---

### 3.0 PROJECT DESCRIPTION

The Project evaluated by this MND is located within the City of Chino, San Bernardino County, California. The Project consists of applications for a Site Approval (PL19-0086) and Tentative Tract Map No. 20158 (PL19-0103). Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the City of Chino Development Services Department which is located at 13220 Central Avenue, Chino, California, 91708. A detailed description of the Project is provided in the following sections. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-4, *Summary of Project Approvals/Permits*, at the end of this section.

### 3.1 PROPOSED DISCRETIONARY APPROVALS

#### 3.1.1 Site Approval (PL19-0086)

##### A. General Description

The Project Applicant proposes the development (construction and operation) of four industrial use buildings on the Project site. Three buildings (Buildings 1, 2, and 3) would be developed on the portion of the Project site located west of East End Avenue and one building (Building 4) would be developed on the portion of the Project site located east of East End Avenue. The conceptual site plan for the Project is illustrated on Figure 3-1, *Conceptual Site Plan*. A summary of the buildings proposed by the Project is provided in Table 3-1, *Site Plan Summary*.

**Table 3-1 Site Plan Summary**

Building	Use	Floor Area
1	High-Cube Fulfillment Warehouse	211,326 s.f.
2	Industrial Park	24,942 s.f.
3		15,340 s.f.
4		15,252 s.f.
Total		266,860 s.f.

Vehicular access would be provided to the portion of the Project site located west of East End Road by two driveways on County Road and a single driveway on East End Avenue. Vehicular access would be provided to the portion of the Project site located east of East End Road by a single driveway on east End Avenue. All driveways would be accessible to both passenger vehicles and trucks and would have no restrictions on turning movements (both right and left turns would be allowed for inbound and outbound vehicles). Sight distance at each Project driveway will be reviewed by the City of Chino at the time of preparation of final grading, landscape and street improvement plans to ensure that standard Caltrans and City of Chino sight distance standards are met.

##### B. Parking and Loading

The Project provides a range of parking and loading options across the Project site, as summarized in Table 3-2, *Parking and Loading Summary*.

Bicycle parking spaces (“racks”) would be provided at the southeast portion of Building 1, northwest portion of Building 2, the east side of Building 3, and the west side of Building 4 in conformance with Chino Municipal Code Chapter 20.18.060 which requires bicycle parking spaces be provided at a rate equal to five percent of the total required parking spaces (City of Chino, 2019).



**Table 3-2      Parking and Loading Summary**

<b>Building Number</b>	<b>Standard Parking Spaces</b>	<b>Accessible Parking Spaces</b>	<b>Electric Vehicle Parking Spaces</b>	<b>Loading Dock Doors (Dock High)</b>	<b>Loading Dock Doors (Grade Level)</b>	<b>Trailer Parking Spaces</b>
1	109	2	10	28	--	14
2	57	3	6	--	8	--
3	24	2	3	--	4	--
4	21	1	1	--	2	--
<b>Total</b>	<b>211</b>	<b>8</b>	<b>20</b>	<b>28</b>	<b>14</b>	<b>14</b>

### **C.      Architecture**

Figure 3-2, *Conceptual Architectural Elevations*, depicts the Project's conceptual architectural design. The building elevations shown on Figure 3-2 are representative of the building facades that would be visible from County Road and East End Avenue. Building 1 would have a have a maximum exterior height of approximately 46 feet and an interior clear height of 36 feet. Buildings 2, 3, and 4 would each have a maximum exterior height of approximately 30 feet and an interior clear height of 24 feet. All proposed buildings would be constructed with painted concrete tilt-up panels and low reflective, blue-glazed glass. Articulated building elements, including parapets, wall recesses and clear mullions are proposed as decorative elements. The exterior color palette for the proposed buildings are comprised of various neutral, earth-toned colors, including shades of beige, tan, and brown, with the exception of the loading dock doors which would be painted white, and green color accents.

Prior to the issuance of building permits to construct the Project, the Project Applicant would be required to submit construction documents/plans to the City of Chino for review and approval. The construction documents/plans would be required to comply with the City of Chino Building Code, which based on the California Building Code, is included in Chapter 15 of the City of Chino Municipal Code.

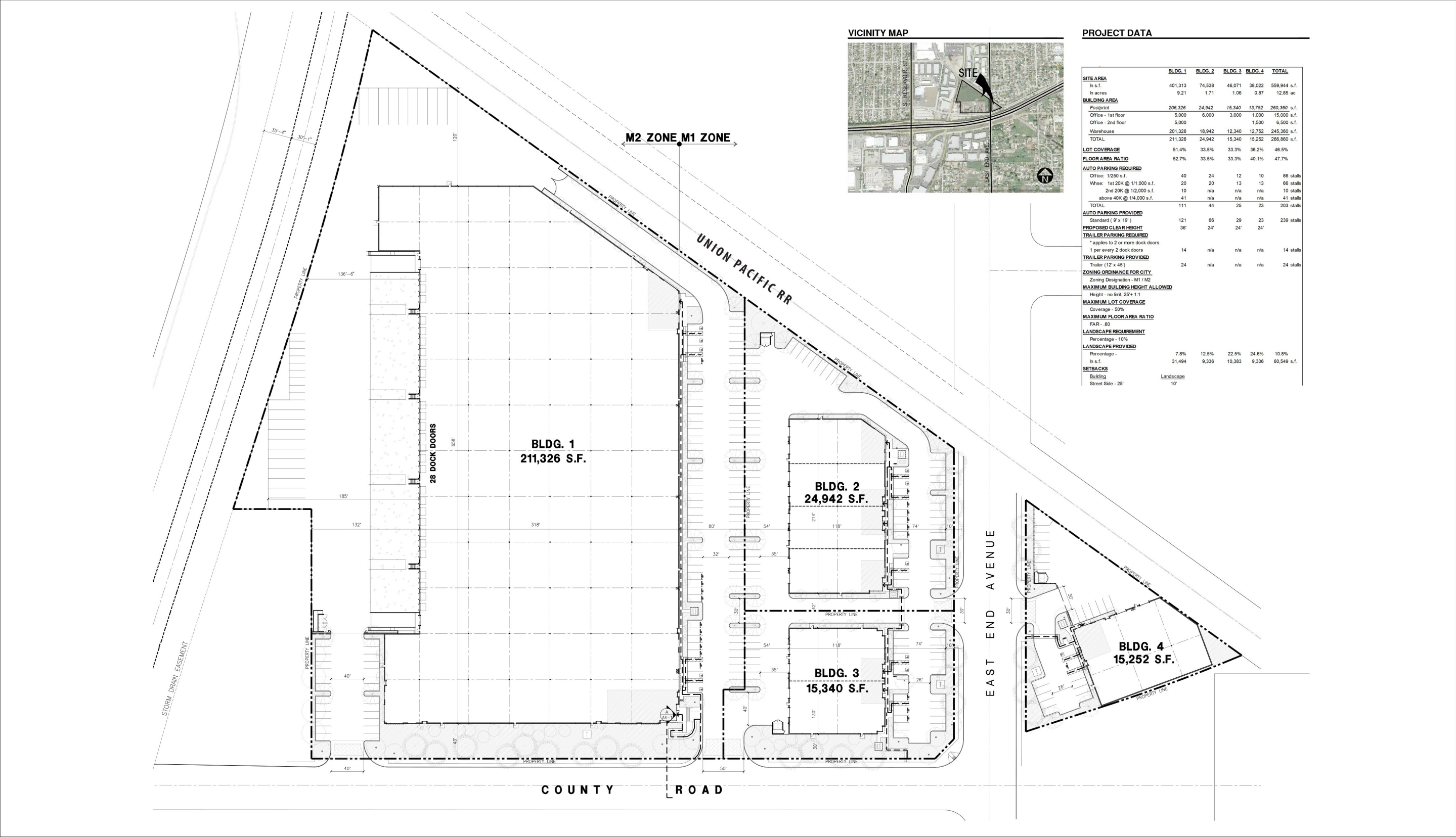
### **D.      Landscaping**

The conceptual landscape plan for the Project site is illustrated on Figure 3-3, *Conceptual Landscape Plan*. Proposed landscaping would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. As shown on Figure 3-3, trees and groundcover would be concentrated along the Project site's frontage with County Road and East End Avenue. Landscaping also would occur at driveways and building entries and in and around automobile parking areas.

Prior to the issuance of a building permit to construct the Project, the Project Applicant would be required to submit final planting and irrigation plans to the City of Chino for review and approval. The plans are required to comply with the landscaping requirements from Chapter 20.19 of the Chino Municipal Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency (City of Chino, 2019).

#### **3.1.2      Tentative Parcel Map No. 20158 (PL19-0103)**

Proposed Tentative Parcel Map No. 20158 (PL19-0103) provides for the consolidation of the 12 existing parcels on the Project site and the creation of four new parcels to facilitate the implementation of Site Approval PL19-0086, as described on the preceding pages.



Source(s): HPA (11-11-2019)

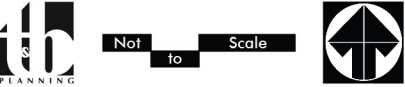


Figure 3-1

Site Plan



Building 1 - South Elevation



Building 2 - East Elevation

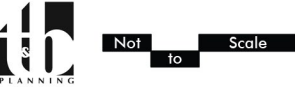


Building 3 - South Elevation

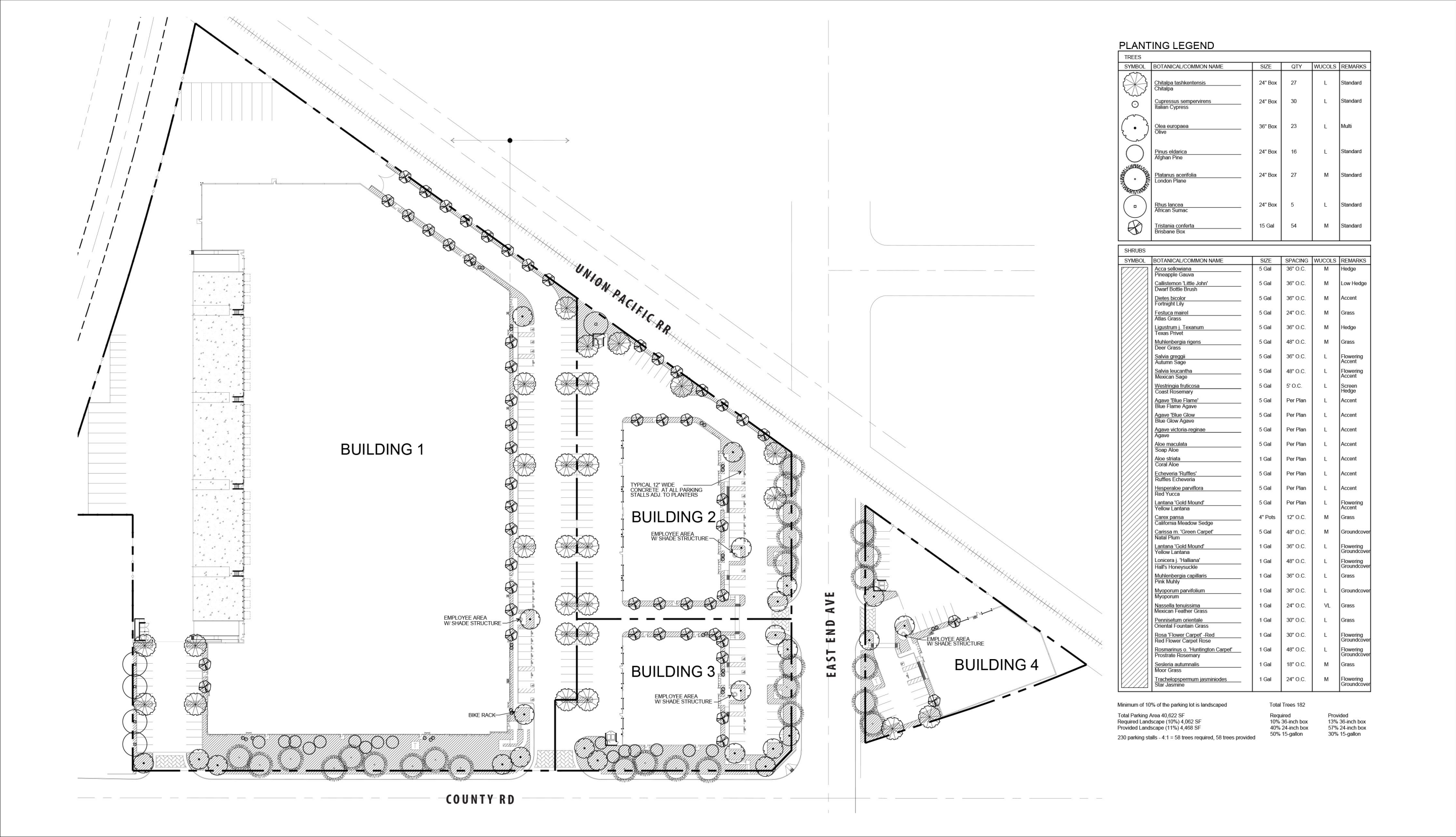


Building 3 - South Elevation

Source(s): HPA (11-13-2019)







Source(s): Hunter Landscape (11-13-2019)



Figure 3-3

Conceptual Landscape Plan

## **3.2 PROJECT TECHNICAL CHARACTERISTICS**

### **3.2.1 Project Improvements**

#### **A. *Public Roadway Improvements***

The existing public street network abutting the Project site consists of East End Road to the east and west and County Road to the south. The Project includes the following public roadway improvements in conjunction with development of the Project site:

1. The Project Applicant would construct East End Avenue from the northern Project site boundary to County Road to its ultimate full-section width as a Secondary Arterial (88-foot ultimate right-of-way).
2. The Project Applicant would construct the north side of County Road from the western Project site boundary to East End Avenue to its ultimate half-section width as a Local Street (60-foot ultimate right-of-way).
3. At the intersection of East End Avenue at County Road, the Project Applicant would construct a southbound right turn lane (trap lane).
4. At the intersection of the Project's driveways and East End Road, the Project Applicant would construct a left turn lane (within a two way left turn lane) and shared through-right turn lane along the northbound leg and a left turn (within a two way left turn lane) and shared through-right turn lane on the southbound leg.

#### **B. *Utility Improvements***

##### **Water Infrastructure**

MVWD would provide water service to the Project site. As depicted on Figure 3-4, *Conceptual Water and Sewer Plan*, numerous connection points are proposed to the existing water line installed beneath County Road and East End Avenue for indoor, outdoor (i.e., landscape irrigation), and fire protection (i.e., fire hydrant) services. All proposed water facilities would be designed and constructed in accordance with MVWD standards.

##### **Sanitary Sewer Infrastructure**

The City of Chino would provide wastewater conveyance services to the Project site. As shown on Figure 3-4, the Project would connect to the existing sewer lines in County Road and East End Avenue. All proposed wastewater facilities would be designed and constructed in accordance with the City's standards.

##### **Stormwater Drainage Infrastructure**

The Project's proposed on-site storm drain system of catch basins, gutters, underground storm drain pipes, and three subsurface infiltration chambers to capture on-site stormwater runoff flows, convey the runoff across the site, and treat the runoff with best management practices (BMPs) to minimize the amount of water-borne pollutants carried from the Project site. In general, the western portion of the Project site (areas west of East End Avenue) would drain to the San Antonio Creek Channel (west of the Project site) and to the Chino Storm Drain (south of the Project site). The eastern portion of the Project site (area to the east of East End Avenue) would also drain to the Chino Storm Drain via an existing storm drain located within East End Avenue.

On the portion of the Project site west of East End Avenue, “first flush” stormwater runoff flows (i.e., typically the first ¾-inch of initial surface runoff after a rainstorm, which contains the highest proportion of waterborne pollution) would be conveyed to one of the underground infiltration chambers located east and west of Building 1; on the portion of the Project site east of East End Avenue, first flush runoff flows would be conveyed to an underground infiltration chamber located west of Building 4. Stormwater runoff captured after the first flush would be routed through the Project site as described below.

- Runoff from Buildings 1, 2, and 3, the parking area between these buildings, the truck court for Building 1, and off-site flow from the abutting railroad tracks would drain to on-site catch basins and would be conveyed westerly towards the San Antonio Creek Channel by underground storm drain pipes. The proposed on-site storm drain system would utilize an existing on-site outlet to discharge storm water flows to the San Antonio Creek Channel.
- Runoff from the vehicle parking areas located east of Buildings 2 and 3, as well as the drive aisle between these buildings, would drain to on-site catch basins and flows would be conveyed southerly via an on-site storm drain. This storm drain would connect to an existing catch basin on the south side of County Road and ultimately drain to Chino Storm Drain Channel via an existing outlet. Although the Project expects to utilize the existing storm drain outlet to the Chino Storm Drain Channel, depending on final design elevations, it may be necessary to modify the outlet to the Channel and/or the storm drain pipe segment located between the existing catch basin on the south side of County Road and the Channel outlet.
- Runoff from the portion of the Project site located east of East End Avenue would be collected in on-site catch basins and a proposed on-site storm drain would convey this flow to the existing storm drain in East End Avenue.

During peak storm events, stormwater would be temporarily detained (via ponding) in a portion of the truck court for Building 1 to a maximum depth of approximately 1.1-feet-deep. The proposed stormwater drainage system for the Project is depicted on Figure 3-5, *Conceptual Drainage Plan*.

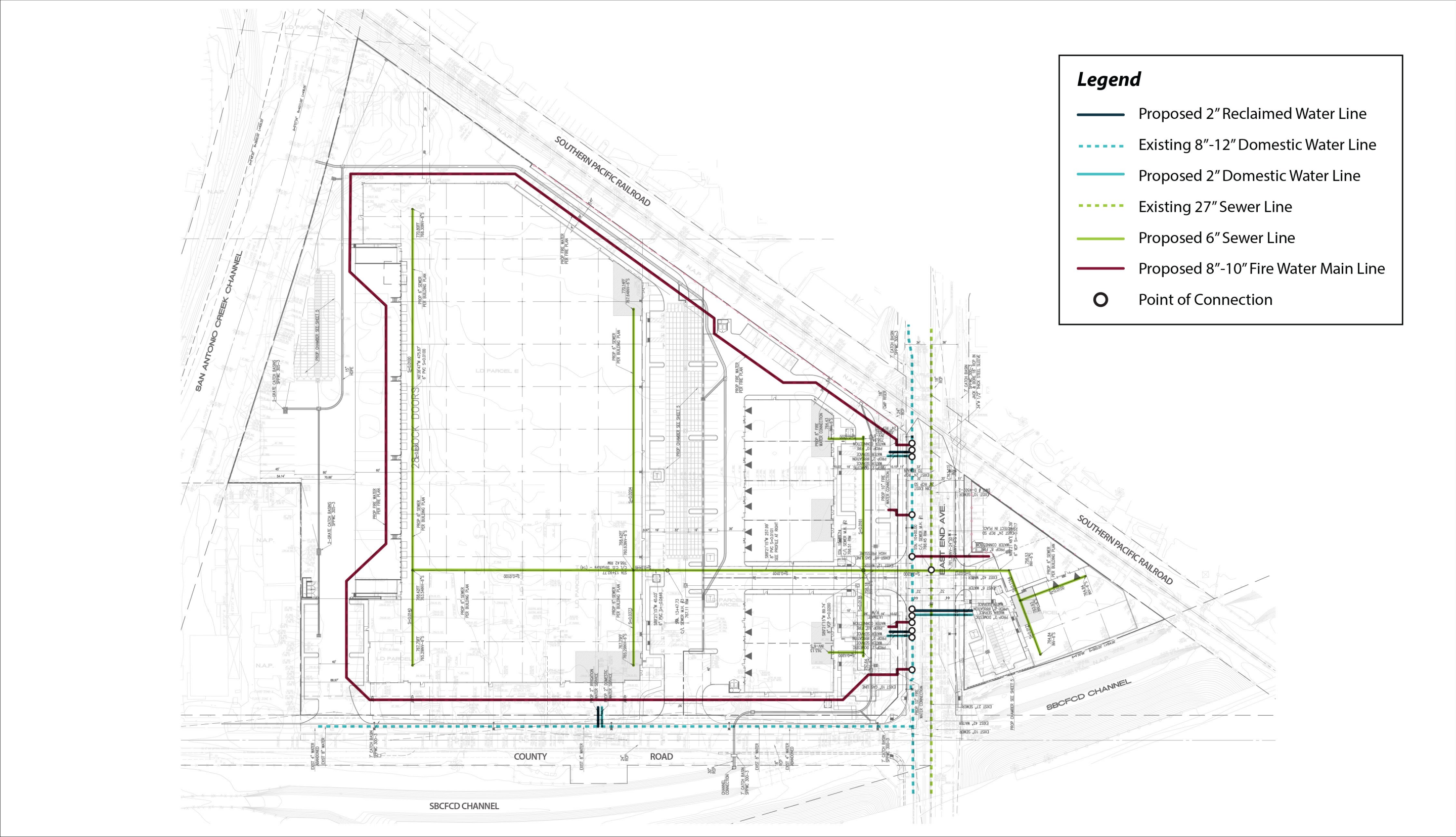
#### Dry Utilities

Implementation of the Project would result in the removal of two wooden power poles along the Project site frontage with East End Avenue (on the east side of the street). The existing above-ground electric transmission lines suspended on the poles would be undergrounded as part of the Project’s construction. The removal of the power poles and the undergrounding of the transmission lines would be performed in coordination with Southern California Edison.

### **C. Earthwork and Grading**

Physical disturbances necessary to implement the Project include grading of the entire Project site. Undergrounded utilities would be installed to a depth of three to six feet below grade. Other than the public roadway and utility improvements described above, no other off-site physical impacts are proposed by the Project Applicant. The *Conceptual Grading Plan* is illustrated on Figure 3-6, *Conceptual Grading Plan*. Proposed earthwork activities associated with the Project would result in approximately 13,000 cubic yards (c.y.) of cut and fill. Based on the expected shrinkage and compaction of on-site soils, earthwork activities are expected to balance and no import or export of soil materials would be required. As part of proposed grading, the Project Applicant would construct retaining walls partially or wholly-below grade along portions of the western Project site boundary abutting the San Antonio Channel. When grading is complete, the Project site would have a slight downward slope from north to south.

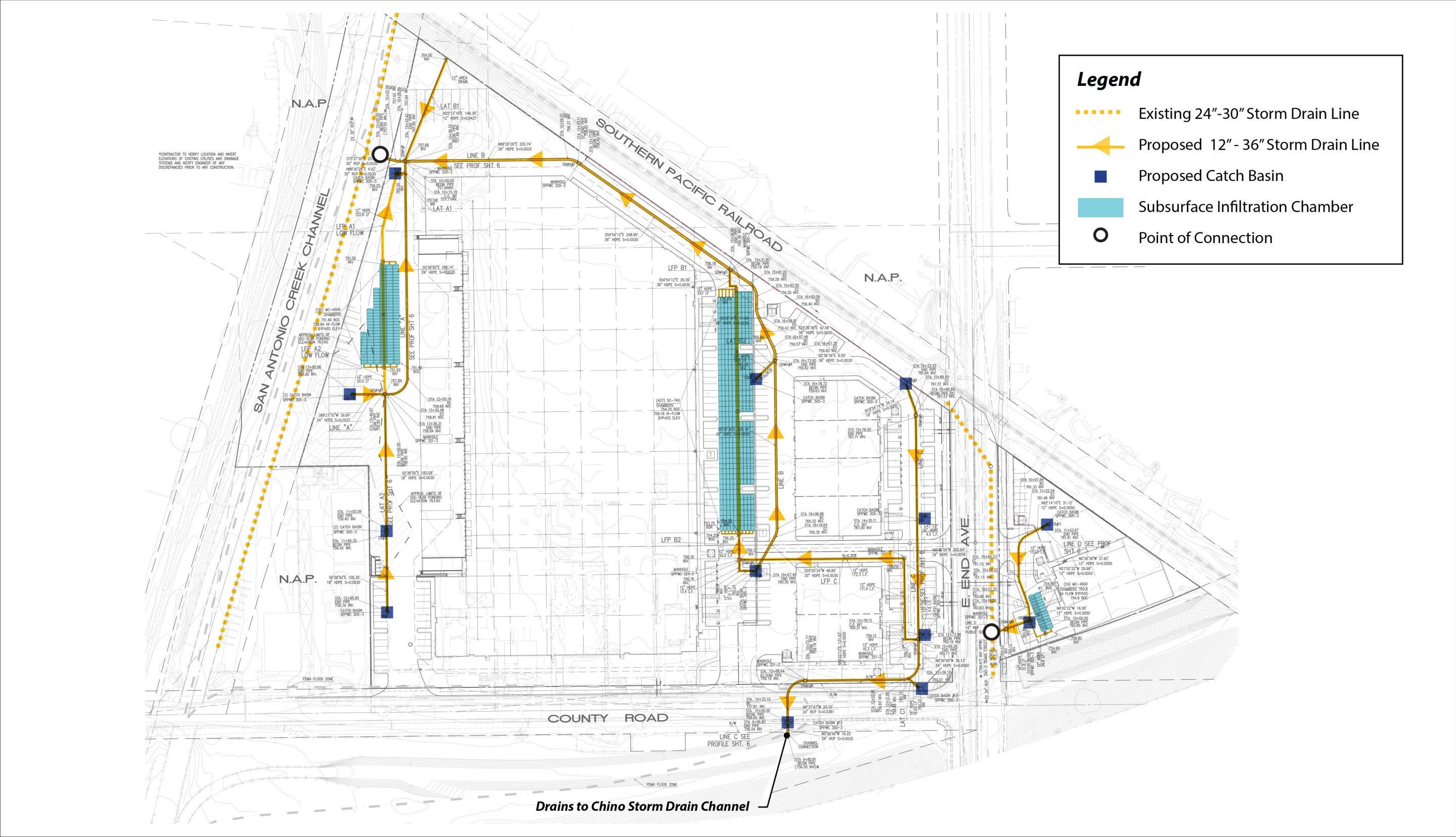




Source(s): Thienes Engineering, Inc. (04-14-2020)







Source(s): Thienes Engineering, Inc. (04-14-2020)

Figure 3-5



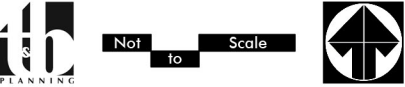
Conceptual Drainage Plan





Source(s): Thienes Engineering, Inc. (04-14-2020)

Figure 3-6



Conceptual Grading Plan

### 3.2.2 Construction Characteristics

Based on information provided by the Project Applicant, the Project is expected to be constructed over a period of approximately 18 months. For purposes to analysis in this MND, construction is assumed to commence June 2020 and finish December 2021. Demolition and site preparation would occur first, followed by mass-grading and installation of underground infrastructure and retaining walls. Next, fine grading would occur, surface materials would be poured, and the proposed building would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed.

Construction workers would travel to the site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction equipment is expected to operate on the Project site up to eight hours per day, six days per week. Even though construction activities are permitted to occur between 7:00 a.m. to 8:00 p.m. on Mondays through Saturdays pursuant to the Chino Municipal Code Section 15.44.030, construction equipment is not in continual use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, eight hours of daily use per piece of equipment is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities which require air temperatures to be lower than daytime temperatures), the Project Applicant would be required to obtain authorization for nighttime work from the City of Chino.

The types and numbers of heavy equipment expected to be used during Project construction activities are listed in Table 3-3, *Construction Equipment Assumptions*.

**Table 3-3 Construction Equipment Assumptions**

Activity	Equipment	Number	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: (Urban Crossroads, 2020a, Table 3-3)

### 3.2.3 Operational Characteristics

At this time, the future occupant(s) of the Project is unknown. The Project Applicant expects that Building 1 would be used as a high-cube warehouse fulfillment center and that Buildings 2, 3, and 4 would be used as an industrial park (which are typically characterized by a mix of small manufacturing, service, and warehouse businesses). The Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Exterior lighting would be subject to compliance with the Chino Municipal Code (Chapter 20.10.090), which requires exterior lighting to be energy-efficient, shielded, or recessed, and directed downward and away from adjoining properties (City of Chino, 2019). The Project's building design would be required to meet all applicable provisions of the California Green Building Standards Code (CalGreen) that are in effect at the time of the building's construction.

The buildings are designed such that business operations would be conducted within the enclosed building, with the exception of vehicle movement, parking, and the loading and unloading of tractor trailers at designated loading bays (also referred to as loading docks). Building 1 is the only building with traditional, dock high loading positions – 28 docks on the west side of the building – and the only building where substantial loading/unloading activities are expected to occur. As a practical matter, dock doors on warehouse buildings are not occupied by a truck at all times of the day. There are typically many more dock positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock positions are frequently inactive throughout the day. In the event that outdoor cargo handling equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) is needed for the loading and unloading of trailers, the equipment is expected to be non-diesel powered.

According to the Project's traffic impact analysis report, the Project is calculated to generate 536 passenger vehicle trips and 106 truck trips per day during Project operations. Pursuant to State law, on-road diesel-fueled trucks that access the Project site are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

Using water demand generation rates contained in the MVWD 2015 Urban Water Management Plan, operation of the Project is estimated to result in a demand for approximately 7,486 gallons of water per day ( $[(0.65 \text{ acre-feet per year} \times 12.9 \text{ net acres}) \times 325,851 \text{ gallons per acre-foot}] \div 365 \text{ days} = 7,485.6 \text{ gallons}$ ). For purposes of analysis in this MND, the Project is also estimated to generate 7,486 gallons of wastewater (sewer flow) per day. (The estimate for wastewater flows matches the Project water demand and is conservative because Project water use includes landscape irrigation, which does not flow into the sewer system or require wastewater treatment.)

According to the Project's energy analysis, the Project is calculated to demand approximately 853,522 kilowatt hours of electricity per year and 438,467 kilo-British Thermal Units of natural gas per year (Urban Crossroads, 2020c, pp. 30-31). The Project would be required by law to comply with enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, the California Green Building Code).

### **3.3 SUMMARY OF REQUESTED ACTIONS**

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

In the event of approval of the Project and this MND, the City would conduct administrative reviews and issue ministerial permits to implement the Project. A list of the primary actions under City jurisdiction and the jurisdiction of other agencies is provided in Table 3-4, *Summary of Project Approvals/Permits*. This MND covers all federal, state, local government and quasi-government approvals which may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 3-4, or elsewhere in this MND (CEQA Guidelines § 15124(d)).

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

<b>Public Agency</b>	<b>Approvals and Decisions</b>
<b>City of Chino</b>	
<b>Proposed Project: City of Chino Discretionary Approvals</b>	
Planning Commission	<ul style="list-style-type: none"> <li>• Approve, conditionally approve, or deny PL19-0086 and PL19-0103.</li> <li>• Reject or approve this MND along with appropriate CEQA Findings.</li> </ul>
<b>Subsequent City of Chino Discretionary and Ministerial Approvals</b>	
City of Chino Subsequent Implementing Approvals	<ul style="list-style-type: none"> <li>• Approve Final Maps, parcel mergers, or parcel consolidations, as may be appropriate.</li> <li>• Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate.</li> <li>• Issue Grading Permits.</li> <li>• Issue Building Permits.</li> <li>• Approve Road Improvement Plans.</li> <li>• Approvals for sewer and storm drain infrastructure.</li> <li>• Approve Water Quality Management Plan (WQMP).</li> </ul>
<b>Other Agencies – Subsequent Approvals and Permits</b>	
California Department of Fish and Wildlife	<ul style="list-style-type: none"> <li>• Issuance of permit for modification/re-construction of storm drain outlet in Chino Storm Drain Channel (if needed).</li> </ul>
Monte Vista Water District	<ul style="list-style-type: none"> <li>• Administrative approvals for the design of on and off-site water infrastructure.</li> <li>• Administrative approval for removal of existing water meters.</li> </ul>
San Bernardino County Flood Control District	<ul style="list-style-type: none"> <li>• Approvals for construction of storm water infrastructure and connection to municipal storm water system</li> </ul>
Santa Ana Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> <li>• Issuance of a Construction Activity General Construction Permit.</li> <li>• Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.</li> <li>• Approval of WQMP.</li> <li>• Issuance of permit for modification/re-construction of storm drain outlet in Chino Storm Drain Channel (if needed).</li> </ul>
Southern California Edison	<ul style="list-style-type: none"> <li>• Administrative approval of undergrounding existing power lines.</li> </ul>
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> <li>• Issuance of permit for modification/re-construction of storm drain outlet in Chino Storm Drain Channel (if needed).</li> </ul>

---

## **4.0 INITIAL STUDY CHECKLIST**

---



---

**4.0 INITIAL STUDY CHECKLIST**

---

1. **Project Title:** East End Avenue Industrial Project
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:** North of County Road, east and west of East End Avenue
5. **Project Sponsor's Name and Address:** Alere Property Group, LLC, 100 Bayview Circle, Suite 310, Newport Beach, CA 92660
6. **General Plan Designation:** Light Industrial (LI) and General Industrial (GI)
7. **Zoning:** Light Industrial (M-1) and General Industrial (M-2)
8. **Description of the Project:** The Project Applicant proposes to develop the Project site with four buildings that would provide up to 266,860 square feet (s.f.) of building floor area for fulfillment center warehouse and industrial park land uses. Refer to Section 3.0 of this MND for a detailed description of the Project.
9. **Surrounding Land Uses and Setting:** The Project site is surrounded by railroad tracks, industrial, and residential land uses to the north, SR-60 to the east; County Road, a SBCFCD storm drain channel, and SR-60 to the south; and the San Antonio Channel and industrial uses to the west. Refer to Section 2.0 of this MND for a detailed description of the land uses and setting surrounding the Project site.
10. **Other public agencies whose approval is required:** California Department of Fish and Wildlife (if needed), Monte Vista Water District, San Bernardino County Flood Control District, Santa Ana Regional Water Quality Control Board (RWQCB), Southern California Edison, U.S. Army Corps of Engineers (if needed).

**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 type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Agriculture and Forestry Resources	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Air Quality	<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Transportation
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Energy	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Wildfire
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Population/Housing	<input 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.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Andrea Gilbert  
Signature

5/13/2020  
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 is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than 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 Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses 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 Analyses 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 explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

#### 4.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

a) **Less than Significant Impact.** The Project site does not contribute to a scenic vista under existing conditions and the City of Chino General Plan does not identify any scenic vistas or scenic corridors on the Project site or in the vicinity of the Project site (City of Chino, 2010a, p. CC-21). Implementation of the Project would not result in substantial adverse effect to vistas of scenic resources identified in the General Plan – San Gabriel Mountains and Chino Hills – because prominent/unobstructed views of the San Gabriel Mountains are not available from public viewing areas abutting the Project site and views of the Chino Hills are completely obstructed from the Project area by SR-60. Based on the foregoing analysis, the Project would not have a substantial adverse effect on a scenic vista or scenic resources in the Project vicinity. Impacts would be less than significant.

b) **No Impact.** The Project site is not located within or adjacent to an officially designated State scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. Additionally, the City of Chino does not contain any eligible or designated scenic highways (City of Chino, 2010b, p. 4.1-5; Caltrans, n.d.). No impact would occur.

c) **No Impact.** The United States Census Bureau defines “urbanized area” as a densely settled core of census tracts and/or census blocks that have 50,000 or more residents, and meet minimum population density requirements while also being adjacent to territory containing non-residential urban land uses (USCB, 2019). The Project site is located within the boundaries of the Census-defined Riverside-San Bernardino urban area (USCB, 2012); therefore, regarding the determination of significance under this threshold, the Project would be considered to result in a significant adverse impact if the Project design would conflict with applicable zoning and other regulations governing scenic quality.

The Project’s design, including site layout, architecture, and landscaping is discussed and illustrated in detail in Section 3.0, *Project Description*. As previously described, the Project’s architecture incorporates a color palette that would not be visually offensive and also incorporates accent elements, such as colored glass and decorative building elements at the building’s office entries for visual interest. Additionally, the Project’s landscape plan incorporates low-water-need plant species that can maintain vibrancy during drought conditions. The proposed

visual features of the Project would ensure a high-quality aesthetic for the site. The City of Chino reviewed the Project proposal in detail and determined that no component of the Project would conflict with applicable design regulations within the City of Chino Municipal Code governing scenic quality. No impact would occur.

*d) Less than Significant Impact.* Under the existing conditions, the Project site is vacant and contains no sources of artificial lighting. Street lights are present along County Road (on the south side of the street) and East End Road (on the east side of the street) under existing conditions. The Project Applicant proposes to develop the site with four industrial buildings and would introduce new lighting elements on-site to illuminate the parking areas, truck docking areas, and building entrances.

The Project would be required to adhere to the lighting requirements as set forth in the City of Chino Municipal Code (Section 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 (City of Chino, 2019). The City would confirm compliance with applicable lighting requirements during future review of building permit applications/plans. Mandatory compliance with Municipal Code would ensure that the Project would not introduce any permanent design features that would adversely affect day or nighttime views in the area.

With respect to glare, a majority of Project building materials would consist of tilt-up concrete panels (which are non-reflective). While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed for the Project would be low-reflective, proposed buildings would be set back from adjacent roadways at a distance, and proposed landscaping would provide a buffer between all proposed glass surfaces and the public right of way. Thus, glare impacts from proposed building elements would be less than significant.



**4.2 AGRICULTURE AND FORESTRY RESOURCES**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>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:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** According to the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program, the Project site does not contain any soils mapped as “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance” (CDC, n.d.). As such, implementation of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

b) **No Impact.** The Project site is not subject to a Williamson Act contract (City of Chino, 2017a). In addition, the Project site is not zoned for agricultural use (City of Chino, 2017b). Therefore, implementation of the Project has no potential to conflict with existing zoning for an agricultural use or a Williamson Act contract.

c) **No Impact.** The Project site is not zoned as forest land, timberland, or Timberland Production. Additionally, the Proposed Project site is not surrounded by forest land, timberland, or Timberland Production land (City of Chino, 2017b; City of Pomona, n.d.). Therefore, implementation of the Project has no potential to conflict with or cause the rezoning of any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. As such, no impact would occur.

d) **No Impact.** The Project site is not designated for forest land use and does not contain any forest lands (City of Chino, 2017b). Thus, implementation of the Project would not result in the loss of forest land or the conversion of forest land to non-forest use. As such, no impact would occur.

*e)* **No Impact.** “Farmland” is defined in Section II(a) of Appendix G of the CEQA Guidelines as “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance.” As noted above under Impact 4.2(a), the Project site does not contain any soils mapped by the Department of Conservation as “Farmland.” Additionally, as described above under Impact 4.2(b), the Project site and surrounding areas do not contain forest lands or areas designated for forest land uses. Thus, implementation of the Project would not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use.

### 4.3 AIR QUALITY

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>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:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An *Air Quality Impact Analysis* (Urban Crossroads, 2020a) and a *Mobile Source Health Risk Assessment* (Urban Crossroads, 2020b) were prepared for the Project by Urban Crossroads, Inc. to evaluate potential criteria and hazardous air pollutant emissions that could result from the Project's construction and operation. These reports are included as *Appendices A1* and *A2* to this MND and their findings are incorporated into the analysis presented herein.

a) **Less than Significant Impact.** The Project site is located within the South Coast Air Basin (SCAB). The SCAB encompasses approximately 6,745 square miles and includes portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Within the SCAB, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards.

Historically and presently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP, the *2016 AQMP*, was adopted by SCAQMD in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12 of the SCAQMD's *CEQA Air Quality Handbook (1993)*. The Project's consistency with these criteria is discussed below.

*Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As evaluated under 4.3 Impact (c), below, the

Project would not exceed the SCAQMD localized emissions threshold for any criteria pollutant during any construction phase of the Project. Accordingly, localized criteria pollutant emissions from Project construction would not increase the frequency or severity of existing air quality violations, cause or contribute to new violations, and/or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The Project's operational emissions would not exceed SCAQMD localized emissions thresholds (refer to Impact (c), below); thus, long-term operation of the Project would not increase the frequency or severity of existing NAAQS and/or CAAQS violations, cause or contribute to new violations, and/or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Therefore, construction and operation of the Project is determined to be consistent with the first criterion and the impact would be less than significant.

Consistency Criterion No. 2: *The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Chino General Plan is considered to be consistent with the AQMP. The prevailing planning document for the Project site is the City of Chino General Plan. The City of Chino General Plan Land Use Map designates the Project site for "General Industrial (GI)" and "Light Industrial (LI)" land uses. The Project's proposed land uses would be consistent with the General Plan land use designations for the subject property and, therefore, implementation of the Project would be consistent with the growth assumptions used in the AQMP and would not exceed the AQMP's long-term emissions projections.

In summary, because the proposed Project does not conflict with AQMP Consistency Criteria Nos. 1 or 2, the Project is determined to be consistent with the AQMP. As such, the Project would not conflict with the AQMP and a less than significant impact would result.

**b) Less than Significant Impact.** The proposed Project has the potential to generate substantial pollutant concentrations during both construction activities and long-term operation. The following analysis is based on the applicable significance thresholds established by the SCAQMD for regional criteria pollutant emissions (as summarized in Table 3-1 of *Appendix A1*). This analysis assumes that the Project would comply with applicable, mandatory regional air quality standards, including: SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 431.2, "Sulfur Content of Liquid Fuels;" SCAQMD Rule 1113, "Architectural Coatings;" SCAQMD Rule 1186, "PM<sub>10</sub> Emissions from Paved and Unpaved Roads, and Livestock Operations;" SCAQMD Rule 1186.1, "Less-Polluting Street Sweepers," and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations "Airborne Toxic Control Measure."

For a detailed description of the health effects of air pollutants refer to Section 2.4 of the Project's Air Quality Report (*Appendix A1*). In general, air pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects; however, based on available modeling it is not feasible to correlate regional criteria pollutant emissions from development projects of the scale of the proposed Project to adverse health effects on a SCAB-wide level (Urban Crossroads, 2020a, pp. 58-59). The potential for the Project to result in substantial adverse health effects from toxic air contaminant emissions is addressed under Impact 4.3(c), below.

Impact Analysis for Construction Emissions

For purposes of the construction emissions analysis, construction was conservatively expected to occur between June 2020 and December 2021. The California Emissions Estimator Model (CalEEMod) accounts for the implementation and enforcement of California's progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment. Thus, according to the CalEEMod, construction activities that occur in the near future are expected to generate more air pollutant emissions than the same activities that may occur farther into the future. Accordingly, in the event that the Project's construction occurs at a later date than assumed in this air quality analysis, Project-related construction emissions are not expected to exceed the values presented herein. (Urban Crossroads, 2020a, p. 40)

The calculated maximum daily emissions associated with Project construction are presented in Table 4-1, *Summary of Construction-Related Emissions*. The Project's construction characteristics and construction equipment fleet assumptions used in the analysis were previously described in Section 3.0, *Project Description* (see Subsection 3.2.2, *Construction Characteristics*).

**Table 4-1 Summary of Construction-Related Emissions**

Year	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>						
2020	5.65	63.85	33.30	0.09	11.48	6.65
2021	66.65	43.58	29.59	0.09	4.72	2.27
<b>Winter</b>						
2020	5.65	63.85	33.14	0.09	11.48	6.65
2021	66.65	43.52	28.13	0.09	4.72	2.27
<b>Maximum Daily Emissions</b>	<b>66.65</b>	<b>63.85</b>	<b>33.30</b>	<b>0.09</b>	<b>11.48</b>	<b>6.65</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2020a, Table 3-4)

As shown in Table 4-1, the Project's daily construction emissions of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) would not exceed SCAQMD regional criteria thresholds and, thus, would be less than significant. The SCAQMD considers any project-specific criteria pollutant emissions that exceed applicable SCAQMD significance thresholds also to be cumulatively considerable. To put it another way, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to not be cumulatively considerable. Thus, because Project construction would not exceed the SCAQMD regional criteria significance thresholds, implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant, including any pollutants for which the SCAB does not attain applicable federal or State ambient air quality standards during construction.

Impact Analysis for Operational Emissions

Operational activities associated with the Project are expected to generate air pollutant emissions from the operation of motor vehicles (including trucks), landscape maintenance activities, application of architectural coatings, and the use of electricity and natural gas. Long term operational emissions associated with the Project are presented in Table 4-2, *Summary of Peak Operational Emissions*.



**Table 4-2 Summary of Peak Operational Emissions**

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	6.11	6.60E-04	0.07	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.01	0.12	0.10	7.10E-04	0.01	0.01
Mobile (Passenger Cars)	1.68	1.46	24.02	0.07	6.79	1.82
Mobile (Trucks)	0.95	30.89	6.77	0.11	4.22	1.49
On-Site Equipment	0.55	6.18	3.10	0.01	0.21	0.19
<b>Total Maximum Daily Emissions</b>	<b>9.30</b>	<b>38.65</b>	<b>34.06</b>	<b>0.19</b>	<b>11.23</b>	<b>3.51</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	6.11	6.60E-04	0.07	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.01	0.12	0.10	7.10E-04	0.01	0.01
Mobile (Passenger Cars)	1.53	1.53	19.67	0.06	6.79	1.82
Mobile (Trucks)	0.90	31.88	5.78	0.11	4.21	1.49
On-Site Equipment	0.55	6.18	3.10	0.01	0.21	0.19
<b>Total Maximum Daily Emissions</b>	<b>9.11</b>	<b>39.72</b>	<b>28.72</b>	<b>0.19</b>	<b>11.22</b>	<b>3.51</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2020a, Table 3-7)

As summarized in Table 4-2, Project operational emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. The Project's long-term emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> would be less than significant.

c) **Less than Significant Impact.** The following analysis addresses the Project's potential to expose sensitive receptors in the immediate vicinity of the Project site to substantial pollutant concentrations during Project construction and long-term operation. The following analysis is based on the applicable significance thresholds established by the SCAQMD.

#### Impact Analysis for Construction Localized Emissions

As summarized in Table 4-3, *Summary of Construction Localized Emissions*, localized emissions of NO<sub>x</sub>, CO, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) would not exceed applicable SCAQMD thresholds during peak Project construction activities. Accordingly, Project construction would not expose any sensitive receptors to substantial concentrations of criteria pollutants. Impacts would be less than significant.

#### Impact Analysis for Operational Localized Emissions

The Project's operational localized emissions are presented in Table 4-4, *Summary of Operational Localized Emissions*. As shown, the Project's peak operational emissions would not exceed the localized thresholds established by the SCAQMD. Accordingly, long-term operation of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

**Table 4-3 Summary of Construction Localized Emissions**

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>33.20</b>	<b>21.75</b>	<b>4.79</b>	<b>2.02</b>
SCAQMD Localized Threshold	118	863	5	4
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>63.79</b>	<b>22.39</b>	<b>2.79</b>	<b>2.56</b>
SCAQMD Localized Threshold	220	1,713	11	7
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
On-Site Grading Emissions	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>60.88</b>	<b>32.40</b>	<b>6.47</b>	<b>3.74</b>
SCAQMD Localized Threshold	237	1,873	13	8
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2020a, Table 3-10)

**Table 4-4 Summary of Operational Localized Emissions**

Operational Activity	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>7.97</b>	<b>4.81</b>	<b>0.77</b>	<b>0.37</b>
SCAQMD Localized Threshold	270	2,193	4	2
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: (Urban Crossroads, 2020a, Table 3-12)

**Impact Analysis for CO “Hot Spots”**

Localized areas where ambient CO concentrations exceed the CAAQS and/or NAAQS are termed CO “hot spots.” Emissions of CO are produced in greatest quantities from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations.

For purposes of providing a conservative, worst-case impact analysis, the Project’s potential to cause or contribute to CO hotspots was evaluated by comparing study area intersections that would receive Project traffic (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs. In the 2003 AQMP, the SCAQMD evaluated CO concentrations at four (4) busy intersections in the City of Los Angeles that were determined to be the most congested intersections in the SCAB. Each of the evaluated intersections were primary thoroughfares, some of which were located near major freeway on/off ramps, and experienced traffic volumes of approximately 100,000 vehicles per day. The SCAQMD’s analysis at these busy intersections did not identify any CO hotspots. Based on an analysis of the intersections in the Project’s study area, Urban Crossroads determined that none of the intersections in the Project’s study area would be subject to the extreme traffic volumes and vehicle congestion of the intersections modeled by the SCAQMD in the 2003 AQMP (Urban Crossroads, 2020a, p. 55). Therefore, Project-related vehicular emissions would not create a CO hot spot and would not substantially contribute to an existing or projected CO hot spot. Impacts would be less than significant.

Impact Analysis for Diesel Particulate Emissions

Diesel-fueled trucks would travel to/from the Project site during operation of the Project. Diesel trucks produce diesel particulate matter (DPM), which is known to be associated with health hazards, including cancer. To evaluate the Project's potential to expose sensitive receptors within ¼-mile of the Project site and the Project's primary truck travel routes to substantial amounts of DPM during long-term operation, a Mobile Source Health Risk Assessment was prepared for the proposed Project (*Appendix A2*). Project-related DPM health risks are summarized below. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 and 2.2, respectively, of *Appendix A2*.

At the maximally exposed individual receptor (MEIR) – the existing residential home located approximately 71 feet northwest of the Project site, east of East End Avenue – the maximum cancer risk attributable to the Project's DPM emissions is calculated to be 1.15 in one million. The cancer risk attributable to the Project at the MEIR would not exceed the SCAQMD cancer risk threshold of 10 in one million. At this same receptor location, the non-cancer health risk index attributable to the Project would be 0.0004, which would not exceed the SCAQMD non-cancer health risk index of 1.0 (Urban Crossroads, 2020b, p. 18). Accordingly, long-term operations at the Project site would not directly cause or contribute in a cumulatively-considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact.

At the maximally exposed individual worker (MEIW) – the Crown Shavings facility, located approximately 13 feet west of the Project site – the maximum cancer risk attributable to the Project's DPM emissions is calculated to be 0.28. The cancer risk attributable to the Project at the MEIW would not exceed the SCAQMD cancer risk threshold of 10 in one million. At this same receptor location, the non-cancer health risk index attributable to the proposed Project would be 0.0009, which would not exceed the SCAQMD non-cancer health risk index of 1.0 (Urban Crossroads, 2020b, p. 18). Therefore, the Project would result in a less-than-significant impact.

There are no schools located within a ¼ mile of the Project site or its primary truck travel routes. Proximity to sources of toxics is critical to determining the impact. Based on California Air Resources Board and SCAQMD emissions and modeling analyses, an particulate matter pollutant concentrations drop by 80 percent at approximately 1,000 feet from the emissions source (Urban Crossroads, 2020b, p. 18). Because there are no schools located within at least 1,320 feet of the Project site or its primary truck travel routes, implementation of would not expose any school child receptors to substantial concentrations of diesel particulate matter emissions. This impact is less than significant.

**d) Less than Significant Impact.** The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (Urban Crossroads, 2020a, p. 60). Accordingly, the proposed Project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

During long-term operation, the Project would include warehouse and high-cube warehouse distribution land use, which are not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's

solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation (Urban Crossroads, 2020a, p. 60). As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.

**4.4 BIOLOGICAL RESOURCES**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

A *Biological Technical Report* was prepared for the Project by Glen Lukos Associates (GLA). The Biological Technical Report evaluates the existing biological resources on the Project site and evaluates the potential impacts to these resources that may occur as a result of Project implementation. Additionally, the *Biological Technical Report* includes a jurisdictional delineation to determine the presence and level of impact to any jurisdictional waters found within the Project site. This report is included as *Appendix B* to this MND and its findings are incorporated into the analysis presented herein.

**a) Less than Significant with Mitigation Incorporated.***Special-Status Plants*

No special-status plants were observed on the Project site by GLA biologists. Furthermore, due to the disturbed nature of the Project site and lack of natural plant communities thereon, the site does not have potential to support special-status plant species known to occur in and around the City of Chino. Accordingly, development of the Project would result in no impact to special-status plant species (GLA, 2020, p. 37)



Special-Status Wildlife

No special-status wildlife species were observed on the Project site by GLA biologists; however, the following special-status species have potential to occur within the vicinity of the Project site: burrowing owl, loggerhead shrike, northern harrier, white-tailed kite, and Swainson's hawk (GLA, 2020, p. 38).

The Swainson's hawk is listed as "Threatened" by the state of California and the Project would result in the removal of approximately 6.9 acres of potential foraging habitat for the species. As the Project site does not contain any breeding or nesting habitat for this species, protection under the California Endangered Species Act (CESA) would not be triggered. Removal of approximately 6.9 acres of potential foraging habitat for the species on the Project site would not be a significant impact under CEQA as the number of individual Swainson's hawks potentially affected would be very low and the quality of habitat on the Project site is poor. Impacts to the Swainson's hawk is considered less than significant. (GLA, 2020, p. 38)

Additionally, the Project would result in the loss of approximately 6.9 acres of foraging and nesting habitat for the loggerhead shrike and approximately 6.9 acres of foraging habitat for the northern harrier and the white-tailed kite. These species are considered relatively common in the vicinity of the Project site and the quality of the habitat used by these species on the Project site is low; thus, the loss of habitat potentially uses by these species is considered less than significant. (GLA, 2020, p. 38)

No ground squirrel burrows or physical evidence of the presence of burrowing owl were observed on the Project site by GLA biologists. Although the Project site is heavily disturbed and located in close proximity of SR-60 (which generates noise that could dissuade the burrowing owl from using the site), the Project site provides a foraging opportunity (limited) for the burrowing owl. Thus, because the burrowing owl is a nomadic species and because the Project site contains foraging habitat for the species, there is the potential the burrowing owl could occupy the Project site prior to the initiation of construction activities. Should the burrowing owl occupy the Project site at the time of construction, a significant impact would occur and mitigation (i.e., MM BR-1) would be required. MM BR-1 would reduce potential impacts to the burrowing owl to less-than-significant levels by ensuring that surveys are conducted to determine the presence or absence of the burrowing owl on the Project site prior to the commencement of construction activities. If the burrowing owl is present on the Project site at the time of construction, MM BR-1 establishes performance criteria that require avoidance and/or relocation of the species in accordance with accepted protocols. (GLA, 2020, p. 38)

Finally, the Project site could be used by nesting avian species that are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF, Sections 3503.5-3513). Pursuant to the MBTA and CFGF, take of a protected species individual, their egg(s), or their nest is prohibited and the Project Applicant would be required to comply with MM BR-2, below, to ensure compliance with the respective regulations. MM BR-2 would reduce potential impacts to the nesting birds to less-than-significant levels by ensuring that vegetation clearing occur outside of nesting season. If avoiding the nesting season is infeasible, pre-construction surveys would be conducted to determine the presence or absence of nesting birds on or adjacent to the Project site prior to the commencement of vegetation clearing. If active bird nests are present, this mitigation measure provides performance criteria that requires avoidance of the nests until it can be determined the nest is no longer active or that the juveniles from the occupied nests are capable of surviving independently of the nest.

Mitigation

MM BR-1: Within 14 days prior to grading, a qualified biologist shall conduct a survey of suitable habitat on site and make a determination regarding the presence or absence of the burrowing owl. The

determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Chino prior to the issuance of a grading permit and subject to the following provisions:

- a) In the event that the pre-construction survey identifies no burrowing owls on the property a grading permit may be issued without restriction.
- b) In the event that the pre-construction survey identifies the presence of the burrowing owl on the Project site, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.

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

- a) A bird nesting survey of the Project Site, off-site improvement area, and excess fill dirt sites, including suitable habitat within a 250-foot radius, shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance at the respective property. A copy of the nesting bird survey results report shall be provided to the City of Chino.
- b) If the survey does not identify the presence of any active nests, then construction activities can proceed without restriction.
- c) If the survey identifies the presence of active nests, then the qualified biologist shall provide the City with a copy of maps showing the location of all nests and a species-appropriate buffer zone around each nest sufficient to protect the nest from substantial adverse direct and/or indirect impacts. The size and location of all buffer zones, if required, shall be subject to review and approval by the City.
  - 1. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing. No construction vehicles shall be permitted within restricted areas (i.e., bird protection zones), unless directly related to the management or protection of the legally protected species, until all nestlings have fledged and left the nest (or the nest has failed).
  - 2. In the event that a nest is abandoned despite efforts to minimize disturbance and, if the nestlings are still alive, the Project Applicant/Developer shall contact the California Department of Fish and Wildlife (CDFW) and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

*b) No Impact.* The habitat observed on the Project site (Developed/Flood Control Channel, Disturbed/Developed, Disturbed/Ruderal, and Ornamental) is not classified as a riparian habitat or as a sensitive natural community in local or regional plans, policies, or regulations, or by the California Department Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). Accordingly, implementation of the Project would result in no impacts to a riparian habitat or sensitive natural community. (GLA, 2020, p. 37)

*c) Less than Significant Impact with Mitigation Incorporated.* The two ephemeral, concrete-lined channels in the vicinity of the Project site – the San Antonio Creek Channel (abutting the Project site on the west) and Chino Storm Drain Channel (adjacent to the Project site on the south) – contain U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), and CDFW jurisdiction; however, neither channel contains jurisdictional wetlands.

As previously noted, the Project intends to utilize existing connections at both the San Antonio Creek Channel and Chino Storm Drain Channel to discharge stormwater runoff from the Project site. Utilization of existing stormwater infrastructure would preclude any potential disturbance to jurisdictional waters and a less than significant impact would occur. Notwithstanding, depending on final design elevations, it may be necessary to modify the existing outlet to the Chino Storm Drain Channel. In this event, temporary and permanent impacts would occur to areas under CDFW and Corps/Regional Board jurisdiction. Improvements to the existing outfall in the Chino Storm Drain Channel could result in permanent impact to 0.001 acre of CDFW jurisdiction; temporary impacts would include 0.02 acre – none of which is wetlands – and 45 linear feet of streambed under Corps/Regional Board jurisdiction and 0.03 acre – none of which is riparian habitat – and 45 linear feet of streambed under CDFW jurisdiction. Temporary impacts would be restored to existing (i.e., paved) conditions following the completion of construction activities. The Project Applicant would be required to comply with applicable CDFW and Corps/RWQCB requirements to obtain permission (i.e., permits) for permanent impacts to the outlet within the Chino Storm Drain Channel. Compliance with the CDFW and Corps/RWQCB permitting requirements would ensure that a significant impact does not occur.

### **Mitigation**

MM BR-3: Prior to the issuance of an improvement permit for work within the Chino Storm Drain Channel, the Project Applicant shall obtain necessary permits from the CDFW, Corps, and/or RWQCB for impacts to jurisdictional areas. Permanent impacts shall be mitigated at a minimum 1:1 mitigation-to-impact ratio through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program.

*d) Less than Significant Impact with Mitigation Incorporated.* Habitat linkages are areas that provide a communication between two or more other habitat areas which are often larger or superior in quality to the linkage. Corridors are similar to linkages, but provide specific opportunities for individual animals to disperse or migrate between areas, generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for linkages and corridors. The Project site and the adjacent area are developed with high levels of disturbance and little to no natural habitats; thus, the Project site and surrounding area does not contain wildlife linkages or corridors. (GLA, 2020, p. 33)

Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. Although no nesting birds or remnant nests were observed on the Project site by GLA biologists, implementation of the Project could potentially result in significant impacts to biological resources (i.e., avian species and their nests) that are protected by the MBTA and CFGC if active nests are present within or adjacent to the site during construction. Implementation of MM BR-2 would reduce potential impacts

to nesting birds to less-than-significant levels by ensuring that pre-construction surveys are conducted to determine the presence or absence of nesting bird on or adjacent to the Project site prior to the commencement of construction activities. If active nests are discovered, this mitigation measure establishes performance criteria that requires avoidance of the nests until it can be determined the nest is no longer active or that the juveniles from the occupied nests are capable of surviving independently of the nest.

### **Mitigation**

MM BR-2 shall apply; refer to Response 4.4(a).

*e)* **Less Than Significant Impact.** Implementation of the Project would result in the removal of ornamental trees on the Project site. The removal of trees is regulated by City of Chino Municipal Code Chapter 20.19.040.D.3, which requires development projects to conduct a tree inventory prior to construction and, if any mature significant trees are to be removed, to replace each removed tree at defined ratios (as specified in Municipal Code Chapter 20.19.040.D.3). The Municipal Code defines “mature significant trees” as oak trees with trunks more than eight inches in diameter at breast height; other trees with trunks more than 10 inches in diameter at breast height; and multi-trunk trees with a total circumference of 38 inches or more at breast height. Prior to removal of any mature significant trees from the Project impact area, the Project Applicant would be required to comply with the provisions of Chapter 20.19.040.D.3 of the City of Chino Municipal Code. Mandatory compliance with the requirements of the Municipal Code would ensure the Project would not conflict with the City of Chino’s ordinances regarding tree removal. As such, a less-than-significant impact would occur (City of Chino, 2019).

The City of Chino does not have any additional policies or ordinances in place to protect biological resources.

*f)* **No Impact.** The Project site is not located within the boundaries of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impact would occur.

#### 4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

A *Cultural Resources Study* (BFSA, 2019a) was prepared for the Project by Brian F. Smith and Associates, Inc. (BFSA) to identify potential archaeological and historical resources that may be affected by the Project. This report includes the findings from an archaeological pedestrian survey; a cultural records search and sacred lands search and an inventory of all recorded archaeological and historical resources located on the Project site and within a one-mile radius of the Project site. This report is included as *Appendix C* to this MND and its findings are incorporated into the analysis presented herein.

a) **Less than Significant Impact with Mitigation Incorporated.** BFSA conducted a pedestrian survey of the Project site and reviewed historical records databases to determine the presence or absence of historic resources on the Project site. According to archival research, no existing or previously recorded historical resources are located on the Project site (BSFA, 2019a, pp. 1.0-15 & 1.0-16). In addition, none of the structures previously on the Project site were considered historic resources or had any historic associations and no historic artifacts were observed on-site during the pedestrian survey of the site (BSFA, 2019a, pp. 3.0-74 & 4.0-1). Notwithstanding, because the Project site was first settled in the late 1800s and was used for residential and agricultural purposes throughout the early-to-mid 1900s, BFSA believed there was the potential for buried or masked historical artifacts to be present on the Project site (BSFA, 2019a, p. 5.0-1). The potential for Project implementation to directly or indirectly destroy unknown, important historical resources that may be buried or masked on the Project site is a significant impact and mitigation is required.

Implementation of MM CR-1 through MM CR-4 would ensure the proper identification and subsequent treatment of any historical resources that may be encountered during Project-related construction activities. Therefore, with implementation of MM CR-1 through MM CR-4, the Project's potential impacts related to historical resources would be reduced to less-than-significant levels.

#### Mitigation

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



- MM CR-2: Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Chino that the construction site supervisors and crew members involved with grading and trenching operations have received training by the Project Archaeologist to recognize historical resources should such resources be unearthed during ground-disturbing construction activities. The training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work on the Project site following the initial training session must take the training prior to beginning work on the Project site.
- MM CR-3: If a suspected significant historical resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by the Project Archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section § 15064.5 and Section 21083.2. If the resource is significant, Mitigation Measure MM CR-4 shall apply.
- MM CR-4: If a significant historical resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a treatment plan is implemented. A treatment plan shall be prepared and implemented, subject to approval by the City of Chino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the historical resource(s) in accordance with current professional archaeology standards. In the event the discovered resource(s) is or suspected to be of Native American origin, the treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the City of Chino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Chino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).

b) **No Impact.** BFSFA conducted a cultural resources inventory of the Project site, which included a records search with the South Central Coastal Information Center (SCCIC) at California State University (CSU) Fullerton in order to assess previous archaeological studies and identify any previously recorded archaeological sites within the Project site or in the immediate vicinity. Additionally, BFSFA conducted an intensive pedestrian survey of the Project site. The SCCIC records search indicates that no previously recorded resources are located within the subject property, and the intensive pedestrian survey did not result in the identification of any additional

archaeological resources (BFSA, 2019a, p. 3.0-2). The Project site was first settled in the late 1800s and was used for residential and agricultural purposes throughout the early-to-mid 1900s. Due to the long-standing and pervasive ground disturbances on the Project site, the likelihood of the Project site containing buried or masked archaeological resources is low. Based on the foregoing, the Project site would not result in a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5. No impact would occur.

c) **Less than Significant Impact.** The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the site (BFSA, 2019a, p. 3.0-2). Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with the site's construction.

If human remains are unearthed during the site's construction, the construction contractor would be required by law to comply with California Health and Safety Code § 7050.5 "Disturbance of Human Remains." According to § 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 the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code § 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 shall 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 § 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.

With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impact to human remains, including human remains of Native American ancestry, that may result from development of the Project site would be less than significant.

#### 4.6 ENERGY

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

An *Energy Analysis* (Urban Crossroads, 2020c) was prepared for the Project by Urban Crossroads to quantify anticipated energy usage associated with the construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and identify any potential methods of avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. This report is included as *Appendix D* to this MND and its findings are incorporated into the analysis presented herein.

a) **Less than Significant Impact.** The analysis provided below demonstrates that implementation of the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

##### Energy Use During Construction

The Project's construction process would consume electricity and fuel. Project-related construction activities would represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project construction is estimated to consume approximately 139,784 kWh of electricity, approximately 83,758 gallons of diesel fuel from operation of construction equipment, 127,395 gallons of diesel fuel from construction vendor and hauling trips, and 34,626 gallons of fuel from construction worker trips (Urban Crossroads, 2020e, pp. 31-32). The amount of energy and fuel use anticipated by the Project's construction activities are typical for the type of scale of construction proposed by the Project and there are no aspects of the Project's proposed construction process that are unusual or energy-intensive. Furthermore, construction equipment would be required to conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies. For example, CCR Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2020c, p. 32).

##### Energy Use Project Operations

Energy that would be consumed by Project-related traffic is a function of total vehicle miles traveled and the estimated vehicle fuel economies of vehicles accessing the Project site. The Project would result in 4,605,105 annual vehicle miles traveled and an estimated annual fuel consumption of 317,376 gallons of fuel (Urban Crossroads, 2020c, p. 30). The number of daily trips and miles traveled by Project traffic are consistent with other industrial uses of similar scale and configuration in the Inland Empire. That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and/or vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption (Urban Crossroads, 2020c, p. 33). Enhanced fuel

economies realized pursuant to federal and State regulatory actions, and related transition of passenger vehicles to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future gasoline fuel demands per mile traveled. The location of the Project site proximate to regional and local arterial roadways (for example SR-60) is expected to minimize the Project vehicle miles traveled within the region. Based on the foregoing, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2020c, p. 33)

Building operations and site maintenance activities associated with the Project would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by Southern California Gas Company; electricity would be supplied to the Project by Southern California Edison (SCE). Energy demands resulting from Project operations are estimated at 438,467 kilo-British thermal units (kBtu) per year of natural gas and 853,522 Kilowatt-hour (kWh) per year of electricity. The Project provides conventional industrial buildings uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Uses proposed by the Project are not inherently energy intensive, and the Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration. Additionally, the Project would be required to comply with Title 24 standards, which would ensure that the Project's energy demand would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2020c, p. 33)

**b) Less than Significant Impact.** The following section analyzes the Project's consistency with the applicable federal and State regulations. As supported by the proceeding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and a less than significant impact would occur.

#### Consistency with Federal Energy Regulations

##### *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

Transportation and access to the Project site is provided primarily by the local and regional roadway systems, which includes the SR-60, East End Avenue, and County Road. Implementation of the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site (Urban Crossroads, 2020c, p. 15)

##### *The Transportation Act for the 21st Century (TEA-21)*

The Project site is located along major transportation corridors with proximate access to the interstate freeway system (i.e., SR-60). The site selected for the Project facilitates access, acts to reduce vehicle miles traveled (VMT), takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21 (Urban Crossroads, 2020c, p. 15)

#### Consistency with State Energy Regulations

##### *Integrated Energy Policy Report (IEPR)*

Electricity would be provided to the Project by SCE and natural gas would be provided by SoCalGas. SCE's Clean Power and Electrification Pathway (CPEP) white paper and SoCalGas 2018 Corporate Sustainability Report builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2018 IEPR (Urban Crossroads, 2020c, p. 16).

*State of California Energy Plan*

The Project site is located along East End Avenue and County Road with proximate access to SR-60. The location of the Project site facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through the introduction of industrial uses on a light industrial-designated site. Therefore, the Project supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan (Urban Crossroads, 2020c, p. 16).

*California Code Title 24, Part 6, Energy Efficiency Standards*

The Project would design building shells and building components, such as windows; roof systems: electrical and lighting systems: and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards. The Project also is required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards (Urban Crossroads, 2020c, p. 17)

*Pavley Fuel Efficiency Standards (AB 1493)*

AB 1493 is applicable to the Project because model year 2009-2016 passenger cars and light duty truck vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of AB 1493.

*Advanced Clean Cars Program*

The Advanced Clean Cars Program is applicable to the Project because model year 2017-2025 passenger car vehicles traveling to and from the Project site are required by law to comply with the legislation's fuel efficiency requirements. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California's Advanced Clean Cars Program.

*California Renewable Portfolio Standards (SB 1078)*

Energy directly or indirectly supplied to the Project site by electric corporations is required by law to comply with SB 1078.

**4.7 GEOLOGY AND SOILS**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A *Geotechnical Investigation* (NorCal Engineering, 2019) was prepared for the Project by NorCal Engineering to evaluate the geotechnical conditions of subject property, identify any geologic hazards, and provide recommendations for the future development of the Project. In addition, a *Paleontological Assessment* (BSFA, 2019b) was prepared for the Project by BSFA to evaluate the potential for the Project site to contain significant, non-renewable paleontological (fossil) resources. Finally, a *Water Quality Management Plan* (Thienes Engineering, 2019a) for the Project was prepared by Thienes Engineering, Inc. to identify and address potential pollutants of concern for the Project. These reports are included as *Appendices E1, E2, and H1* to this MND and their findings are incorporated into the analysis presented herein.

*a.i) No Impact.* According to the Project's Geotechnical Investigation prepared by NorCal Engineering, there are no known active – or dormant – earthquake faults on the Project site and the Project site is located outside of any Alquist Priolo Special Studies Zone (NorCal Engineering, 2019, p. 2). Because there are no known faults extending through the Project site, there is no potential for implementation of the Project to directly or indirectly



expose people or structures to adverse effects related to rupture of a known earthquake fault. Accordingly, no impact would occur.

*a.ii) Less than Significant Impact.* 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 and is considered adequately mitigated to protect public health, safety, and welfare if buildings are designed and constructed in conformance with applicable building codes and sound engineering practices. As a mandatory condition of Project approval, the Project Applicant would be required to construct the Project in accordance with the California Building Code (CBC) (Title 24, Part 2 of the California Code of Regulations) and the City of Chino Municipal Code Chapter 15.04 (which adopts the CBC). The CBC and City of Chino Municipal Code provide standards that have been specifically tailored for California earthquake conditions and regulate the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures in order to safeguard life or limb, health, property, and public welfare. In addition, the CBC (Chapter 18) and the City of Chino Municipal Code (Chapter 19.08) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and provide site-specific recommendations including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems, to preclude adverse effects resulting from strong seismic ground-shaking. The Project Applicant retained a professional geotechnical firm, NorCal Engineering, to prepare such a geotechnical report for the Project site which is included as *Appendix E1* to this MND. In conformance with the Municipal Code, the City will condition the Project Applicant to comply with the site-specific ground preparation and construction recommendations contained in *Appendix E1*. With mandatory compliance to the CBC and the City of Chino Municipal Code, as well as the standard and Project-specific design and construction recommendations set forth in the Project's geotechnical report, the Project would be constructed to withstand seismic ground shaking sufficiently to preclude a substantial risk to people or structures related to strong seismic ground shaking. Impacts involving strong seismic ground shaking would be less than significant.

*a.iii) No Impact.* According to available mapping data, the Project site is not expected to be subjected to a significant risk associated with seismic-related ground failure, including liquefaction (NorCal Engineering, 2019, p. 3). Liquefaction hazards at the Project site are considered minimal due to the estimated depth of groundwater beneath the property exceeding 100 feet; liquefaction is a concern in areas where groundwater is at depths of 50 feet below ground surface or less (NorCal Engineering, 2019, p. 3). Regardless, as noted above, the Project would be required to be designed and constructed in accordance with applicable seismic safety guidelines, including the standard requirements of the California Building Code. Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.

*a.iv) No Impact.* The Project site is topographically flat and does not contain any significant slopes or other topographic features and there are no steep slopes in the Project site vicinity (Google Earth Pro, 2019). Accordingly, the Project site is located in an area with no potential for landslides.

*b) Less than Significant Impact.* The analysis below summarizes the likelihood of the Project to result in substantial soil erosion during temporary construction activities and/or long-term operation. As demonstrated in the analysis below, implementation of the Project would not result in substantial soil erosion or the loss of topsoil.

#### Construction-Related Erosion Impacts

Grading and construction activities associated with the Project would disturb soils on the Project site, which could be subject to erosion during rainfall events or high winds. Pursuant to the requirements of the State Water

Resources Control Board, the Project Applicant is required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (a National Pollutant Discharge Elimination System [NPDES] permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. In addition, the Project would be required to comply with City of Chino Municipal Code Section 19.09.030, which establishes requirements for the control of dust during construction (including wind erosion). Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

#### Post-Development Erosion Impacts

Upon Project build-out, the Project site would be covered by multiple buildings, landscaping, and impervious surfaces. Stormwater runoff from the Project site would be captured, treated to reduce waterborne pollutants (including sediment), and conveyed off-site via an on-site storm drain system. Accordingly, the amount of erosion that occurs on the Project site would be minimized upon build out of the Project and would be reduced relative to existing conditions.

To meet the requirements of the City's Municipal Storm Water Permit – and in accordance with City of Chino Municipal Code Section 13.25.500 – the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices, BMPs) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as would the long-term maintenance of erosion and sediment control features. The preliminary WQMP for the Project is provided as *Appendix H1* to this MND. Because the Project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the Project would result in less-than-significant impacts related to soil erosion.

c) **Less than Significant Impact.** As noted above under Impact 4.7(a.iv), the Project site is not subject to landslide risks.

Lateral spreading is primarily associated with liquefaction hazards. Lateral spreading and liquefaction result when near-surface soils are saturated with water and are subject to seismic events, thereby causing land to behave and/or move in a fluid-like manner. The Project's geotechnical investigation (*Appendix E1*) reports that depth to groundwater in the area exceeds 100 feet; liquefaction of soils is a concern when groundwater is within 50 feet of surface grades (NorCal Engineering, 2019, p. 3). Accordingly, considering that the Project site is not located within a mapped liquefaction zone and groundwater depths exceed 100 feet below ground surface, the potential

for liquefaction and lateral spreading at the Project site is low. As such, impacts associated with liquefaction and lateral spreading would be less than significant.

Based on the conditions encountered at subsurface testing locations at the Project site, the geotechnical investigation determined that excavation of the near surface soils would result in shrinkage of 10 to 15 percent (NorCal Engineering, 2019, p. 9). However, the geotechnical report indicates that the site's shrinkage/subsidence and settlement potential can be attenuated through the removal of surface and near surface soils down to competent materials and replacement with properly compacted fill (NorCal Engineering, 2019, p. 7). As described under Impact 4.7(a)(ii), the City will condition the Project Applicant to comply with the site-specific ground preparation and construction recommendations contained in the Project's geotechnical report. Based on the foregoing, potential impacts related to soil shrinkage/subsidence and collapse would be less than significant.

*d) **Less than Significant Impact.*** Laboratory tests determined that the near-surface soils on the Project site have a very low expansion potential (NorCal Engineering, 2019, p. 13). Accordingly, the Project would not create substantial risks to life or property from exposure to expansive soils. Impacts would be less than significant.

*e) **No Impact.*** The Project will connect to the City-owned municipal wastewater conveyance system. The Project does not include septic tanks or alternative wastewater disposal systems. Accordingly, implementation of the Project would result in no impact related to the use of or performance of septic tanks and/or alternative wastewater systems.

*f) **Less than Significant with Mitigation Incorporated.*** The Project site does not contain any known unique geologic features and no paleontological resources or sites were observed by BFSFA during a field investigation. However, the Project site may be underlain at depth with Pleistocene (> 11,000 years old) alluvial and alluvial fan deposits that have a high paleontological sensitivity for fossils of large, terrestrial Ice Age vertebrates. (BSFA, 2019b, p. 5) In the event that Project grading and excavation activities encroach into previously undisturbed Pleistocene-age alluvial deposits, the Project could result in impacts to important paleontological resources that may exist below the ground surface *if* they are unearthed *and* not properly treated. Therefore, the Project's potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is determined to be a significant impact and mitigation is required.

Implementation of mitigation measures (MMs) GS-1 through GS-3 would ensure the proper identification and proper subsequent treatment of any paleontological resources that may be encountered during Project-related ground-disturbing activities. Therefore, with implementation of MMs GS-1 through GS-3, the Project's potential impact to paleontological resources would be reduced to a less-than-significant level.

### **Mitigation**

MM GS-1: Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a qualified paleontologist has been retained to conduct monitoring of grading and excavation operations in areas identified in MM GS-2.

MM GS-2: The paleontological monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed Pleistocene alluvial and alluvial fan sediments. Full time monitoring shall occur for earthwork and excavations at the Holocene-Pleistocene sedimentary interface or a depth of 10 feet, whichever is shallower. The paleontological monitor shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that may contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall

be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. In such a situation, the monitor may establish a 50-foot radius surrounding the area of the find, and, construction activities in areas outside this 50-foot radius can proceed. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, MM GS-3 shall apply. Monitoring may be reduced at the recommendation of a qualified paleontologist if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination to have a low potential to contain or yield fossil resources.

- MM GS-3     If a significant paleontological resource is discovered on the Project Site or any of the excess fill dirt sites, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontological storage. Prior to issuance of the first certificate of occupancy, a qualified paleontologist shall prepare a final report that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository. The report shall be submitted to the City of Chino.

**4.8 GREENHOUSE GAS EMISSIONS**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A *Greenhouse Gas Analysis* (Urban Crossroads, 2020d) was prepared for the Project by Urban Crossroads to quantify the greenhouse gas (GHG) emissions that would result from Project-related construction and operational activities. This report is included as *Appendix F* to this MND and its findings are incorporated into the analysis presented herein.

a) **Less than Significant Impact.** While estimated Project-related GHG emissions can be calculated, the direct impacts of such emissions on global climate change (GCC) and global warming cannot be determined on the basis of available science because GCC is a global phenomenon and not limited to a specific locale such as the Project site and its immediate vicinity. Furthermore, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because global climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be potentially significant on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to global climate change in a cumulatively-considerable way (Urban Crossroads, 2020d, p. 9).

To reduce GHG emissions on a City-wide level, the City of Chino adopted a Climate Action Plan (CAP), which went into effect on January 2, 2014. The CAP is the City of Chino's long-range plan to reduce local GHG emissions that contribute to GCC.

As part of the CAP, the City of Chino selected a goal to reduce the City's GHG emissions to a level 15-percent below its 2008 GHG emissions levels by 2020, which the City determined would achieve the GHG emissions reduction mandates of AB 32, would be consistent with the recommendations contained in the CARB AB 32 Scoping Plan to meet the State's GHG reduction goals, and also would be in concert with international efforts to address GCC. The CAP also is intended to support tiering and streamlining of future development projects within the City of Chino pursuant to CEQA Guidelines §§ 15152 and 15183.5. Individual development projects such as the proposed Project are required to demonstrate consistency with applicable measures from the CAP. The City concluded that City-wide GHG emissions consistent with the CAP would result in a less-than-significant environmental impact. (City of Chino, 2013, pp. 5, 13)

A majority of the local GHG reduction policies specified in the adopted CAP require compliance with existing City ordinances and/or provide guidance to City staff and decision-makers to ensure that GHGs are reduced at a policy level; as such, a majority of the GHG reduction policies specified in the CAP are not directly applicable to private development projects (Chino, 2013, pp. 21-54). However, the CAP does establish performance standards

for new development projects to reduce GHG emissions through implementation of one or a combination of the following three options: Option 1) exceed by 3-percent the mandatory California Energy Code standards in effect at the time of development application submittal; Option 2) achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code in effect at the time of development application submittal; or Option 3) provide other equivalent GHG reductions through design measures that would result in GHG emissions reductions of 0.04 metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e) per residential dwelling unit per year. These performance standards are codified in the City of Chino Municipal Code as Chapter 15.45. Compliance with the CAP would be assured through conditions of approval assigned to the proposed Site Approval as well as through City staff review of development applications (i.e., building permits). With mandatory compliance with the City of Chino CAP, implementation of the Project would not result GHG emissions that have a significant effect on the environment. Impacts would be less than significant.

For informational purposes, the annual GHG emissions associated with the Project are summarized in Table 4-5, *Total Annual Project Greenhouse Gas Emissions*. The methodology used to calculate the Project's GHG emissions is described in detail in *Appendix F*. The emissions reported in Table 4-5 assume the Project would meet CAP "Option 1" (i.e., exceed by 3-percent the mandatory California Energy Code standards in effect at the time of development application submittal).

**Table 4-5 Total Annual Project Greenhouse Gas Emissions**

Emission Source	Emissions (metric tons per year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E
Annual construction-related emissions amortized over 30 years	49.37	0.01	0.00	49.58
Area	0.01750	5.00E-05	0.00	0.02
Energy	295.35	0.01	2.75E-03	296.46
Mobile Sources (Passenger Cars)	968.60	0.03	0.00	969.23
Mobile Sources (Trucks)	1,936.83	0.07	0.00	1,938.68
On-Site Equipment	203.36	0.07	0.00	205.01
Waste	54.48	3.22	0.00	134.96
Water Usage	276.55	2.03	0.05	342.12
<b>Total CO<sub>2</sub>E (All Sources)</b>	<b>3,936.05</b>			

CO<sub>2</sub>E = carbon dioxide equivalent

Source: (Urban Crossroads, 2020d, Table 3-6)

**b) Less than Significant Impact.** The Project would comply with a number of regulations, policies, plans, and policy goals that would reduce GHG emissions, including the City of Chino CAP (as discussed in the preceding response), Assembly Bill 32 (AB 32), and Senate Bill 32 (SB 32), which are regulations applicable to the Project. For more information on these regulations as well as other state-wide plans, policies, and regulations associated with GHG emissions that are not applicable to the Project, refer to *Appendix F*.

CARB identified measures in their 2008 Scoping Plan that would reduce statewide GHG emissions and achieve the emissions reductions goals of AB 32. Thus, projects that are consistent with the CARB 2008 Scoping Plan would not conflict with AB 32's mandate to reduce state GHG emissions. CARB also prepared the 2017 Scoping Plan Update to identify the measures that would achieve the emissions reductions goals of SB 32. As explained in point-by-point detail in Section 3.8 of *Appendix G* (refer to Tables 3-7 and 3-8), the Project would not conflict with applicable measures of the 2008 Scoping Plan or the 2017 Scoping Plan Update and would not preclude/obstruct implementation of the Scoping Plan or Scoping Plan Update (Urban Crossroads, 2020d, pp. 56-63).



In April 2015, former Governor Edmund Brown Jr. signed EO B-30-15, which advocated for a statewide GHG-reduction target of 40 percent below year 1990 levels by 2030 and 80 percent below 1990 levels by 2050. In September 2016, former Governor Brown signed the Senate Bill (SB) 32. SB 32 formally established a statewide goal to reduce GHG emissions to 40 percent below year 1990 levels by 2030. To date, no statutes or regulations have been adopted to translate the year 2050 GHG reduction goal into comparable, scientifically-based statewide emission reduction targets.

According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies (i.e., CARB Scoping Plan), is on track to meet the years 2020 and 2030 reduction targets established by AB 32 and SB 32, respectively (Urban Crossroads, 2020d, p. 29). As described above, the Project would not conflict with or obstruct implementation of the CARB Scoping Plan; therefore, the Project would not interfere with the State's ability to achieve the year 2030 GHG-reduction target established by SB 32.

Rendering a significance determination for year 2050 GHG emissions relative to EO B-30-15 would be speculative because EO B-30-15 establishes a goal more than three decades into the future; no agency with GHG subject matter expertise has adopted regulations to achieve these statewide goals at the project-level; and, available analytical models cannot presently quantify all project-related emissions in those future years. Further, due to the technological shifts anticipated and the unknown parameters of the regulatory framework in 2050, available GHG models and the corresponding technical analyses are subject to limitations for purposes of quantitatively estimating the Project's emissions in 2050.

As described above, the Project would not conflict with the State's ability to achieve the State-wide GHG reduction mandates and would be consistent with applicable policies and plans related to GHG emissions reductions. Impacts would be less than significant.

**4.9 HAZARDS AND HAZARDOUS MATERIALS**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

A *Phase I Environmental Site Assessment* (SCS Engineers, 2019) was prepared by SCS Engineers to determine the presence/absence of hazards and hazardous materials on the Project site. This report is included as *Appendix G* to this MND and its findings are incorporated in the analysis presented herein.

*a & b) Less than Significant Impact.* As demonstrated in the analysis below, implementation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

*Impacts Associated with Existing Site Conditions*

The Project site was used historically for residential and agriculture (orchard) use until 1964, when all traces of orchards were removed from the site. The site was used for residential and/or business purposes after 1964 (business uses on-site included, at various times, equipment/materials storage, trucking). All structures on-site were vacated and demolished in 2019. Due to the age of some of the structures formerly on the property, there was the potential that one or more of the structures contained asbestos containing materials (ACM, a known

carcinogen) and/or lead paint (a known toxic); however, all demolition activities were performed in accordance with all applicable federal, State, and local hazardous materials regulations, which include mandatory provisions for the safe removal, transport, and disposal of ACMs and lead paint, and neither ACMs nor lead paint are determined to be a significant hazard on the Project site.

Based on the Phase I Environmental Site Assessment (ESA) prepared by SCS, the Project site does not contain any hazardous materials associated with historical or present conditions at the Project site. Through a review of historical records, a regulatory database search, a site reconnaissance, soil testing, and interviews with knowledgeable parties, the Phase I ESA did not identify any evidence of recognized environmental conditions (RECs), soil contamination (from a past on-site perchloroethylene, PCE, spill or pesticides/metals from historic agricultural activities on-site) that exceeded applicable screening thresholds, or other environmental concerns in connection with the Project site (SCS Engineers, 2019, pp. 5-25). Accordingly, there are no existing conditions or features on the Project site that would represent a potential hazard to the public or the environment.

#### Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors, cranes) would be operated on the Project site during construction of the Project. This heavy equipment may be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than what would occur on any other similar construction site. Construction contractors shall be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the US Environmental Protection Agency (US EPA), Department of Toxic Substances Control (DTSC), Santa Ana Regional Water Quality Control Basin (RWQCB), Chino Valley Independent Fire Department, County of San Bernardino, and the City of Chino. Due to mandatory compliance with applicable hazardous materials regulations, construction of the Project would not create significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. A less-than-significant impact would occur.

#### Long-Term Operational Activities

The future building occupant(s) for the Project site are not yet identified. However, the Project is designed to support industrial business operations and it is possible that hazardous materials could be used during the course of normal future operations on the Project site. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals in use at local businesses. Laws also are in place that requires businesses to plan and prepare for possible chemical emergencies. Any business that occupies the warehouse building on the Project site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the Chino Valley Fire District in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Chino Valley Fire District and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and prepare a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.

With mandatory regulatory compliance, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Based on the foregoing information, potential hazardous materials impacts associated with long-term operation of the Project are regarded as less than significant and no mitigation is required.

*c) No Impact.* There are no schools located within 0.25-mile of the Project site. Newman Elementary School is located approximately 0.5-mile east of the Project site and Ramona Junior High School is located approximately 1.0 mile to the east of the Project site (Google Earth Pro, 2019). As such, the Project does not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. Implementation of the Project would result in no impact.

*d) No Impact.* The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, n.d.). Accordingly, no impact would occur.

*e) No Impact.* The Project site is located within the Airport Influence Area (AIA) of the Ontario International Airport; but, is not located within any of the Airport's safety hazard or noise impact zones (City of Ontario, 2011, Maps 2-1 through 2-3). Accordingly, implementation of the Project would not expose future employees on the site to excessive noise levels or safety hazards; no impact would occur.

*f) No Impact.* 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 Project would be required to maintain adequate emergency access for emergency vehicles. As part of the City's discretionary review process, the City of Chino and Chino Valley Fire District reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

*g) No Impact.* The Project site is not located within a very high fire hazard severity zone (CALFIRE, 2007; City of Chino, 2010a, Figure SAF-4). Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

**4.10 HYDROLOGY AND WATER QUALITY**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A *Preliminary Hydrology Calculations* report (Thienes Engineering, 2020) and *Water Quality Management Plan (WQMP)* (Thienes Engineering, 2019a) were prepared for the Project by Thienes Engineering. The Preliminary Hydrology Calculations report identifies drainage patterns and off-site flow tributary to the Project site and evaluates post-development runoff conditions. The hydraulic calculations are intended to be used to design the Project's storm drain system. The purpose of the WQMP is to help identify pollutants of concern, establish the Best Management Practices for the Project to minimize the release of pollutants of concern, and establish long term maintenance responsibilities for the Project's water quality features. These reports are included as *Appendices H1 and H2*, respectively, to this MND and their findings are incorporated into the analysis presented herein.

**a) Less than Significant Impact.** As demonstrated in the analysis below, the Project would not violate any water quality standards or waste discharge requirements.

**Construction-Related Water Quality Impacts**

Construction of the Project would involve site preparation, grading, paving, utility installation, building construction, and landscaping activities, which have the potential to generate water quality pollutants such as silt,

debris, organic waste, and architectural coatings. Should these materials come into contact with water that reaches the groundwater table or flows off-site, the potential exists for the Project's construction activities to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures.

Pursuant to the Santa Ana RWQCB, the Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP will specify the BMPs that the Project's construction contractors would be required to implement during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. In addition, the Project would be required to comply with City of Chino Municipal Code Section 19.09.030, which establishes requirements for the control of dust during construction (including wind erosion). Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's construction does not violate any water quality standards or waste discharge requirements. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

#### Post-Development Water Quality Impacts

Stormwater pollutants that may be produced during Project operation include pathogens (bacterial/virus), phosphorous, nitrogen, sediment, metals, oil/grease, trash/debris, pesticides/herbicides, and organic compounds. The expected pollutants of concern for the Project are pathogens, nitrogen, and metals (Thienes Engineering, 2019a, p. 2-2).

To meet the requirements of the City's Municipal Storm Water Permit – and in accordance with City of Chino Municipal Code Section 13.25.500 – the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP also is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices, BMPs) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The WQMP will establish a post-construction implementation and maintenance plan to ensure on-going, long-term water quality protection. Compliance with the WQMP will be required as a condition of approval for the Project, as would the long-term maintenance of on-site water quality features. The preliminary WQMP for the Project is provided as *Appendix H1* to this MND.

Additionally, the NPDES program requires certain land uses, including the industrial land uses proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Under the currently effective NPDES Industrial General Permit, the Project would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon a detailed accounting of all operational activities and procedures, and the Project's building users and their operational characteristics are not known at this time, details of the operational SWPPP (including



BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined with certainty at this time. However, based on the performance requirements of the NPDES Industrial General Permit, it is reasonably assured that the Project's mandatory compliance with all applicable water quality regulations would further reduce potential water quality impacts during long-term operation.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during long-term operation. Impacts would be less than significant.

**b) Less than Significant Impact.** The Project would be served with potable water from the Monte Vista Water District, and the Project Applicant does not propose the use of any wells or other groundwater extraction activities. Therefore, the Project would not directly draw water from the groundwater table. Accordingly, implementation of the proposed Project has no potential to substantially deplete or decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

Development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater basin that underlies the Project site and surrounding areas. However, a majority of the groundwater recharge in the Chino Groundwater Basin occurs in the central portions of the Basin, within percolation basins (also known as "recharge basins") (CBWM, 2017, Exhibit 3-7). The Project site is located in the western 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 includes design features that would maximize the percolation of on-site storm water runoff into the groundwater basin, such as underground infiltration chambers and permeable landscape areas. Accordingly, buildout of the Project would not interfere substantially with groundwater recharge of the Chino groundwater basin. Impacts would be less than significant.

**c. i) Less than Significant Impact.** The Project would alter existing ground contours of the Project site and install impervious surfaces, which would result in changes to the site's existing, interior drainage patterns. Although the Project would alter the subject property's internal drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site – either during construction or during long-term operation – as described under Impacts 4.7(b) and 4.10(a). Accordingly, implementation of the Project would result in a less than significant impact.

**c. ii) Less than Significant Impact.** As mentioned in Impact 4.10(c)(i), proposed development activities would alter the Project site's existing interior drainage characteristics. The proposed development plan is designed to convey on-site stormwater to an integrated, on-site system of catch basins, gutters, underground storm drain pipes, and three subsurface infiltration chambers, convey the runoff across the site, and treat the runoff with BMPs to minimize the amount of water-borne pollutants carried from the Project site.

Under post-development conditions, total peak flows leaving the Project site would be 45.4 cubic feet per second (cfs); 31.4 cfs would be discharged directly to the San Antonio Creek Channel, 7.5 cfs would be discharged to the Chino Storm Drain Channel, and 6.5 cfs would be discharged to the existing public storm drain pipe within East End Avenue. The total peak flows discharged from the Project site would slightly exceed the existing total peak flows from the site (43.4 cfs); however, this slight increase would not adversely affect the performance of the local drainage system or result in substantial increased flooding risks downstream of the Project site. Due to the Project site's proximity to the Chino Storm Drain Channel and the San Antonio Creek Channel, it is advantageous from a flood control management perspective to convey flows away from the Project site and into the two drainage channels as quickly as possible so that flows can be flushed downstream in advance of the channels' receipt of

peak stormwater flows from upstream areas, thereby minimizing the potential flood risk. Accordingly, implementation of the Project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

*c. iii) Less than Significant Impact.* As discussed under Impact 4.10(c)(ii), implementation of the Project would not create or contribute runoff that would exceed the capacity of any existing or planned stormwater drainage system. Also, as discussed under Impact 4.10(a), the Project's construction contractors would be required to comply with a SWPPP and the Project's owner or operator would be required to comply with the Preliminary WQMP (*Appendix H1*) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant.

*c. iv) Less Than Significant Impact.* According to FEMA FIRM No. 06071C8615H, a narrow portion of the Project site immediately abutting County Road is located within a special flood hazard area – Zone A (FEMA, 2008). However, the Project would not construct structures or substantial improvements in this area (the area would primarily be landscaped) and the Project would not substantially alter the existing site grade/elevation in the Zone A area. Thus, implementation of the Project would not substantially impede or redirect flood flows. Impacts would be less than significant.

*d) No Impact.* The Pacific Ocean is located more than 30 miles southwest of the Project site (Google Earth Pro, 2019); consequently, there is no potential for the Project site to be impacted by a tsunami because tsunamis typically can only reach up to a few miles inland. The site also is not subject to risk of seiche because the nearest large body of surface water is approximately 11 miles south of the Project site (Prado Dam), which is too far from the subject property to impact the property with a flood hazard or seiche (City of Chino, 2010a, Figure SAF-3). Accordingly, the Project would not risk release of pollutants due to inundation. No impact would occur.

*e) Less than Significant Impact.* As discussed under Impact 4.10(a) above, the Project site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* by preparing and adhering to a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct the *Santa Ana River Basin Water Quality Control Plan* and impacts would be less than significant.

The entire Project site is located within the Chino Groundwater Basin, which is an adjudicated basin (DWR, n.d.). Adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) requirement to develop Groundwater Sustainability Plan because such basins already operate under a court-ordered water management plan to ensure their long-term sustainability. No component of the Project would obstruct with or prevent implementation of the management plan for the Chino Groundwater Basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.

**4.11 LAND USE AND PLANNING**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a) No Impact.* Development of the Project would not physically disrupt or divide the arrangement of an established community. Under existing conditions, the Project site is separated from properties to the west by existing fencing and the San Antonio Creek Channel; from properties to the south and east by County Road, the existing SBCFD channel, and SR-60; and from properties to the north by existing railroad tracks and fencing. Because the Project site is already physically separated from abutting properties by existing physical barriers, the Project would not cause a physical division of an established community. No impact would occur.

*b) No Impact.* The Project would develop the subject property in accordance with its underlying General Plan land use and zoning designations and would comply with all applicable policies contained in the General Plan as well as all applicable development regulations/development standards contained in the Zoning Ordinance. Accordingly, the Project would not conflict with the City's General Plan or Zoning Ordinance.

**4.12 MINERAL RESOURCES**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
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"/>
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"/>

*a & b) No Impact.* The Project site is located within Mineral Resource Zone 1 (MRZ-1), which indicates that no significant mineral deposits are present, or there is little likelihood exists for the presence of minerals. In addition, the Project site is not identified as a locally-important mineral resource recovery site in the City of Chino General Plan (CDC, 1983; City of Chino, 2010a, Figure OSC-3). Accordingly, the Project site is not located within an area not known to be underlain by regionally-important mineral resources. Accordingly, implementation of the Project would not result in the loss of availability of a known regionally- or locally-important mineral resource that would be of value to the region or to the residents of the State of California.

**4.13 NOISE**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project result in:</i>				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

A *Noise Impact Analysis* (Urban Crossroads, 2020d) was prepared for the Project by Urban Crossroads to evaluate Project-related long-term operational and short-term construction noise impacts. This report is included as *Appendix I* to this MND and its findings are incorporated into the analysis presented herein.

a) **Less than Significant Impact.** The analysis presented on the following pages summarizes the Project's potential construction noise levels and operational noise levels, including operational noise that would be generated on-site as well as off-site noise that would be generated by the Project's traffic. The detailed noise calculations for the analysis presented here are provided in Appendices 9.1 and 10.1 of *Appendix I*.

*Construction Noise Impact Analysis*

Construction activities on the Project site would create temporary periods of noise when heavy construction equipment is in operation and would cause a short-term increase in ambient noise levels. Maximum daytime construction noise levels at representative sensitive receptor locations near the Project site are summarized in Table 4-6, *Project Construction Noise Level Summary (Daytime)*. Receptor locations are illustrated on Figure 4-1, *Noise Receiver Locations*.

**Table 4-6 Project Construction Noise Level Summary (Daytime)**

Receiver Location <sup>1</sup>	Land Use <sup>2</sup>	Construction Noise Levels (dBA L <sub>eq</sub> )		
		Peak Noise Levels <sup>3</sup>	Threshold <sup>4</sup>	Threshold Exceeded? <sup>5</sup>
R1	SFR	64.3	65	No
R2	SFR	51.6	65	No
R3	GI	73.3	n/a	No

Source: (Urban Crossroads, 2020e, Table 10-2)

<sup>1</sup>Noise receiver locations are shown on Figure 4-1.

<sup>2</sup>City of Chino General Plan Land Use Map. "SFR" = Single-Family Residential; "GI" = General Industrial.

<sup>3</sup>Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations.

<sup>4</sup>Construction noise level thresholds as shown on Table 4-2 of *Appendix I*.

<sup>5</sup>Do the estimated Project construction noise levels exceed the construction noise level threshold?



**LEGEND**

 Measurement Locations

Source(s): Urban Crossroads (01-18-2020)

Figure 4-1



Not to Scale



**Noise Receiver Locations**

As shown in Table 4-6, Project daytime construction noise would not exceed the City of Chino's applicable standards at nearby receiver locations; accordingly, Project construction activities would result in less than significant impacts during daytime hours.

Notwithstanding, there is the potential that specific Project construction activities (i.e., concrete pouring) could occur outside of the 7:00am-8:00pm time period permitted by right in the Municipal Code. Pursuant to Section 15.44.030(B) of the Chino Municipal Code, the City would be required to approve any requests for nighttime construction activities. Table 4-7, *Project Construction Noise Level Summary (Nighttime)*, summarizes the noise levels that would occur in the event of nighttime concrete pouring at the Project site. As shown in Table 4-7, nighttime concrete pouring activities would not exceed the City of Chino's applicable standards at nearby receiver locations. Thus, in the event that nighttime concrete pouring was to occur during Project construction, the resulting noise impact would be less than significant.

**Table 4-7 Project Construction Noise Level Summary (Nighttime)**

Receiver Location <sup>1</sup>	Land Use <sup>2</sup>	Construction Noise Levels (dBA L <sub>eq</sub> )		
		Peak Noise Levels <sup>3</sup>	Threshold <sup>4</sup>	Threshold Exceeded? <sup>5</sup>
R1	SFR	60.2	65	No
R2	SFR	47.5	65	No
R3	GI	69.2	n/a	No

Source: (Urban Crossroads, 2020e, Table 10-3)

<sup>1</sup>Noise receiver locations are shown on Figure 4-1.

<sup>2</sup>City of Chino General Plan Land Use Map. "SFR" = Single-Family Residential; "GI" = General Industrial.

<sup>3</sup>Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations.

<sup>4</sup>Construction noise level thresholds as shown on Table 4-2 of *Appendix I*.

<sup>5</sup>Do the estimated Project construction noise levels exceed the construction noise level threshold?

#### Operational Noise Impact Analysis – Stationary Noise

Stationary (on-site) noise sources associated with long-term Project operation are expected to include idling trucks, delivery truck and automobile parking, delivery truck backup alarms, roof-mounted equipment (e.g., heating/ventilation equipment), as well as noise associated with the loading and unloading of dry goods. The daytime and nighttime stationary maximum noise levels associated with Project operation at nearby sensitive receptor locations (the same receptor locations used for the construction analysis, above) are summarized in Table 4-8, *Project Stationary Noise Summary*.

As shown in Table 4-8, Project operations would not expose any nearby receptor to excessive noise levels during daytime or nighttime hours. Accordingly, implementation of the Project would not result in the exposure of receivers near the Project site to stationary noise levels that exceed the standards established in the City of Chino. Impacts would be less than significant.



Table 4-8 Project Stationary Noise Summary

Receiver Location <sup>1</sup>	Land Use <sup>2</sup>	Noise Level at Receiver Locations (dBA) <sup>3</sup>					Threshold Exceeded? <sup>4</sup>
		Leq (Average)	L <sub>50</sub> (30 mins)	L <sub>25</sub> (15 mins)	L <sub>8</sub> (5 mins)	L <sub>max</sub> ( <b>&lt;1 min</b> )	
Daytime							
Daytime Threshold	Residential	n/a	55	60	65	70	-
	Other	n/a	n/a	n/a	n/a	n/a	-
R1	SFR	48.9	48.1	49.5	50.5	58.9	No
R2	SFR	35.1	33.9	35.3	36.4	44.3	No
R3	GI	46.5	46.0	47.3	48.3	56.9	No
Nighttime							
Nighttime Threshold	Residential	n/a	50	55	60	65	-
	Other	n/a	n/a	n/a	n/a	n/a	-
R1	SFR	47.7	47.1	48.4	49.4	51.1	No
R2	SFR	33.7	32.6	34.0	35.2	36.9	No
R3	GI	45.5	45.0	46.3	47.3	49.1	No

Source: (Urban Crossroads, 2020e, Tables 9-4 and 9-5)

<sup>1</sup>Noise receiver locations and on-site noise sources are shown on Figure 9-A of *Appendix I*.

<sup>2</sup>City of Chino General Plan Land Use Map. "SFR" = Single-Family Residential; "GI" = General Industrial.

<sup>3</sup>Estimated noise levels as shown on Tables 9-2 and 9-3 of *Appendix I*

<sup>4</sup>Do the estimated Project construction noise levels exceed the noise level threshold?

#### Operational Noise Impact Analysis – Traffic Noise

To evaluate permanent, off-site noise increases that could result from Project-related traffic, noise levels were modeled for the following traffic scenarios:

- Existing: This scenario refers to the existing traffic noise conditions without and with the proposed Project.
- Project Opening Year (2021): This scenario refers to the background noise conditions in the year 2021 without and with the Project, including reasonably foreseeable cumulative development projects.

Traffic noise contours and noise levels were established based on existing and projected future traffic conditions on off-site roadway segments within the Project's study area, and do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. Refer to *Appendix I* for a detailed description of the methodology used to evaluate the Project's traffic-related noise effects.

Table 4-9, *Existing plus Project Traffic Noise Impacts*, presents a comparison of the existing noise conditions along Project study area roadway segments and the noise levels that would result with addition of Project-related traffic. Under Existing plus Project conditions, noise levels along roadway segments within the Project study area would increase between 0.1 and 0.9 dBA CNEL, which would not exceed the applicable significance thresholds. Therefore, the Project's contribution to off-site traffic noise would not result in a substantial permanent increase in ambient noise levels and Project-related impacts would be less than significant.

Table 4-10, *Opening Year Traffic Noise Impacts*, presents a comparison of the expected year 2021 noise conditions along Project study area roadway segments, including reasonably foreseeable cumulative development projects, both with and without the addition of Project-related traffic. Noise levels along roadway segments within the Project study area would increase between 0.1 and 0.9 dBA CNEL, which would not exceed the applicable significance thresholds. Therefore, the Project's contribution to off-site traffic noise would not result in a substantial permanent increase in ambient noise levels and Project-related impacts would be less than significant.

**Table 4-9 Existing plus Project Traffic Noise Impacts**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Noise Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition			Limit	Exceeded?
1	Reservoir St.	n/o Country Rd.	Light Industrial/ Residential	73.6	73.6	0.0	Yes	65	1.5	No
2	Reservoir St.	s/o Country Rd.	Light Industrial/ Residential	74.3	74.4	0.1	Yes	65	1.5	No
3	East End Av.	n/o Country Rd.	Light Industrial/ Residential	72.3	72.3	0.0	Yes	65	1.5	No
4	East End Av.	s/o Country Rd.	Light Industrial/ Residential	72.1	72.2	0.1	Yes	65	1.5	No
5	Country Rd.	w/o Reservoir St.	Residential	68.1	68.1	0.0	Yes	65	1.5	No
6	Country Rd.	e/o Reservoir St.	General Industrial	68.3	69.2	0.9	No	70	5.0	No
7	Country Rd.	w/o East End Av.	General Industrial	67.1	67.5	0.4	No	70	5.0	No

Source: (Urban Crossroads, 2020e, Table 7-5)

<sup>1</sup>City of Chino General Plan Land Use Map.<sup>2</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.**Table 4-10 Opening Year Traffic Noise Impacts**

ID	Road	Segment	Receiving Land Use <sup>1</sup>	CNEL at Receiving Land Use (dBA) <sup>2</sup>			Noise Sensitive Land Use?	Exterior Noise Standard	Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Addition			Limit	Exceeded?
1	Reservoir St.	n/o Country Rd.	Light Industrial/ Residential	73.8	73.8	0.0	Yes	65	1.5	No
2	Reservoir St.	s/o Country Rd.	Light Industrial/ Residential	74.5	74.6	0.1	Yes	65	1.5	No
3	East End Av.	n/o Country Rd.	Light Industrial/ Residential	72.5	72.5	0.0	Yes	65	1.5	No
4	East End Av.	s/o Country Rd.	Light Industrial/ Residential	72.3	72.4	0.1	Yes	65	1.5	No
5	Country Rd.	w/o Reservoir St.	Residential	68.3	68.3	0.0	Yes	65	1.5	No
6	Country Rd.	e/o Reservoir St.	General Industrial	68.5	69.3	0.9	No	70	5.0	No
7	Country Rd.	w/o East End Av.	General Industrial	67.3	67.7	0.4	No	70	5.0	No

Source: (Urban Crossroads, 2020e, Table 7-6)

<sup>1</sup>City of Chino General Plan Land Use Map.<sup>2</sup>The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

**b) Less than Significant Impact.** The analysis presented below demonstrates that implementation of the Project would not generate excessive groundborne vibration or groundborne noise levels

#### Construction Analysis

Construction activities on the Project site would utilize construction equipment that has the potential to generate vibration. Table 4-11, *Project Construction Vibration Levels*, summarizes Project construction vibration levels at the modeled receiver locations (Project construction-related vibration levels were calculated at the same receiver locations shown on Figure 4-1). As shown in Table 4-11, all receiver locations in the vicinity of the Project site would be exposed to vibration levels that fall below the City of Chino's significance threshold (i.e., 0.05 in/sec root-mean-square velocity [RMS]). Accordingly, Project construction would not generate temporary, excessive groundborne vibration or noise levels and a less than significant impact would occur.

**Table 4-11 Project Construction Vibration Levels**

Receiver <sup>1</sup>	Land Use <sup>2</sup>	Distance to Const. Activity	Receiver PPV Levels (in/sec) <sup>3</sup>					RMS Velocity Levels (in/sec) <sup>4</sup>	Threshold <sup>5</sup>	Threshold Exceeded? <sup>6</sup>
			Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration			
R1	SFR	71'	0.0006	0.0073	0.0159	0.0186	0.0186	0.0132	0.05	No
R2	SFR	469'	0.0000	0.0004	0.0009	0.0011	0.0011	0.0008	0.05	No
R3	GI	13'	0.0080	0.0933	0.2027	0.2373	0.2373	0.1685	n/a	No

Source: (Urban Crossroads, 2020e, Table 10-4)

<sup>1</sup>Receiver locations are shown on Figure 4-1.

<sup>2</sup>City of Chino General Plan Land Use Map. "SFR" = Single-Family Residential; "GI" = General Industrial.

<sup>3</sup>Based on the Vibration Source Levels of Construction Equipment included on Table 6-7 of *Appendix I*

<sup>4</sup>Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

<sup>5</sup>City of Chino Municipal Code, Sections 9.40.060(D) and 9.40.110.

<sup>6</sup>Does the vibration level exceed the maximum acceptable vibration threshold?

#### Operational Analysis

Under long-term conditions, expected operational activities at the Project site would not include or require equipment, facilities, or activities that would result in perceptible ground-borne vibration. Trucks would travel to and from the Project site on surrounding roadways; however, vibration and groundborne noise levels for heavy trucks operating at the posted speed limits on smooth, paved surfaces – as is expected on the Project site and surrounding roadways – typically approach 0.003 in/sec RMS, which is far lower than the applicable significance threshold (0.05 in/sec RMS) (Urban Crossroads, 2020e, p. 50). Accordingly, Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.

**c) No Impact.** The Project site is located within the Airport Influence Area (AIA) of the Ontario International Airport; but, is not located within any of the Airport's noise impact zones (City of Ontario, 2011, Maps 2-1 through 2-3). Accordingly, implementation of the Project would not expose future employees on the site to excessive noise levels; no impact would occur.

**4.14 POPULATION AND HOUSING**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
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"/>
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"/>

*a) Less than Significant Impact.* The Project is consistent with the land use designation applied to the Project site by the City of Chino General Plan Land Use Map. Accordingly, development of the site with industrial land uses – and the resulting increases in employment and improvements to public infrastructure – was already anticipated by the City in their General Plan and evaluated in the General Plan EIR. Accordingly, implementation of the Project would not directly or indirectly induce unplanned growth in the area; impacts would be less than significant.

*b) No Impact.* The Project site does not contain any residential structures and no people live on the site under existing conditions. Accordingly, implementation of the Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

**4.15 PUBLIC SERVICES**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. i) **Less than Significant Impact.** The structures on the Project site receive fire protection services from the Chino Valley Fire Department (CVFD) via Station 65, located at 12220 Ramona Avenue, Chino, CA 91710, approximately 1.0 roadway mile to the east of the Project site. The Project's land uses are consistent with the City of Chino General Plan Land Use Map. The CVFD recently updated their Master Plan and determined, based on the planned uses shown on the General Plan Land Use Map, that the District's facilities and service capacity could absorb the demand from planned, future development (CVFD, 2018, pp. 118-119)

Although the Project would not result in the need for new or expanded fire protection facilities, as a standard condition of approval, the Project Applicant would be required to pay impact fees for fire protection services in accordance with Chapter 3.40 of the Chino Municipal Code. The City will collect Development Impact Fees (DIF) for the Project based on building square footage. The Project Applicant's payment of DIF fees, as well as increased property tax revenues that would result from development of the Project, would be used by the City to help pay for fire suppression facilities, vehicles, and equipment. (City of Chino, 2019)

The Project would incorporate fire prevention and fire suppression design features to minimize the potential demand placed on the CVFD. The proposed 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 and would provide paved emergency access to the Project site to support the CVFD in the event fire suppression activities are needed on-site. Lastly, the proposed buildings would feature a fire alarm system and ceiling-mounted sprinklers that would attack a fire and knock it back to its source (making it more manageable to extinguish) prior to the arrival of the CVFD.

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.

*a. ii)* **Less than Significant Impact.** The Project site receives police protection services from the City of Chino Police Department (CPD). The Project would introduce new buildings and employees and visitors to the Project site, which would result in an incremental increase in demand for police protection services. The Project's land uses are consistent with the City of Chino General Plan Land Use Map and the EIR for the City's General Plan concluded that implementation of the General Plan would not result in significant adverse effects on the CPD's ability to provide adequate police protection services in the City (City of Chino, 2010, pp. 4.12-11 to 4.12-14). Additionally, and pursuant to City of Chino Municipal Code Chapter 3.40, the Project would be subject to payment of DIF fees which are based on a building's square footage. The City of Chino uses DIF fees, as well as increased property tax revenues that would result from development of the Project, to help pay for law enforcement facilities, vehicles, and equipment (City of Chino, 2019).

Because Project implementation would not result in or require new or expanded police protection facilities and because the Project is required to contribute appropriate DIF fees to offset the Project's increased demand for police protection services, the Project's impacts to police protection services would be less than significant.

*a. iii)* **Less than Significant Impact.** The Project does not include residential land uses and would not directly introduce new school-age children within the Chino Valley Unified School District (CVUSD) boundaries. Although the Project would not create a direct demand for public school services, the Project Applicant would be required to contribute development impact fees to the CVUSD in compliance with the Leroy F. Greene School Facilities Act of 1998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits. Impacts to CVUSD schools would be less than significant.

*a. iv)* **No Impact.** The Project does not propose to construct any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Further, 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 Project would not result in environmental effects related to the construction or expansion of recreational facilities or the increased use or substantial physical deterioration of an existing neighborhood or regional park. No impact would occur.

*a. v)* **No Impact.** The Project does not include any residential land uses and, therefore, is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, public health facilities, and/or animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities. No impact would occur.

**4.16 RECREATION**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

*a) No Impact.* The Project does not include 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 Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, no impact would occur.

*b) No Impact.* The Project does not provide for the construction of any new on- or off-site recreation facilities. No impact would occur.



**4.17 TRANSPORTATION**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A *Focused Traffic Impact Analysis* was prepared for the Project by Urban Crossroads to evaluate the potential circulation system deficiencies that may result from the development of the Project. This report is included as *Appendix J* to this MND and its findings are incorporated into the analysis presented herein.

a) **Less than Significant Impact.** The analysis presented on the following pages demonstrates that implementation of the Project would not result in a substantial adverse effect to the circulation system.

*Project Study Area*

The Project's traffic study area (hereafter "Project study area" or "study area") was devised based on the City of Chino traffic study guidelines and consultation with City of Chino staff. The study area includes the intersections listed in Table 4-12, *Intersection Analysis Locations*.

**Table 4-12 Intersection Analysis Locations**

ID	Intersection Location	Jurisdiction	CMP?
1	Reservoir St. and County Road	Pomona	No
2	Driveway 1 & County Rd. – Future Intersection	Chino	No
3	Driveway 2 & County Rd. – Future Intersection	Chino	No
4	East End Av. & Driveway 3 – Future Intersection	Chino	No
5	East End Av. & County Rd.	Chino	No

Source: (Urban Crossroads, 2020, Table 1-1)

Existing traffic counts were collected in the study area in October 2019 during representative, typical weekday peak hour traffic conditions. No observations were made in the field during the traffic count collection period that would indicate atypical traffic conditions. Based on the collected traffic counts, all existing intersections in the Project study area operate at a level of service (LOS) of "C" or better during the AM and PM peak hours (7:00-9:00am and 4:00-6:00pm, respectively). Refer to *Appendix J* for more information about existing traffic conditions in the Project's study area.

Thresholds of Significance

The Project would result in a significant direct impact to the circulation system if, under Existing plus Project traffic conditions, Project traffic would cause an intersection to degrade from LOS D or better to LOS E or F. (Urban Crossroads, 2020, p. 17)

The Project would result in a cumulatively considerable adverse effect to the circulation system if, under Opening Year traffic conditions, the Project would contribute 50 or more peak hour trips to an intersection that operates at LOS E or LOS F. (Urban Crossroads, 2020, p. 18) The “50 peak hour trip” criterion is utilized by many public agencies in Southern California, including the City of Chino and City of Pomona is consistent with the methodology employed by the County of San Bernardino and County of Los Angeles, and generally represents a minimum number of trips at which a typical intersection would have the potential to be substantively impacted by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of impact (i.e., study area) (Urban Crossroads, 2020, p. 4).

Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development project. For purposes of this analysis, the following vehicle mixes have been utilized:

- Building 1 is evaluated as a high-cube fulfillment center warehouse. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* (2017) includes a trip generation rate for high-cube fulfillment center uses (ITE land use code 155); however, the ITE rates are unreliable because they are based on limited survey data. Because the ITE’s data for high-cube fulfillment center uses is limited and the ITE Trip Generation Manual recommends the use of local data sources where available, the trip-generation statistics published in the *High-Cube Warehouse Trip Generation Study* (WSP, 2019) that was commissioned by the Western Riverside Council of Governments (WRCOG) has been utilized in this analysis. The trip generation rates in the *High-Cube Warehouse Trip Generation Study* are based on data collected at 11 high-cube fulfillment center sites located in the Inland Empire. (The survey sites were located in the cities of Chino, Moreno Valley, Riverside, Jurupa Valley, and Perris.) The *High-Cube Warehouse Trip Generation Study* does not include a split for inbound and outbound vehicles, as such, the inbound and outbound splits identified in the ITE *High-Cube Warehouse Vehicle Trip Generation Analysis* (October 2016) have been utilized in this analysis. (Urban Crossroads, 2020, p. 39)
- Buildings 2, 3, and 4 are evaluated as industrial park uses (ITE land use code 130). The assumptions for the mix of trucks, by axle type, relies on recommendations from the SCAQMD *Warehouse Truck Trip Study Data Results and Usage* (2014). Based on the guidance from the SCAQMD, the following truck fleet mix was utilized for the purposes of estimating the truck trip generation for Buildings 2, 3, and 4: 16.7% of the total trucks as 2-axle trucks, 20.7% of the total trucks as 3-axle trucks, and 62.6% of the total trucks as 4+-axle trucks. (Urban Crossroads, 2020, p. 42)

Based on the assumptions described above, the Project is calculated to generate approximately 642 total vehicle trips per day, including 47 vehicle trips during the AM peak hour (7:00-9:00am) and 57 vehicle trips during the PM peak hour (4:00-6:00pm) (Urban Crossroads, 2020, p. 41). Of the Project’s 642 daily vehicle trips, 106 would be from trucks with two or more axles. In conformance with standard traffic engineering practices in Southern California, the Project’s daily vehicle trips were converted to a passenger car equivalent (PCE). PCE factors allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit (i.e., the passenger car). A PCE factor of 1.5 was applied to two-axle truck trips, a factor of 2.0 was applied to three-axle truck trips, and a factor of 3.0 was applied to four plus-axle truck trips. The Project is anticipated to generate approximately

806 daily PCE trips, including 60 PCE trips during the AM peak hour and 68 PCE trips during the PM peak hour. (Urban Crossroads, 2020, pp. 41-42) The Project's PCE vehicle trips were used for purposes of evaluating the Project's potential effect on the circulation system. For more information about the Project's trip generation, refer to *Appendix J*.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the routes where Project traffic would distribute. The trip distribution for the Project was developed based on anticipated passenger car and truck travel patterns to-and-from the Project site. The total volume on each roadway was divided by the Project's total traffic generation to indicate the percentage of Project traffic that would use each component of the roadway system in each relevant direction. The Project's trip distribution patterns are graphically depicted on Figure 4-2, *Project Truck Trip Distribution*, and Figure 4-3, *Project Car Trip Distribution*.

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, PCE factored Project average daily traffic (ADT) volumes for the weekday are shown on Figure 4-4, *Project Average Daily Traffic*.

#### Analysis Scenarios

The Project's potential impacts to the local circulation network were assessed for each of the following conditions:

- Near-term Construction;
- Existing (2019) plus Project (E+P); and
- Opening Year (2021) with and without the Project.

The Near-Term Construction conditions analysis determines the potential for the Project's construction-related traffic to result in an adverse effect to the local roadway system. Types of traffic anticipated during construction include construction workers traveling to/from the Project site as well as deliveries of construction materials to the Project site.

The Existing (2019) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the roadway system under the theoretical scenario where the Project is added to existing conditions. The E+P scenario is presented to disclose direct impacts as required by CEQA. In the case of the proposed Project, the estimated time period between the commencement of the Project's environmental review (2019) and estimated Project occupancy (2021) is two (2) years. During this time period, traffic conditions are not static – other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore, the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that will exist when the proposed Project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

The Opening Year (2021) analysis includes an evaluation of traffic conditions at the Project's "opening year." The Opening Year (2021) analysis is utilized to determine the potential for Project traffic to cumulatively contribute to near-term circulation system deficiencies upon consideration of existing traffic + ambient growth + Project traffic + traffic from cumulative development projects.

Refer to *Appendix J* for a detailed discussion of the methodologies and assumptions for each analysis scenario, and a list of cumulative development projects considered in the analysis.

*Impact Analysis for Near-term Construction Traffic Conditions*

During the Project's construction phase, traffic to-and-from the subject property would be generated by construction employee trips, delivery of construction materials, and delivery/use of heavy equipment.

Vehicular traffic from construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities because construction activities typically begin/end outside of the peak hour; therefore, a most – if not all – construction employees would not be driving to/from the Project site during hours of peak congestion. Because the Project would result in a less-than-significant impact to the existing circulation network (see "Impact Analysis for Existing plus Project (E+P) Traffic Conditions," below) and because construction worker peak hour trips would be substantially less than the less-than-significant peak hour trips generated by the Project, traffic from construction workers is not expected to result in a substantial adverse effect to the local roadway system.

Deliveries of construction materials to the Project site also would have a nominal effect to the local roadway network because most trips would occur during non-peak hours and the total volume of trips would be less than the Project's operational trips, which are shown below to have a less-than-significant impact. Furthermore, construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase based on need.

Based on the foregoing analysis, traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts during the Project's construction phase would be less than significant.

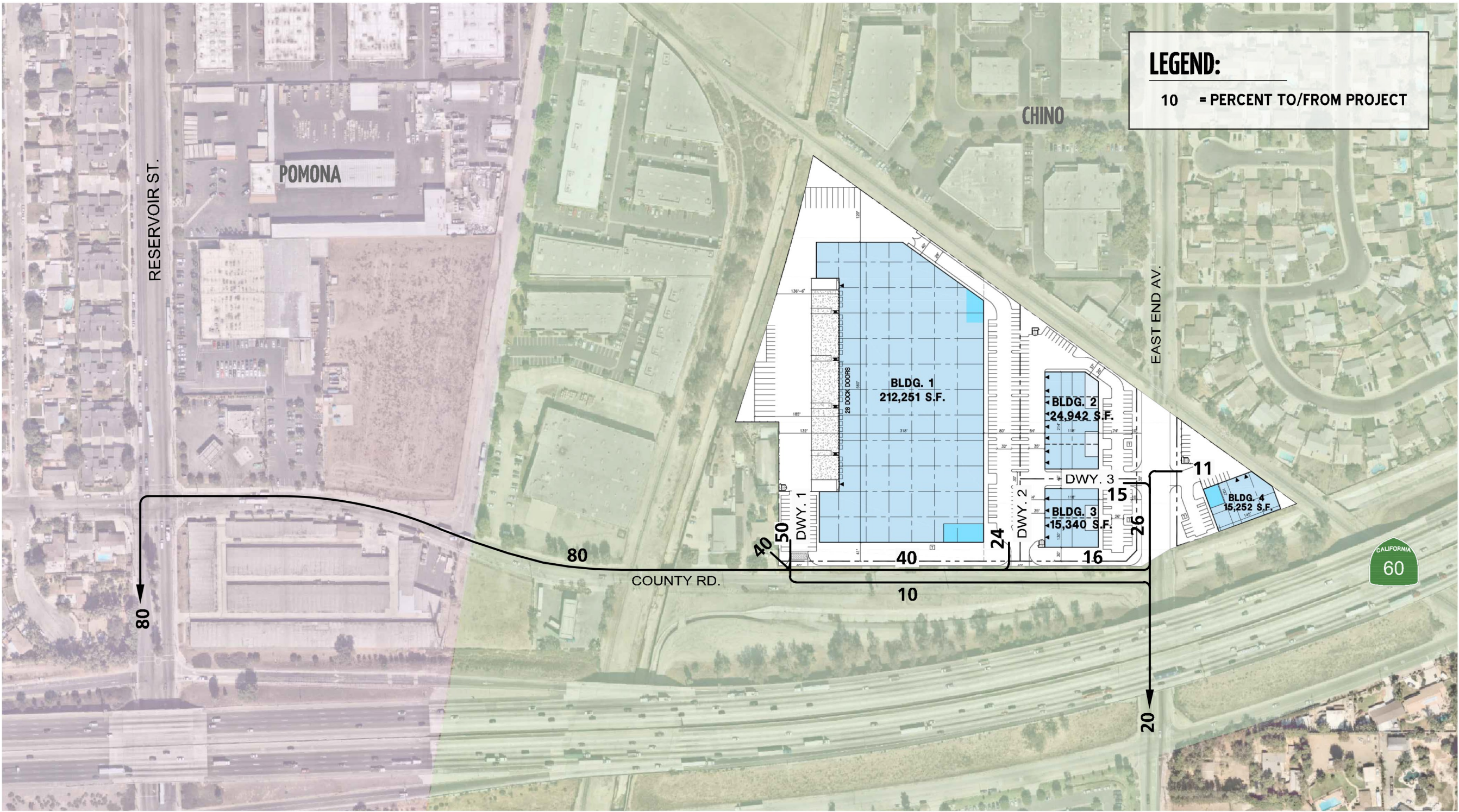
*Impact Analysis for Existing plus Project (E+P) Traffic Conditions*

Study area intersection operations under E+P traffic conditions are summarized in Table 4-13, *Intersection Analysis for Existing plus Project Traffic Conditions*. As shown in Table 4-13, Project traffic would not exceed applicable significance thresholds under E+P traffic conditions. Accordingly, the Project would result in a less-than-significant impact to the local roadway network under E+P traffic conditions.

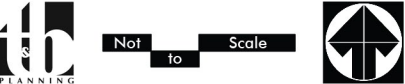
*Impact Analysis for Opening Year (2021) Traffic Conditions*

Study area intersection operations under Opening Year (2021) traffic conditions are summarized in Table 4-14, *Intersection Analysis for Opening Year (2021) Traffic Conditions*. As shown in Table 4-14, Project traffic would not exceed applicable significance thresholds under Opening Year (2021) traffic conditions. Accordingly, the Project would result in a less-than-significant impact to the local roadway network under Opening Year (2021) traffic conditions.

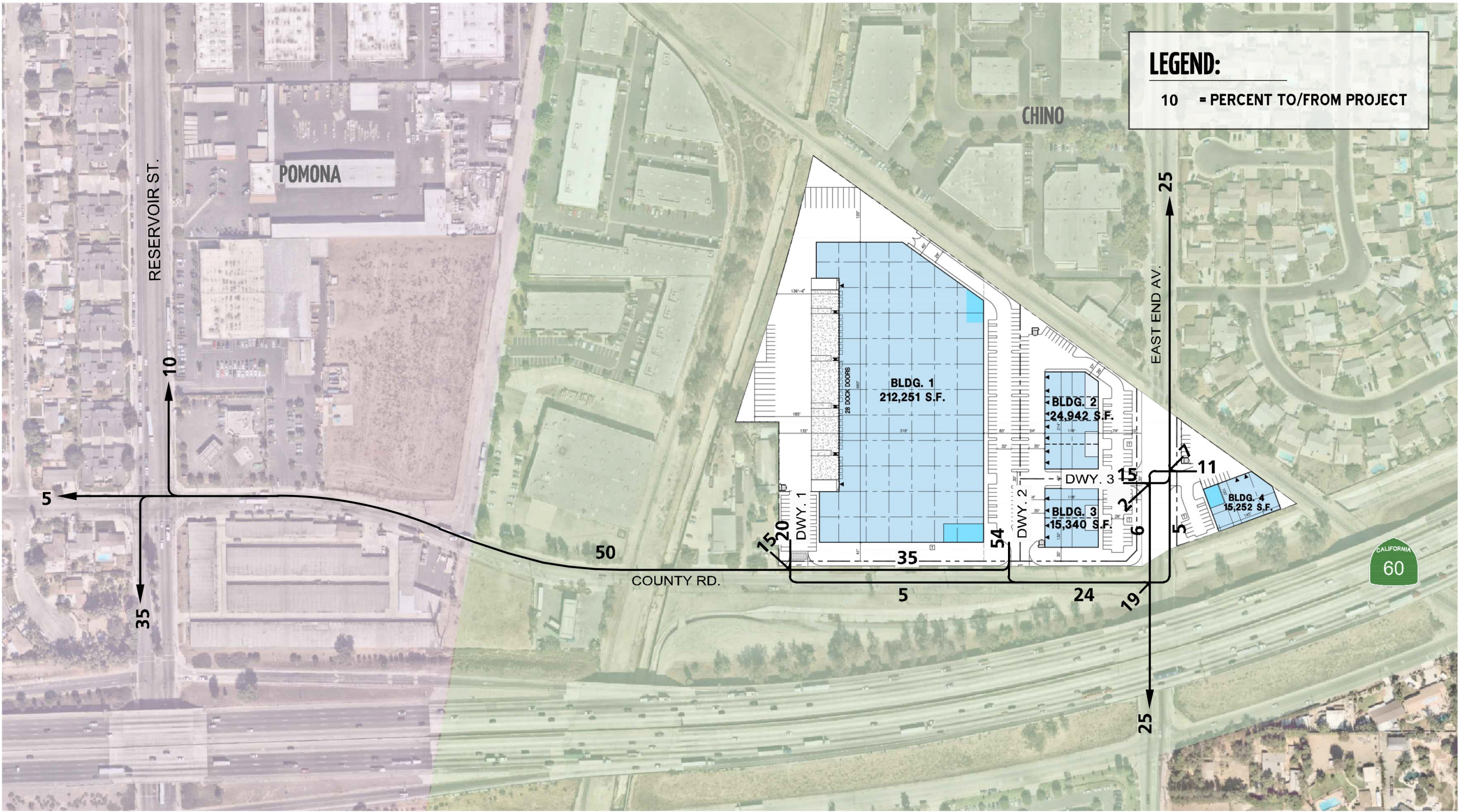




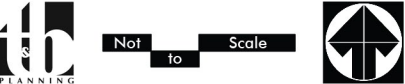
Source(s): Urban Crossroads (11-26-2019)



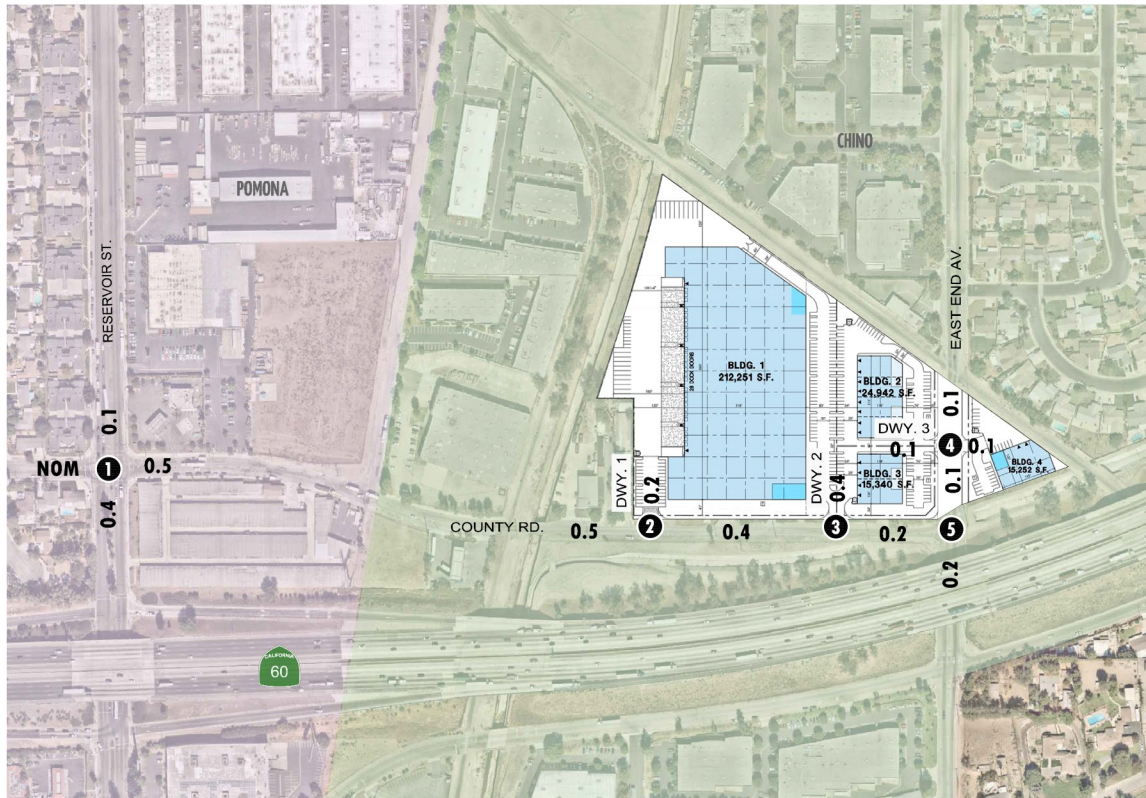




Source(s): Urban Crossroads (11-26-2019)







1 Reservoir St. & County Rd.	2 Dwy. 1 & County Rd.	3 Dwy. 2 & County Rd.	4 East End Av. & Dwy. 3	5 East End Av. & County Rd.
<div> <div> <div>0(0)</div> <div>0(0)</div> <div>0(0)</div> </div> <div> <div>1(4)</div> <div>0(2)</div> <div>6(24)</div> </div> </div> <div> <div>0(0)</div> <div>2(1)</div> <div>0(0)</div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>23(6)</div> </div>	<div> <div>3(11)</div> <div>1(3)</div> </div> <div> <div>3(1)</div> <div>5(19)</div> </div>	<div> <div>4(16)</div> <div>2(7)</div> </div> <div> <div>6(2)</div> <div>4(3)</div> </div>	<div> <div>4(2)</div> <div>2(1)</div> <div>2(1)</div> </div> <div> <div>1(3)</div> <div>0(0)</div> <div>1(3)</div> </div>	<div> <div>2(3)</div> <div>1(4)</div> </div> <div> <div>3(2)</div> <div>2(8)</div> </div>
<div> <div>0(0)</div> <div>2(1)</div> <div>0(0)</div> </div> <div> <div>0(0)</div> <div>0(0)</div> <div>23(6)</div> </div>	<div> <div>11(4)</div> <div>17(6)</div> </div>	<div> <div>15(6)</div> <div>3(4)</div> </div>	<div> <div>1(5)</div> <div>0(0)</div> <div>1(3)</div> </div> <div> <div>3(1)</div> <div>0(2)</div> <div>3(1)</div> </div>	<div> <div>3(2)</div> <div>2(8)</div> </div> <div> <div>8(3)</div> <div>3(1)</div> </div>

**LEGEND:**

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOM = NOMINAL, LESS THAN 50  
VEHICLES PER DAY

Source(s): Urban Crossroads (11-26-2019)

Figure 4-4



Not to Scale



**Project Average Daily Traffic**



**Table 4-13 Intersection Analysis for Existing plus Project Traffic Conditions**

#	Intersection	Traffic Control <sup>2</sup>	Existing (2019)				E+P			
			Delay (secs.) <sup>1</sup>		Level of Service		Delay (secs.) <sup>1</sup>		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Reservoir St. and County Rd.	TS	8.8	10.4	A	B	9.0	11.3	A	B
2	Driveway 1 & County Rd.	CSS	Future Intersection				9.2	9.4	A	A
3	Driveway 2 & County Rd.	CSS	Future Intersection				9.3	9.5	A	A
4	East End Av. & Driveway 3	CSS	Future Intersection				13.4	13.9	B	B
5	East End Av. & County Rd.	CSS	17.4	22.3	C	C	13.9	16.0	B	C

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

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

<sup>2</sup>CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

Note: The intersection operations analysis worksheets for E+P traffic conditions are included in *Appendix J* of this MND.

Source: (Urban Crossroads, 2020, Table 5-1)

**Table 4-14 Intersection Analysis for Opening Year (2021) Traffic Conditions**

#	Intersection	Traffic Control <sup>2</sup>	2021 Without Project				2021 With Project			
			Delay (secs.) <sup>1</sup>		Level of Service		Delay (secs.) <sup>1</sup>		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Reservoir St. and County Rd.	TS	9.3	11.1	A	B	9.5	12.0	A	B
2	Driveway 1 & County Rd.	CSS	Future Intersection				9.3	9.4	A	A
3	Driveway 2 & County Rd.	CSS	Future Intersection				9.4	9.5	A	A
4	East End Av. & Driveway 3	CSS	Future Intersection				13.7	14.3	B	B
5	East End Av. & County Rd.	CSS	18.6	24.6	C	C	14.3	16.8	B	C

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

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

<sup>2</sup>CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement

Note: The intersection operations analysis worksheets for E+P traffic conditions are included in *Appendix J* of this MND.

Source: (Urban Crossroads, 2020, Table 6-1)

### Public and Non-Vehicular Transportation

The proposed Project would develop the subject property with industrial land uses, which is a land use not likely to attract large volumes of pedestrian, bicycle, or transit traffic. Regardless, the Project is designed to comply with all applicable City of Chino transportation plans and policies, which include providing sidewalks along the segments of County Road and East End Avenue that abut the Project site and accommodating a planned Class II or Class III bike lane on East End Avenue.

Public transit in the Project area is provided by Omnitrans. There are no existing Omnitrans routes that operate along roads that abut the Project site and there are no other public transit services in the vicinity of the Project site under existing conditions. Accordingly, implementation of the Project would not conflict with local public transit service.

As demonstrated by the foregoing analysis, the Project would not conflict with adopted policies, plans or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities, and a less-than-significant impact would occur.

*b) No Impact.* Pursuant to CEQA Guidelines Section 15064.3(c), the City of Chino has until July 1, 2020, to implement CEQA Guidelines Section 15064.3(b). At the time of writing this MND, the City had not established a VMT threshold of significance and was not requiring development projects, including the proposed Project, to demonstrate compliance with CEQA Guidelines Section 15064.3(b). Accordingly, the Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b).

Notwithstanding, Project vehicle trips are calculated to travel 4,605,105 miles per year under expected operating conditions (Urban Crossroads, 2020c, p. 30). The annual VMT from Project operation is presented for information purposes but is not factored into the determination of the potential for Project operation to result in a conflict or inconsistency with CEQA Guidelines Section 15064.3(b) or to result in any adverse effect to the local or regional transportation network.

*c) Less than Significant Impact.* The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along Project study area roadways under existing conditions. In addition, all proposed improvements within the public right-of-way would be installed in conformance with City design standards. The City reviewed the Project's application materials and determined that no hazardous transportation design features would be introduced through implementation of the Project. Accordingly, the Project's construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.

*d) Less Than Significant Impact.* The City reviewed the Project's application materials and determined that the Project provides adequate access to-and-from the Project site for emergency vehicles. The City also confirmed the layout of the Project's buildings, drive aisles, parking lots, and truck courts was sufficient to provide adequate on-site circulation for emergency vehicles. The Project does not propose any changes to public roads other than improvements to the segments of County Road and East End Avenue that abut the Project site, which are designed to improve local traffic circulation. Furthermore, the City will review all future Project construction drawings to ensure that adequate emergency access is maintained along abutting public streets during temporary construction activities. Impacts would be less than significant.

**4.18 TRIBAL CULTURAL RESOURCES**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*a.i & a.ii)* **Less than Significant Impact with Mitigation Incorporated.** A Cultural Resources Study (*Appendix C*) was prepared for the Project site by BFSa. The Cultural Resources Study included a records search with the SCCIC at CSU Fullerton in order to assess previous archaeological studies and identify any previously recorded tribal cultural resources within the Project site. Additionally, as part of preparation of the Cultural Resources Study, BFSa also requested a records search of the NAHC's SLFs. According to BFSa's search of SCCIC records and NAHC SLFs, no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources are present on the Project site or previously recorded on the Project site (BSFA, 2019a, pp. 1.0-15 and 1.0-16). In addition, the Project site is highly disturbed and no tribal cultural resources were observed on the Project site or in the Project site's immediate vicinity (BSFA, 2019a, p. 3.0-74).

The Project is subject to compliance with Assembly Bill 52 (AB 52). The primary purpose of AB 52 is to establish a consultation process between potentially affected Native American tribes and CEQA lead agencies that aims to identify tribal cultural resources that would potentially be impacted by a proposed project. During the AB 52 consultation process, the City of Chino was notified by Native American tribes with traditional use areas that encompasses the Project site that buried tribal cultural resources had the potential to be uncovered on the Project site during construction. Accordingly, although not anticipated, implementation of the Project could cause a substantial adverse change in the significance of a tribal cultural resource; therefore, mitigation would be required.

Implementation of MM TCR-1 and MM TCR-2 would ensure the proper identification and subsequent treatment of any tribal cultural resources that may be encountered during ground-disturbing construction activities associated with the proposed Project. With implementation of the required mitigation, the Project's potential impact to tribal cultural resources would be reduced to less-than-significant.

**Mitigation**

- MM TCR-1: Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that the Native American Tribe that requested consultation with the City during the AB 52 process (hereafter referred to as “Native American Tribal Representative”) received a minimum of 14 days’ advance notice of all mass grading and trenching activities. The Native American Tribal Representative also shall be notified of and allowed to attend the pre-grading meeting with the City and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribal Representative shall have the authority to temporarily redirect earth moving activities in the affected area.
- MM TCR-2: Prior to commencement of on-site grading/excavation activities, the Project Applicant or construction contractor shall provide evidence to the City of Chino that the construction site supervisors and crew members involved with grading and trenching operations have received training from a professional archaeologist and are qualified to recognize potential tribal cultural resources as defined by California Public Resources Code § 21074, should such resources be unearthed during ground-disturbing construction activities. Any culturally-affiliated Native American tribal representatives that contact the City and request to be involved shall be invited to attend the training session. The training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of tribal cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work on the Project site following the initial training session must take the training prior to beginning work on the Project site and the Project archaeologist(s) shall make themselves available to provide the training on an as-needed basis.
- MM TCR-3: If a suspected tribal cultural resource is uncovered on the Project site, the construction supervisor shall immediately halt and redirect grading operations in a 50-foot radius around the find and seek identification and evaluation of the suspected resource by a professional archaeologist meeting Secretary of Interior standards. Work on the other portions of the Project site outside of the buffered area may continue during this assessment period. This requirement shall be noted on all grading plans and the construction contractor shall be obligated by its contract to comply with the note. The professional archaeologist shall evaluate the suspected resource, consult with the Native American Tribal Representative if warranted, and make a determination of significance pursuant to California Public Resources Code § 21074. If the resource is significant, MM TCR-4 shall apply.
- MM TCR-4: If a professional archaeologist determines that a significant tribal cultural resource, as defined by California Public Resources Code § 21074, is discovered on the property, the construction supervisor shall suspend ground disturbing activities 50 feet around the resource until a treatment plan is implemented. If significant resources are discovered and avoidance cannot be ensured, a treatment plan shall be prepared and implemented, subject to approval by the City of Chino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the

discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the tribal cultural resource(s) in accordance with current professional archaeology standards. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the Native American Tribal Representative if that is recommended by the City of Chino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Chino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and Native American Tribal Representative. The archeologist shall monitor the remainder of the Project and implement the Plan accordingly.

- MM TCR-5: If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code § 7050.5 and that code be enforced for the duration of the Project.

**4.19 UTILITIES AND SERVICE SYSTEMS**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity or local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

a) **Less than Significant Impact.** The Project would construct an on-site network of water and sewer pipes and stormwater facilities that would connect to existing water, sewer, and storm drain lines beneath County Road and East End Avenue. The Project also would install connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. The installation of water and sewer line connections, stormwater drainage facilities, electricity, natural gas, and communications infrastructure as proposed by the Project would result in physical impacts to the environment; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this MND accordingly. In instances where significant environmental impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this MND to reduce impacts to less-than-significant levels. The construction of utility infrastructure necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this MND. Accordingly, additional mitigation measures beyond those identified throughout this MND would not be required.

b) **Less than Significant Impact.** The Monte Vista Water District is responsible for supplying potable water to the Project site. As discussed in the District's 2015 *Water District's Urban Water Management Plan*, herein incorporated by reference as the "UWMP," water supplies are projected to significantly exceed demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions (Monte Vista Water District, 2016, p. 5-11). Monte Vista Water District forecasts for projected water demand are based on the population

projections of the Southern California Association of Governments (SCAG), which rely on adopted general plan land use maps land use designations. Because the Project would be consistent with the City of Chino General Plan Land Use Map, the water demand associated with the Project was considered in the demand anticipated by the 2015 UWMP and analyzed therein. As stated above, the Monte Vista Water District expects to have adequate water supplies to meet all its demands until at least 2040; therefore, sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Implementation of the Project would result in a less than significant impact.

c) **Less than Significant Impact.** Wastewater generated by the Project would be treated by IEUA's RP-3 (Carbon Canyon Water Recycling Facility) or RP-5 (Regional Water Recycling Plant No. 5). The RP-3 facility has an existing treatment capacity of approximately 11.4 million gallons of wastewater per day and treats approximately 7 million gallons of wastewater per day on average (IEUA, 2019a). The RP-3 facility has approximately 4.4 million gallons of excess treatment capacity under existing conditions (11.4 million gpd – 7 million gpd = 4.4 million gpd). The RP-5 facility has an existing treatment capacity of approximately 16.3 million gallons of wastewater per day and treats approximately 9 million gallons of wastewater per day on average (IEUA, 2019b). The RP-5 facility has approximately 7.3 million gallons of excess treatment capacity under existing conditions (16.3 million gpd – 9 million gpd = 7.3 million gpd). The wastewater generated by the Project would only represent approximately 0.2 percent of the excess treatment capacity of RP-3 ( $[7,486 \text{ gpd} \div 4.4 \text{ million gpd}] \times 100 = 0.17\%$ ) or approximately 0.1 percent of the excess treatment capacity of RP-5 ( $[7,486 \text{ gpd} \div 7.3 \text{ million gpd}] \times 100 = 0.10\%$ ); therefore, it is anticipated that RP-3 and RP-5 have sufficient treatment capacity to provide service to the Project. The Project would not require the construction of new or expanded wastewater treatment facilities. Implementation of the Project would result in a less than significant impact.

d) **Less than Significant Impact.** Implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Solid waste generated by the Project would be disposed at the El Sobrante Landfill. The El Sobrante Landfill is permitted to receive 16,054 tons of refuse per day and has a total capacity of 209,910,000 cubic yards. According to the CalRecycle, the El Sobrante Landfill has a total remaining capacity of 143,977,170 cubic yards. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2018). In November 2019, the average daily disposal at the El Sobrante Landfill was 10,623 tons, which correlates to an excess daily disposal capacity of approximately 5,431 tons (CalRecycle, 2019).

The analysis below summarizes the Project's potential to generate solid waste during construction and/or operation that would exceed the disposal capacity of local landfill facilities. As demonstrated in the analysis below, the Project would generate less-than-significant volumes of solid waste.

#### Construction Impact Analysis

Based on the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds of solid waste generated for the construction of every 1 s.f. for non-residential uses, Project construction is estimated to generate approximately 579 tons of solid waste. ( $[266,860 \text{ s.f.} \times 4.34 \text{ pounds per s.f.}] \div 2,000 \text{ pounds per ton} = 579 \text{ tons}$ ) (EPA, 2009, Table A-2). CalGreen requires a minimum of 65% of all construction waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 203 tons of construction waste requiring landfill disposal ( $579 \text{ tons} \times 0.35 = 202.7 \text{ tons}$ ). The Project's construction phase is estimated to last for up to 545 days (18 months); therefore, the Project is estimated to generate approximately 0.4 tons of solid waste per day ( $203 \text{ tons} \div 545 \text{ days} = 0.37 \text{ tons per day}$ ) requiring landfill during construction.



Non-recyclable construction waste generated by the Project would be disposed at the El Sobrante Landfill. As described above, this landfill receives well below its maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. (Project construction waste would represent less than 0.01% of the excess disposal capacity at the El Sobrante Landfill.) Furthermore, the El Sobrante Landfill is not expected to reach its total maximum permitted disposal capacities during the Project's construction period. The El Sobrante Landfill has sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

#### Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from CalRecycle, long-term, on-going operation of the Project would generate approximately 1.9 tons of solid waste per day ( $[(1.42 \text{ pounds} \div 100 \text{ s.f.}) \times 266,860 \text{ s.f.}] \div 2,000 \text{ pounds} = 1.89 \text{ tons per day}$ ) (CalRecycle, 2006). Pursuant to AB 939, at least 50 percent of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate approximately 0.95 tons of solid waste per day requiring landfilling ( $1.9 \text{ tons per day} \times 50\% = 0.95 \text{ tons per day}$ ).

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the El Sobrante Landfill. As described above, this landfill receives well below their maximum permitted daily disposal volume; thus, waste generated by the Project's operation is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. (Project operational rate would represent only 0.2% of the daily excess disposal capacity at the El Sobrante Landfill.) Because the Project would generate a relatively small amount of solid waste per day as compared to the permitted daily capacities at the receiving landfill, impacts to the El Sobrante Landfill facility during the Project's long-term operational activities would be less than significant.

*e) Less than Significant Impact.* The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted.

In order to assist the City of Chino and the County of San Bernardino in achieving the mandated goals of the Integrated Waste Management Act, and pursuant to City of Chino Municipal Code Chapter 20.10.060, separate bins would be provided onsite to allow tenants to separate recyclable materials from refuse. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to 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. Further, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services, if the occupant generates four (4) or more cubic yards of solid waste per week (CA Legislative Information, 2011). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

**4.20 WILDFIRE**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:</i>				
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 result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) **No Impact.** According to CAL FIRE, the Project site is not located in or near an SRA or lands classified as very high fire hazard severity zones (CALFIRE, 2007; CALFIRE 2008). Because the Project site is not located in an SRA, the Project has no potential to result in an environmental impact pursuant to Impacts 20(a) through (d).

**4.21 MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 the past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Less than Significant with Mitigation Incorporated.** All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this MND. Throughout this MND, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this MND, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

**b) Less than Significant with Mitigation Incorporated.** As discussed throughout this MND, implementation of the Project has the potential to result in effects to the environment that are individually limited, but cumulatively-considerable. In all instances where the Project has the potential to contribute to a cumulatively-considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less than significant levels.

**Aesthetics**

New development on the Project site and in the surrounding area would change the existing character of the Project’s viewshed; however, any development in the immediate vicinity of the Project would be required to comply with the development regulations and design standards contained in the City’s Development Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project’s aesthetic impacts would not be cumulatively-considerable.

### Agriculture and Forestry Resources

The Project would have no impact on agriculture or forestry resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

### Air Quality

Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed under Impacts 4.3(a-c), Project-related construction and operational emissions would not exceed applicable SCAQMD regional or localized emissions thresholds. Therefore, implementation of the Project would not result in adverse, cumulatively considerable effects to air quality.

### Biological Resources

The Project site does not support any riparian, or sensitive natural habitat, federally-protected wetlands, or serve as a wildlife corridor; therefore, there is no potential for the Project to contribute to a cumulatively considerable impact under these resources. The Project's potential impact to the jurisdictional area within the Chino Storm Drain Channel would not be cumulative considerable because no other known or reasonably foreseeable development projects would impact the Channel and because the Channel does not contain any sensitive biological resources. There is, however, the potential that the burrowing owl and/or nesting birds could be present on the Project site prior to construction and there also is the potential that other development projects in the San Bernardino area could support the burrowing owl and/or bird nests. The Project's potential impact to the burrowing owl and nesting birds would be cumulatively considerable. MM BR-1 and MM BR-2 would reduce the Project's cumulative effects to less-than-significant levels by ensuring that no direct take of burrowing owls or nesting birds occurs during construction.

### Cultural Resources

The Project site does not contain historic or prehistoric archaeological resources and mandatory compliance with State law would preclude impacts to human remains; however, there is potential for the Project to disturb unknown (i.e., buried or masked) historic resources. Therefore, the Project would implement MMs CR-1 through CR-4 which requires archaeological monitoring for all ground disturbing activities associated with the Project. Implementation of would reduce potential impacts to historical resources to less than significant.

### Energy

The Project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a state or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would also be required to comply with the California Building Standards Code, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the Project would result in a less-than-significant cumulative impact to energy.

### Geology and Soils

Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic. Furthermore, all development proposals would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).

Notwithstanding, there is the potential for the Project to contribute to the cumulative loss of important fossil resources in the region. Although development of the Project site would not impact any known paleontological

resources, the Project site is underlain by alluvial and alluvial fan deposits with a high paleontological sensitivity for large, terrestrial Ice Age vertebrates. Other projects within the region atop similar alluvial and alluvial fan deposits also could have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the Project site to impact subsurface paleontological resource deposits is a cumulatively-considerable impact. Application of MMs GS-1 through GS-3 would reduce the Project's cumulative impacts to less-than-significant level.

#### Greenhouse Gas Emissions

As discussed under Impact 4.8(a) and (b), implementation of the Project would not result in a cumulatively-considerable impact related to GHG emissions.

#### Hazards and Hazardous Materials

Potential effects related to hazards and hazardous materials are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

#### Hydrology and Water Quality

Construction and operation of the Project and other projects in the Santa Ana River watershed would have the potential to result in a cumulative water quality impact, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to minimize adverse effects to water quality, which would avoid a cumulatively-considerable impact.

The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively-considerable effect related to flooding would not occur.

#### Land Use and Planning

The Project would not physically divide an established community, or conflict with applicable land use/planning documents; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact related to land use and planning.

#### Mineral Resources

The Project would have no impact on mineral resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

#### Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be located in close proximity to another development project or source of substantial noise. There are no construction projects in the immediate vicinity of the Project site that would overlap with Project-related construction activities; therefore, there is no potential for an adverse cumulative impact to occur. Under long-term operating conditions the Project would comply with applicable City of Chino noise standards and would not produce noticeable levels of vibration; therefore, cumulatively-considerable impacts related to these issue areas would not occur. The analysis provided under Impact 4.8(a) demonstrates that the Project would not result in a cumulatively-considerable impact related to transportation noise under long-term conditions.

Population and Housing

The Project would not result in unplanned growth and would not require the construction of replacement housing. Accordingly, the City has anticipated – and planned for – the growth that would occur on the Project site and there is no potential for the Project to result in an adverse, cumulatively-considerable environmental effect related to population and housing.

Public Services

All development projects in the City of Chino, including the Project, would be required to pay development impact fees, a portion of which would be used by the City for the provision of public services, to offset the incremental increase in demand for fire protection and police protection services. Furthermore, future development would generate an on-going stream of property tax revenue and sales tax revenue, which would provide funds that could be used by the City of Chino for the provision of fire and police protection services. The Project would not directly result in the introduction of new residents to the City and, therefore, would have no potential to result in cumulatively-considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Transportation

The Project's potential to result in cumulatively-considerable effects to the circulation network were evaluated in the preceding analysis under Impact 4.17(a) and (b). As demonstrated in the analysis, the Project would not contribute to any cumulatively-considerable adverse effects to the circulation network.

Tribal Cultural Resources

Development activities on the Project site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the Project site to impact subsurface tribal cultural resource deposits is a cumulatively considerable impact. Application of MMs TCR-1 through TCR-5 would reduce the Project's cumulative impacts to less-than-significant levels.

Utilities and Service Systems

The Project would require water and wastewater infrastructure, as well as solid waste disposal for building operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively-considerable impacts to utilities and service systems would not occur.

Wildfire

The Project site is not located in a SRA or very high fire hazard area. Therefore, implementation of the Project would result in no adverse impacts associated with wildfire.

c) **Less than Significant.** The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this MND. As demonstrated by this analysis, construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.



## 5.0 REFERENCES

### 5.1 PERSONS CONTRIBUTING TO MND PREPARATION

City of Chino (Lead Agency)

Andrea Gilbert, Senior Planner

T&B Planning, Inc. (Primary CEQA Consultant)

Tracy Zinn, AICP, Principal

David Ornelas, Senior Project Manager

Thomas Strand, Project Manager

### 5.2 REFERENCES

<u>Cited As</u>	<u>Reference</u>
(BFA, 2019a)	Brian F. Smith and Associates, Inc. (2019a). Cultural Resources Study for the County Road and East End Avenue Project. City of Chino, San Bernardino County, California. <i>Appendix C</i> .
(BSFA, 2019b)	Brian F. Smith and Associates, Inc. (2019b). Paleontological Resources Assessment for the County Road and East End Avenue Project. City of Chino, San Bernardino County, California. <i>Appendix E2</i>
(CA Legislative Information, 2011)	CA Legislative Information. (2011). AB 341. Available Online at: <a href="https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341">https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341</a>
(CALFIRE, 2007)	California Department of Forestry and Fire Protection (CALFIRE). (2007). Fire Hazard Severity Zones in SRA – SW San Bernardino County. Available Online at: <a href="https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf">https://osfm.fire.ca.gov/media/6781/fhszs_map62.pdf</a>
(CALFIRE, 2008)	California Department of Forestry and Fire Protection (CALFIRE). (2008). Very High Fire Hazard Severity Zones in LRA. Available Online at: <a href="https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf">https://osfm.fire.ca.gov/media/6783/fhszl_map62.pdf</a>
(CalRecycle, 2006)	CalRecycle. (2006). Estimated Solid Waste Generation Rates. Available Online at: <a href="https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates">https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates</a>
(CalRecycle, 2018)	CalRecycle. (2018). SWIS Facility Detail - El Sobrante Landfill. Available Online at: <a href="https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217">https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217</a>
(CalRecycle, 2019)	CalRecycle. (2019). El Sobrante Landfill - Daily Landfilled Tonnage and Total Traffic By Site.
(Caltrans, n.d.)	California Department of Transportation, n.d. <i>Scenic Highways</i> . Available Online at: <a href="https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways">https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways</a>
(CBWM, 2017)	Chino Basin Water Master (CBWM). (2017). 2016 State of the Basin Report. Available Online at: <a href="http://www.cbwm.org/docs/engdocs/State_of_the_Basin_Reports/SOB%202016/2016%20State%20of%20the%20Basin%20Report.pdf">http://www.cbwm.org/docs/engdocs/State_of_the_Basin_Reports/SOB%202016/2016%20State%20of%20the%20Basin%20Report.pdf</a>
(CDC, n.d.)	California Department of Conservation (CDC). n.d. Farmland Mapping and Monitoring Program – San Bernardino County. Available Online at: <a href="https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx">https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanBernardino.aspx</a> .
(CDC, 1983)	California Department of Conservation (CDC). (1983). Generalized Aggregate Resource Classification Zone Map. Available Online at: <a href="ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartVI/">ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartVI/</a>

<b><u>Cited As</u></b>	<b><u>Reference</u></b>
(City of Chino, 2010a)	City of Chino. (2010). City of Chino General Plan. Available Online at: <a href="https://www.cityofchino.org/city_hall/departments/community_development/planning/plans/general">https://www.cityofchino.org/city_hall/departments/community_development/planning/plans/general</a>
(City of Chino, 2010b)	City of Chino. (2010). City of Chino General Plan Draft Environmental Impact Report. Available Online at: <a href="http://cityofchino.hosted.civicle.com/UserFiles/Servers/Server_10382578/File/City%20Hall/Plans/General/Final%20EIR%205.21.10.pdf">http://cityofchino.hosted.civicle.com/UserFiles/Servers/Server_10382578/File/City%20Hall/Plans/General/Final%20EIR%205.21.10.pdf</a>
(City of Chino, 2013)	City of Chino. (2013). City of Chino Climate Action Plan. Available Online at: <a href="https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/City%20Hall/Departments/Community%20Development/Final%20Adopted%20%20CAP.pdf">https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/City%20Hall/Departments/Community%20Development/Final%20Adopted%20%20CAP.pdf</a>
(City of Chino, 2017a)	City of Chino. (2017). Williamson Act Contracts. Available Online at: <a href="https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/Business/Zoning%20&amp;%20Land%20Use/Zoning/Maps/Williamson%20Act%20Map.pdf">https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/Business/Zoning%20&amp;%20Land%20Use/Zoning/Maps/Williamson%20Act%20Map.pdf</a>
(City of Chino, 2017b)	City of Chino. (2017). City of Chino Zoning Map. Available Online at: <a href="https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/Business/Zoning%20&amp;%20Land%20Use/Zoning/Maps/Zoning%20Map.pdf">https://www.cityofchino.org/UserFiles/Servers/Server_10382578/File/Business/Zoning%20&amp;%20Land%20Use/Zoning/Maps/Zoning%20Map.pdf</a>
(City of Chino, 2019)	City of Chino. (2019). City of Chino Municipal Code. Available Online at: <a href="https://library.municode.com/ca/chino/codes/code_of_ordinances?nodeId=TIT3R_EFI_CH3.40DEIMFE">https://library.municode.com/ca/chino/codes/code_of_ordinances?nodeId=TIT3R_EFI_CH3.40DEIMFE</a>
(City of Ontario, 2011)	City of Ontario. (2011). Ontario International Airport Land Use Compatibility Plan. Available Online at: <a href="http://www.ontarioplan.org/alucp-for-ontario-international-airport/">http://www.ontarioplan.org/alucp-for-ontario-international-airport/</a>
(City of Pomona, n.d.)	City of Pomona. n.d. City of Pomona Zoning Map. Available Online at: <a href="https://pomona-utilities.maps.arcgis.com/apps/webappviewer/index.html?id=13bf54e995f74891bdf5b3bddf90522a">https://pomona-utilities.maps.arcgis.com/apps/webappviewer/index.html?id=13bf54e995f74891bdf5b3bddf90522a</a>
(City of Pomona, 2014)	City of Pomona. (2014). City of Pomona General Plan. Available Online at: <a href="http://www.ci.pomona.ca.us/mm/comdev/plan/pdf/General_Plan.pdf">http://www.ci.pomona.ca.us/mm/comdev/plan/pdf/General_Plan.pdf</a>
(CVFD, 2018)	Chino Valley Fire District. (2018). Chino Valley Fire District, Standards of Cover Assessment and Master Plan Update. Available Online at: <a href="https://www.chinovalleyfire.org/110/Master-Plan">https://www.chinovalleyfire.org/110/Master-Plan</a>
(DTSC, n.d.)	Department of Toxic Substances Control (DTSC). n.d. EnviroStor Database. Available Online at: <a href="https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=chino">https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=chino</a>
(DWR, n.d.)	Department of Water Resources (DWR). n.d. Adjudicated Basin Annual Reporting – Chino Basin. Available Online at: <a href="https://sgma.water.ca.gov/webgis/index.jsp?appid=adjbasin">https://sgma.water.ca.gov/webgis/index.jsp?appid=adjbasin</a>
(FEMA, 2008)	Federal Emergency Management Agency (FEMA). (2008). FEMA’s National Flood Hazard Layer (NFHL) Viewer. Available Online at: <a href="https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd">https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd</a>
(GLA, 2020)	Glenn Lukos Associates, Inc. (GLA). (2020). Biological Resources Technical Report for East End Avenue Project. <i>Appendix B</i> .
(Google Earth Pro, 2019)	Google Earth Pro. (2019). Available Online at: <a href="https://earth.google.com/web/">https://earth.google.com/web/</a>
(IEUA, 2019a)	Inland Empire Utilities Agency. (2019). Carbon Canyon Water Recycling Facility. Available Online at: <a href="https://www.ieua.org/facilities/carbon-canyon-water-recycling-facility/">https://www.ieua.org/facilities/carbon-canyon-water-recycling-facility/</a>
(IEUA, 2019b)	Inland Empire Utilities Agency. (2019). Regional Water Recycling Plant No. 5. Available Online at: <a href="https://www.ieua.org/facilities/rp-5/">https://www.ieua.org/facilities/rp-5/</a>

<u>Cited As</u>	<u>Reference</u>
(NAIOP, 2010)	National Association of Industrial and Office Properties (NAIOP). (2010). Logistics Trends and Specific Industries That Will Drive Warehouse and Distribution Growth and Demand for Space. Available Online at: <a href="https://www.naiop.org/en/Research/Our-Research/Reports/Logistics-Trends-and-Specific-Industries">https://www.naiop.org/en/Research/Our-Research/Reports/Logistics-Trends-and-Specific-Industries</a>
(NorCal Engineering, 2019)	NorCal Engineering. (2019). Geotechnical Investigation – Proposed Warehouse Building Development. <i>Appendix E1</i> .
(SCS Engineers, 2019)	SCS Engineers. (2019). Phase I Environmental Site Assessment and Soil Vapor Survey Report – East End Avenue Project. (Urban Crossroads, 2020)
(SWRCB, 2014)	State Water Resources Control Board (SWRCB). (2014). National Pollution Discharge Elimination System (NPDES) – General Permit for Storm Water Discharges Associated with Industrial Activities. Available Online at: <a href="https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2014indgenpermit/wqo2014_0057_dwq_revmar2015.pdf">https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2014indgenpermit/wqo2014_0057_dwq_revmar2015.pdf</a>
(Thienes Engineering, 2019a)	Thienes Engineering. (2020). Water Quality Management Plan (WQMP) for County Road and East End Avenue. <i>Appendix H1</i> .
(Thienes Engineering, 2020)	Thienes Engineering. (2020). Preliminary Hydrology Calculations for East End Avenue Industrial Building. <i>Appendix H2</i> .
(Urban Crossroads, 2020)	Urban Crossroads. (2020). East End and County Industrial Focused Traffic Impact Analysis. <i>Appendix J</i> .
(USCB, 2019)	United States Census Bureau (USCB). (2019). 2010 Census Urban and Rural Classification and Urban Area Criteria. Available Online at: <a href="https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html">https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html</a>
(USCB, 2012)	United States Census Bureau, 2012. <i>2010 Census – Urbanized Area Reference Map: Riverside – San Bernardino, CA</i> . Available on-line at: <a href="ftp://ftp2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside-san_bernardino_ca/DC10UA75340_000.pdf">ftp://ftp2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside-san_bernardino_ca/DC10UA75340_000.pdf</a>

---

## **6.0 MITIGATION MONITORING AND REPORTING PROGRAM**

---

## 6.0 MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
<b>Biological Resources</b>					
<b>Threshold a:</b> There is potential for the Project to impact the burrowing owl.	<b>MM BR-1:</b> Within 14 days prior to grading, a qualified biologist shall conduct a survey of suitable habitat on site and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the City of Chino prior to the issuance of a grading permit and subject to the following provisions: <ul style="list-style-type: none"> <li>a) In the event that the pre-construction survey identifies no burrowing owls on the property a grading permit may be issued without restriction.</li> <li>b) In the event that the pre-construction survey identifies the presence of the burrowing owl on the Project site, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</li> </ul>	Project Applicant; Project Biologist	City of Chino Development Services Department (Planning and Building Divisions)	Within 14 days prior to initiation of grading activities.	Less-than-Significant Impact with Mitigation Incorporated
	<b>MM BR-2:</b> All vegetation clearing and ground disturbance shall be prohibited during the bird nesting season (January 31 through September 1), unless a nesting bird survey is completed in accordance with the following requirements:	Project Applicant; Project Biologist	City of Chino Development Services Department (Planning and Building Divisions)	Within three (3) days prior to initiating vegetation clearing or ground disturbance.	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>a) A bird nesting survey of the Project Site, off-site improvement area, and excess fill dirt sites, including suitable habitat within a 250-foot radius, shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance at the respective property. A copy of the nesting bird survey results report shall be provided to the City of Chino.</p> <p>b) If the survey does not identify the presence of any active nests, then construction activities can proceed without restriction.</p> <p>c) If the survey identifies the presence of active nests, then the qualified biologist shall provide the City with a copy of maps showing the location of all nests and a species-appropriate buffer zone around each nest sufficient to protect the nest from substantial adverse direct and/or indirect impacts. The size and location of all buffer zones, if required, shall be subject to review and approval by the City.</p> <p>1. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing. No construction vehicles shall be permitted within restricted areas (i.e., bird protection zones), unless directly related to the management or protection of the legally protected species, until all nestlings have fledged and left the nest (or the nest has failed).</p> <p>2. In the event that a nest is abandoned despite efforts to minimize disturbance and, if the nestlings are still alive, the Project Applicant/Developer shall contact the California Department of Fish and Wildlife (CDFW) and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).</p>				

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
<b>Threshold c:</b> The Project may modify the existing outlet to the Chino Storm Drain Channel, which would result in temporary and permanent impacts to areas under CDFW and Corps/Regional Board jurisdiction.	<b>MM BR-3:</b> Prior to the issuance of an improvement permit for work within the Chino Storm Drain Channel, the Project Applicant shall obtain necessary permits from the CDFW, Corps, and/or RWQCB for impacts to jurisdictional areas. Permanent impacts shall be mitigated at a minimum 1:1 mitigation-to-impact ratio through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program.	Project Applicant; Project Biologist	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of an improvement permit for work within the Chino Storm Drain Channel.	Less-than-Significant Impact with Mitigation Incorporated
<b>Threshold d:</b> There is potential for the Project to impact the protected bird nesting species.	Refer to MM BR-2, above.	Project Applicant; Project Biologist	City of Chino Development Services Department (Planning and Building Divisions)	Within three (3) days prior to initiating vegetation clearing or ground disturbance	Less-than-Significant Impact with Mitigation Incorporated
<b>Cultural Resources</b>					
<b>Threshold a:</b> There is potential for the Project to directly or indirectly destroy unknown, important historical resources that may be buried or masked on the Project site.	<p><b>MM CR-1:</b> Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a professional archaeologist (hereafter "Project Archaeologist") has been retained to conduct monitoring of all mass grading activities. The Project Archaeologist shall have the authority to redirect earthmoving activities in the event that suspected historical resources are unearthed during Project construction.</p> <p><b>MM CR-2:</b> Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to the City of Chino that the construction site supervisors and crew members involved with grading and trenching operations have received training by the Project Archaeologist to recognize historical resources should such resources be unearthed during ground-disturbing construction activities. The training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated;</p>	<p>Project Applicant; Project Archaeologist</p> <p>Project Applicant; Project Archaeologist</p>	<p>City of Chino Development Services Department (Planning and Building Divisions)</p> <p>City of Chino Development Services Department (Planning and Building Divisions)</p>	<p>Prior the issuance of a grading permit.</p> <p>Prior the issuance of a grading permit.</p>	Less-than-Significant Impact with Mitigation Incorporated



Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work on the Project site following the initial training session must take the training prior to beginning work on the Project site.</p> <p><b>MM CR-3:</b> If a suspected significant historical resource is identified on the property, the construction supervisor shall be required by his contract to immediately halt and redirect grading operations in a 100-foot radius around the find and seek identification and evaluation of the suspected resource by the Project Archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section § 15064.5 and Section 21083.2. If the resource is significant, Mitigation Measure MM CR-4 shall apply.</p> <p><b>MM CR-4:</b> If a significant historical resource is discovered on the property, ground disturbing activities shall be suspended 50 feet around the resource until a treatment plan is implemented. A treatment plan shall be prepared and implemented, subject to approval by the City of Chino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the historical resource(s) in accordance with current professional archaeology standards. In the event the discovered resource(s) is or suspected to be of Native American origin, the treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery and shall require that all recovered artifacts undergo basic field analysis and documentation or laboratory analysis, whichever is appropriate. At the</p>	<p>Project Applicant; Project Archaeologist</p> <p>Project Applicant; Project Archaeologist</p>	<p>City of Chino Development Services Department (Planning and Building Divisions)</p> <p>City of Chino Development Services Department (Planning and Building Divisions)</p>	<p>If a suspected significant historical resource is identified on the property.</p> <p>If a significant historical resource is discovered on the property.</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the appropriate Native American Tribe(s) if that is recommended by the City of Chino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Chino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and the appropriate Native American Tribe(s).				
<b>Geology and Soils</b>					
<b>Threshold f:</b> The Project has the potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface.	<b>MM GS-1:</b> Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that a qualified paleontologist has been retained to conduct monitoring of grading and excavation operations in areas identified in MM GS-2.	Project Applicant; Project Paleontologist	City of Chino Development Services Department (Planning and Building Divisions)	Prior to the issuance of a grading permit.	Less-than-Significant Impact with Mitigation Incorporated
	<b>MM GS-2:</b> The paleontological monitor shall conduct full-time monitoring during grading and excavation operations in undisturbed Pleistocene alluvial and alluvial fan sediments. Full time monitoring shall occur for earthwork and excavations at the Holocene-Pleistocene sedimentary interface or a depth of 10 feet, whichever is shallower. The paleontological monitor shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that may contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow the removal of abundant and large specimens in a timely manner. In such a situation, the monitor may establish a 50-foot radius surrounding the area of the find, and, construction activities in areas outside this 50-foot radius can proceed. The significance of the discovered resources shall be determined by the paleontologist. If the resource is significant, MM GS-3 shall apply. Monitoring may be reduced at the recommendation of a qualified	Project Applicant; Project Paleontologist	City of Chino Development Services Department (Planning and Building Divisions)	During grading and excavation activities.	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>paleontologist if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination to have a low potential to contain or yield fossil resources.</p> <p><b>MM GS-3:</b> If a significant paleontological resource is discovered on the Project Site or any of the excess fill dirt sites, discovered fossils or samples of such fossils shall be collected and identified by a qualified paleontologist. Significant specimens recovered shall be properly recorded, treated, and donated to the San Bernardino County Museum, Division of Geological Sciences, or other repository with permanent retrievable paleontological storage. Prior to issuance of the first certificate of occupancy, a qualified paleontologist shall prepare a final report that itemizes any fossils recovered, with maps to accurately record the original location of recovered fossils, and contains evidence that the resources were curated by an established museum repository. The report shall be submitted to the City of Chino.</p>	Project Applicant; Project Paleontologist	City of Chino Development Services Department (Planning and Building Divisions)	If a significant paleontological resource is discovered on the Project Site.	
<b><i>Tribal Cultural Resources</i></b>					
<p><b>Threshold a:</b> The Project site does not contain any known tribal cultural resources; however, it is possible the site contains buried/masked tribal cultural resources that could be uncovered during proposed grading and excavation activities (although unlikely given the historical ground disturbances on the site).</p>	<p><b>MM TCR-1:</b> Prior the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Chino that the Native American Tribe that requested consultation with the City during the AB 52 process (hereafter referred to as “Native American Tribal Representative”) received a minimum of 14 days’ advance notice of all mass grading and trenching activities. The Native American Tribal Representative also shall be notified of and allowed to attend the pre-grading meeting with the City and Project construction contractors and/or monitor all Project mass grading and trenching activities. In the event that suspected tribal cultural resources are unearthed, the Native American Tribal Representative shall have the authority to temporarily redirect earth moving activities in the affected area.</p> <p><b>MM TCR-2:</b> Prior to commencement of on-site grading/excavation activities, the Project Applicant or construction contractor shall provide evidence to the City of Chino that the construction site</p>	Project Applicant	City of Chino Development Services Department (Planning and Building Divisions)	Prior to issuance of grading permit.	Less-than-Significant Impact with Mitigation Incorporated
		Project Applicant, Construction Contractor	City of Chino Development Services Department (Planning and Building Divisions)	Prior to commencement of grading and excavation activities	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>supervisors and crew members involved with grading and trenching operations have received training from a professional archaeologist and are qualified to recognize potential tribal cultural resources as defined by California Public Resources Code § 21074, should such resources be unearthed during ground-disturbing construction activities. Any culturally-affiliated Native American tribal representatives that contact the City and request to be involved shall be invited to attend the training session. The training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of tribal cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel involved with grading and trenching operations that begin work on the Project site following the initial training session must take the training prior to beginning work on the Project site and the Project archaeologist(s) shall make themselves available to provide the training on an as-needed basis.</p> <p><b>MM TCR-3:</b> If a suspected tribal cultural resource is uncovered on the Project site, the construction supervisor shall immediately halt and redirect grading operations in a 50-foot radius around the find and seek identification and evaluation of the suspected resource by a professional archaeologist meeting Secretary of Interior standards. Work on the other portions of the Project site outside of the buffered area may continue during this assessment period. This requirement shall be noted on all grading plans and the construction contractor shall be obligated by its contract to comply with the note. The professional archaeologist shall evaluate the suspected resource, consult with the Native American Tribal Representative if warranted, and make a determination of significance pursuant to</p>	Construction Supervisor	City of Chino Development Services Department (Planning and Building Divisions)	During grading and excavation activities.	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>California Public Resources Code § 21074. If the resource is significant, MM TCR-4 shall apply.</p> <p><b>MM TCR-4:</b> If a professional archaeologist determines that a significant tribal cultural resource, as defined by California Public Resources Code § 21074, is discovered on the property, the construction supervisor shall suspend ground disturbing activities 50 feet around the resource until a treatment plan is implemented. If significant resources are discovered and avoidance cannot be ensured, a treatment plan shall be prepared and implemented, subject to approval by the City of Chino, to protect the identified resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the tribal cultural resource(s) in accordance with current professional archaeology standards. At the completion of the basic field analysis and documentation or laboratory analysis, any recovered resource(s) shall be processed and curated according to current professional repository standards. The collections and associated records shall be donated to an appropriate curation facility, or, the artifacts may be delivered to the Native American Tribal Representative if that is recommended by the City of Chino. A final report containing the significance and treatment findings shall be prepared by the archaeologist and submitted to the City of Chino, the South Central Coastal Information Center (SCCIC) at California State University (CSU), Fullerton, and Native American Tribal Representative. The archeologist shall monitor the remainder of the Project and implement the Plan accordingly.</p>	Project Archaeologist	City of Chino Development Services Department (Planning and Building Divisions)	If significant resources are discovered during grading and excavation activities.	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<b>MM TCR-5:</b> If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code § 7050.5 and that code be enforced for the duration of the Project.	Project Applicant, Construction Contractor	City of Chino Development Services Department (Planning and Building Divisions)	If human remains are discovered during grading and excavation activities.	