

CAL FIRE Prado Helitack Base Replacement

FINAL
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
AND
RESPONSES TO COMMENTS

State Clearinghouse Number

2020100055

March 2021

Lead Agency:



California Department of Forestry and Fire Protection
1416 9th Street
Sacramento, CA 95814

Prepared for:



State of California Department of General Services
RES-PMDB-Environmental Services – MS 506
707 3rd Street, Fourth Floor
West Sacramento, California 95605

Prepared by:



2525 Warren Drive
Rocklin, CA 95677

**CAL FIRE Prado Helitack Base Replacement
Notice of Determination**

NOTICE OF DETERMINATION

TO:

Office of Planning and Research
1400 10th Street
Sacramento, CA 95814

FROM:

California Department of Forestry and Fire Protection
1416 9th Street
Sacramento, CA 95814

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code

PROJECT TITLE: CAL FIRE Prado Helitack Base Replacement

State Clearinghouse Number

2020100055

Contact Person

Mr. Dakota Smith

Telephone Number

(916) 376-1700

Project Approval

The California Department of Forestry and Fire Protection (CAL FIRE) adopted the Initial Study/Mitigated Negative Declaration and approved the CAL FIRE Prado Helitack Base Replacement on April 27, 2021.

Project Location

The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County. The site area is approximately 16.78 acres and is currently used by CAL FIRE as a helitack base.

Project Description

The Proposed Project entails the construction of a new helitack base and associated facilities and structures, including barracks, a warehouse, a garage, a training tower, a vehicle wash rack, storage, a hangar, an electrical building, a trash enclosure, a jet fuel tank, a generator, a hose rack, and vehicle fuel tanks.

**CAL FIRE Prado Helitack Base Replacement
Notice of Determination**

CAL FIRE, as the Lead Agency, has approved the above-described project and has made the following determinations:

- a. There is no substantial evidence that the Proposed Project will have a significant effect on the environment;
- b. In accordance with CEQA, a Mitigated Negative Declaration for the Proposed Project was prepared. The Mitigated Negative Declaration has been adopted by CAL FIRE, which is the Lead Agency for the Proposed Project. The Mitigated Negative Declaration and record of project approval may be examined at the Department of General Services, Real Estate Services Division, 707 3rd Street, Fourth Floor, West Sacramento, California, 95605. The Mitigated Negative Declaration reflects the independent judgment and analysis of the CAL FIRE;
- c. Mitigation measures were required to be made a condition of approval of the Proposed Project;
- d. A Statement of Overriding Considerations was not required to be adopted for the Proposed Project; and
- e. A Mitigation Monitoring and Reporting Plan was adopted for the Proposed Project.

This is to certify that the Final Initial Study/Mitigated Negative Declaration including comments and responses, the mitigation monitoring and reporting plan, and record of Project approval is available to the general public at: Department of General Services, Real Estate Services Division, 707 3rd Street, Fourth Floor, West Sacramento, California, 95605.



4/27/2021

Matthew Reischman, Assistant Deputy Director
Resource Protection and Improvement
California Department of Forestry and Fire Protection

Date

Date Received for Filing at OPR: _____

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CAL FIRE Prado Helitack Base Replacement

Final Initial Study / Mitigated Negative Declaration

State Clearinghouse Number 2020100055

April 2021

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**CAL FIRE Prado Helitack Base Replacement
Final Mitigated Negative Declaration Approval**

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**FINAL MITIGATED NEGATIVE DECLARATION
CAL FIRE PRADO HELITACK BASE REPLACEMENT**

Lead Agency: California Department of Forestry and Fire Protection

Project Proponent: State of California Department of General Services – Real Estate Services Division

Project Location: 14467 Central Avenue, Chino, California, 91710 (San Bernardino County)

Project Description:

CAL FIRE proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp in Chino, California (Proposed Project). The existing Prado Helitack Base was established in 1988 and is located in the CAL FIRE Riverside Unit. The Prado Base responds to an average of 55 fire calls per year. Prado provides coverage to Orange, Riverside, and San Bernardino counties and the Cleveland, San Bernardino, and Angeles National Forests.

The Project objective is to replace the facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the State Responsibility Area (SRA) and that would accommodate the changing aviation and event-response parameters of the facility. Additionally, offsite utility improvements will be made as part of the Project to separate CAL FIRE's existing utility and sewer service from the California Institution for Men, Chino (CIM) and make connections to various city services.

As part of the Proposed Project, the State is purchasing approximately 116,250 square feet (sf) of land from CIM, extending the southern border by 150 feet. This land was previously leased by CIM to California State Polytechnic University, Pomona and used as agricultural land.

Finding: Based on the information contained in the attached Initial Study, CAL FIRE finds that there would not be a significant effect to the environment because the mitigation measures described herein would be incorporated as part of the Proposed Project.

Public Review Period: October 2, 2020 – November 2, 2020

Mitigation Measures Incorporated into the Project to Avoid Significant Effects

BIOLOGICAL RESOURCES

Mitigation Measure

BIO-1: Pre-Construction Sensitive Plant Surveys. The following shall be conducted prior to initiation of Project construction:

- Perform focused plant surveys according to USFWS, CDFW's 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species. If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary.
- If special-status plant species are found during surveys within the Project site and 100% of the area with the species cannot be avoided, then mitigation, in the form of mitigation credits or land acquisition and conservation, will be required. Agency-approved habitat mitigation credits or occupied replacement lands shall be purchased at a minimum 2:1 ratio (acres mitigated to acres impacted) depending on species impacted.

BIO-2: Pre-Construction Bird Nesting Surveys. The following shall be conducted prior to initiation of Project construction:

- Any grubbing, brushing or tree removal shall be conducted outside of the nesting season (generally, raptor nesting season is January 1 through September 15; and passerine bird nesting season is February 1 through September 1). If nesting season cannot be avoided, the applicant shall conduct a pre-construction nesting raptor and bird survey of all suitable habitat on and adjacent to the Project Site as described below within 3 days of commencement of construction. Surveys should be conducted within 300 feet of the Project Site for nesting raptors, including sharp-shinned hawk (*Accipiter striatus*), and 100 feet of the Project Site for passerine nesting birds.
- A no-disturbance buffer around the nest shall be established if active nests are found. The buffer distance shall be established by a qualified biologist and is recommended to be 300 feet for raptors and 100 feet for non-raptor songbirds. If an active sharp-shinned hawk, yellow-breasted chat (*Icteria virens*), or yellow warbler (*Setophaga petechia*) nest is found, the no-disturbance buffer shall be determined by the qualified biologist and set to a distance that will prevent project-related disturbances. The buffer shall be maintained, and no activity shall occur within the buffer until the fledglings are capable of flight and become independent of the nest tree, as confirmed by a qualified biologist. No further measures are necessary once the young are independent of the nest.

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CAL FIRE Prado Helitack Base Replacement**

BIO-3: Pre-Construction Burrowing Owl Surveys. The following shall be conducted prior to initiation of Project construction:

- Prior to grading or any other ground-disturbing activity, a qualified biologist shall conduct a habitat assessment for burrowing owls to determine if suitable burrowing owl habitat is present in and adjacent to the Project site. Surveys shall be conducted consistent with the procedures outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation."
- If there is suitable habitat for burrowing owl, then focused breeding season surveys as described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012) shall be conducted by a qualified biologist. If presence of burrowing owl is determined, the applicant shall contact California Department of Fish and Wildlife (CDFW) and conduct an impact assessment in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing project activities to determine appropriate mitigation, including the acquisition and conservation of occupied replacement habitat at no less than a 2:1 ratio.
- Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If no burrowing owl(s) are observed on site during the pre-construction survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to CDFW prior to construction. If burrowing owl(s) or signs thereof are observed on site during the pre-construction clearance survey, area occupied by burrowing owls shall be avoided. No ground-disturbing activities shall be permitted within 500 meters of an occupied burrow during the nesting season. A smaller buffer may be established if the qualified biologist determines a reduced buffer would not adversely affect the burrowing owl(s). If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the survey and impacts to those features are unavoidable, CDFW shall require a qualified biologist to prepare and submit a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Execution Plans) of CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for CDFW review/approval prior to the commencement of disturbance activities onsite.
- Prior to passive relocation, suitable replacement burrows site(s) shall be provided within adjacent open space lands at a ratio of 2:1 and permanent conservation and management of burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owl impacts are replaced consistent with the Staff Report on Burrowing Owl Mitigation including its Appendix A within designated adjacent conserved lands identified through coordination with CDFW and the Department. A qualified biologist shall confirm the natural or artificial burrows on the conservation lands are suitable for use by the owls. Monitoring and

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management of the replacement burrow site(s) shall be conducted and a reporting plan shall be prepared. The objective shall be to manage the replacement burrow sites for the benefit of burrowing owls (e.g., minimizing weed cover), with the specific goal of maintaining the functionality of the burrows for a minimum of 2 years. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may continue. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW.

CULTURAL RESOURCES

Mitigation Measure

CUL-1: Implement Measures to Protect Unanticipated Cultural Resources Discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify CAL FIRE. The agency shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must

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rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate CHRIS; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

GEOLOGY AND SOILS

Mitigation Measure

GEO-1: Discovery of Unknown Paleontological Resources.

- If any paleontological resources (i.e., fossils) are found during Project construction, construction shall be halted immediately in the subject area and the area shall be isolated using orange or yellow fencing until CAL FIRE is notified and the area is cleared for future work. A qualified paleontologist shall be retained to evaluate the find and recommend appropriate treatment of the inadvertently discovered paleontological resources. In addition, in the event of an inadvertent find, sediment samples should be collected and processed to determine the small fossil potential on the Project Site. If CAL FIRE resumes work in a location where paleontological remains have been discovered and cleared, CAL FIRE will have a paleontologist onsite to observe any continuing excavation to confirm that no additional paleontological resources are in the area. Any fossil materials uncovered during mitigation activities should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

TRIBAL CULTURAL RESOURCES

Mitigation Measure

TCR-1: Implement Measures to Protect Unanticipated Tribal Cultural Resources Discoveries. If

subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within 100 feet of the discovery. The construction foreman will notify RESD and CAL FIRE, which shall notify culturally affiliated tribe(s) and a qualified professional archaeologist. The responding tribe(s) will be afforded a reasonable opportunity to visit the discovery location to determine whether or not it is a tribal cultural resource. The following actions shall apply, depending on the nature of the find:

- If the culturally affiliated tribe(s) determines that the find does not represent a tribal cultural resource, and the qualified professional archaeologist determines that the find does not represent a potential historical resource, and CAL FIRE concurs, then work may resume immediately, and no further action is required.
- If the culturally affiliated or consulting tribe(s) determines that the find does represent a tribal cultural resource, as defined in PRC Section 21074(a) though (c) of the CEQA Guidelines,

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RESO and CAL FIRE shall consult with the tribe on appropriate treatment measures. Work may not resume within the no-work radius until RESO and CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

- If the find includes human remains, or remains that are potentially human, the construction supervisor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641) and shall immediately notify RESO, CAL FIRE, and the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC within 24 hours. The NAHC will designate a Native American Most Likely Descendant (MLD) for the discovery (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with San Bernardino County (AB 2641). Work may not resume within the no-work radius until RESO and/or CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

SECTION 1.0 INTRODUCTION

This document is the Final Initial Study and Mitigated Negative Declaration including the Responses to Comments and the Mitigation Monitoring and Reporting Plan (Final IS/MND) for the CAL FIRE Prado Helitack Base Replacement. It has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 et. seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.) as amended. This Final IS/MND and Responses to Comments document supplements and updates the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) released for public review on October 2, 2020.

CAL FIRE is the Lead Agency for the Proposed Project. On October 2, 2020, CAL FIRE distributed the Draft IS/MND for the Proposed Project to public agencies and the general public for review and comment. In accordance with the State CEQA Guidelines, a 30-day review period, which ended on November 2, 2020, was completed. During the public review period, 2 (two) comment letters and/or emails on the Draft IS/MND were received from interested parties.

This Final IS/MND and Responses to Comments document is organized as follows:

- Section 1.0 provides a discussion of the purpose of the document and discusses the structure of the document;
- Section 2.0 contains a summary of the Project Description, a description of minor changes to the Project Description and a discussion regarding why these changes do not require recirculation of the Draft IS/MND;
- Section 3.0 includes the comment letters received and responses to these comments;
- Section 4.0 includes corrections and revisions made to the Draft IS/MND in response to comments;
- Section 5.0 includes the Proposed Project's Mitigation Monitoring and Reporting Program (MMRP), prepared pursuant to Public Resources Code Section 21081.6; and
- Section 6.0 includes the Notice of Intent, proof of publication, environmental filing receipt, and the Draft IS/MND.

This Final MND document and the Draft IS/MND together constitute the environmental document for the Proposed Project. As a result of comments received on the Draft IS/MND, minor revisions were required to the Draft IS/MND text, however, there were no substantial revisions that would require recirculation of the document. A substantial revision according to Section 15073.5 of the *2020 CEQA Statute Guidelines* shall mean:

"(1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or

(2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required."

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SECTION 2.0 PROJECT OVERVIEW

2.1 Project Location

The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County. The site area is approximately 16.78 acres and is currently used by CAL FIRE as a helitack base.

2.2 Project Description

CAL FIRE proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp in Chino, California (Proposed Project). The existing Prado Helitack Base was established in 1988 and is located in the CAL FIRE Riverside Unit. The Prado Base responds to an average of 55 fire calls per year. Prado provides coverage to Orange, Riverside, and San Bernardino counties and the Cleveland, San Bernardino, and Angeles National Forests.

The Project objective is to replace the facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the State Responsibility Area (SRA) and that would accommodate the changing aviation and event-response parameters of the facility. Additionally, offsite utility improvements will be made as part of the Project to separate CAL FIRE's existing utility and sewer service from the California Institution for Men, Chino (CIM) and make connections to various city services.

As part of the Proposed Project, the State is purchasing approximately 116,250 square feet (sf) of land from CIM, extending the southern border by 150 feet. This land was previously leased by CIM to California State Polytechnic University, Pomona and used as agricultural land.

2.3 Decision Not to Recirculate Draft MND

After the completion of the public/agency comment period for the Draft IS/MND, minor changes were made to sections of the IS/MND. These revisions do not meet the criteria for recirculation of the MND prior to adoption as outlined in Section 15073.5 of the State CEQA Guidelines. According to the Guidelines "A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has been given pursuant to Section 15072 but prior to its adoption."

The revisions proposed in this Final MND do not meet the criteria for recirculation provided in Section 15073.5 (c) of the CEQA Guidelines. These criteria are provided below, along with an explanation regarding the reasons why the changes to the project do not require recirculation.

Recirculation is not required under the following circumstances:

- (1) *Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.* No mitigation measures have been replaced. However, Mitigation

CAL FIRE Prado Helitack Base Replacement
Final Initial Study and Mitigated Negative Declaration

Measures **BIO-1**, **BIO-2**, and **BIO-3** were revised to clarify procedures for sensitive plant surveys, bird nesting surveys, and burrowing owl surveys.

- (2) *New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.*
- (3) *Measures or conditions of project approval are added after circulation of the negative declaration, which is not required by CEQA, which do not create new significant environmental effects, and are not necessary to mitigate an avoidable significant effect. As discussed above, minor revisions to Mitigation Measures **BIO-1**, **BIO-2**, and **BIO-3** have been incorporated. However, no new mitigation measures or conditions have been added.*
- (4) *New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration. Mitigation Measure revisions only serve to clarify state and federal requirements and do not require recirculation.*

SECTION 3.0 COMMENTS AND RESPONSES

This section of the document contains copies of the comment letters received during the 30-day public review period, which began on October 2, 2020, and ended on November 2, 2020. In conformance with Section 15088(a) of the State CEQA Guidelines, CAL FIRE has considered comments on environmental issues from reviewers of the Draft IS/MND and has prepared written responses. Two (2) letters and were received via email, commenting on the Draft IS/MND. These letters, and the responses to the comments contained in the letters are provided in this section.

A list of public agencies, organizations, and individuals that provided comments on the Draft IS/MND is presented below. The letters and the responses to the comments follow this page.

3.1 List of Comment Letters

Letter Number	Sender	Date Received
1	Scott Wilson, California Department of Fish and Wildlife	October 26, 2020
2	Warren Moreloin, City of Chino	November 2, 2020

**CAL FIRE Prado Helitack Base Replacement
Final Initial Study and Mitigated Negative Declaration**

3.2 Letter 1 (CDFW) – Scott Wilson, Environmental Program Manager, California Department of Fish and Wildlife, received October 26, 2020



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



October 26, 2020
Sent via email

Dakota Smith
Senior Environmental Planner
Department of General Services
707 3rd Street, 4th Floor
West Sacramento, CA 95605

Subject: Initial Study and Mitigated Negative Declaration
Cal Fire Prado Helitack Base Replacement Project
State Clearinghouse No. 2020100055

Dear Dakota Smith:

The California Department of Fish and Wildlife (CDFW) received an Initial Study/Mitigated Negative Declaration (ISMND) from the Department of General Services (Department) for the Cal Fire Prado Helitack Base Replacement Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

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

CDFW ROLE

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

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

Conserving California's Wildlife Since 1870

CAL FIRE Prado Helitack Base Replacement Final Initial Study and Mitigated Negative Declaration

Dakota Smith, Senior Environmental Planner
Department of General Services
October 26, 2020
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agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

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

PROJECT DESCRIPTION SUMMARY

The Project site is in the City of Chino, San Bernardino County, California; Latitude 33.990482 N and -117.688121 W. The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue. The Project proposes the construction of a helitack base and associated facilities and structures, such as barracks, a warehouse, a garage, a training tower, a vehicle wash rack, storage, a hangar, an electrical building, a trash enclosure, a jet fuel tank, a generator, a hose rack, and vehicle fuel tanks.

COMMENTS AND RECOMMENDATIONS

CDFW is concerned that no focused botanical or avian field surveys were conducted. Instead, based on literature review and reconnaissance surveys, the ISMND presumes absence/presence of special-status species. Nonetheless, the ISMND recognizes the high potential for burrowing owl (*Athene cunicularia*), a species of special concern, and nesting birds to occur within and surrounding the Project area. Likewise, the ISMND recognizes the potential for forty-three special-status plants to occur on site. However, without botanical or avian field surveys completed according to standard and accepted protocols, the ISMND cannot disclose the level of impacts anticipated. Thus, CDFW believes the Department is unable to substantiate the conclusions drawn by this document, and CDFW is unable to determine if the ISMND has adequately disclosed and mitigated impacts to burrowing owl, nesting birds, and special-status plants. CDFW offers the comments and recommendations presented below to assist the Department in adequately mitigating the Project's potentially significant impacts on biological resources and requests that the Department revise the following mitigation measures prior to finalizing the ISMND.

CDFW-1

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Special-status Plant Species

The California Natural Diversity Database (CNDDB) identifies the occurrence of lucky morning-glory (*Calystegia felix*), a state ranked S1- critically imperiled species (CDFW, 2020), within the Project site. However, the ISMND states that no special-status plant species have been documented on the Project site. Additionally, the ISMND identifies four plant species with moderate potential to occur on site: Braunton's milkvetch, Smooth Tarplant, Robinson's pepper-grass, and San Bernardino aster. Meanwhile, thirty-nine special-status plant species were determined to have a low potential to occur and/or are unlikely to occur on the site. Because reconnaissance surveys are not considered floristic in nature and are not adequate to identify all plants in a project area to the level necessary to determine if there are special-status plants, CDFW recommends botanical field surveys be conducted following the 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities prior to construction.

CDFW appreciates the incorporation of Mitigation Measure (MM) BIO-1, which proposes pre-construction sensitive plant surveys and transplantation. Please note that CDFW does not recommend transplantation of established native plants as an avoidance or minimization measure given the low survival rate of transplants. As such, CDFW is concerned that the approach is not appropriate for mitigation. To adequately offset impacts, CDFW recommends the Department considers purchasing credits from a mitigation bank or acquiring and conserving in perpetuity lands with the target resources, if species are documented onsite during surveys. Thus, CDFW offers the following revisions to MM BIO-1 (edits are in ~~strike through~~ and **bold**):

BIO-1: Pre-Construction Sensitive Plant Surveys. The following shall be conducted prior to initiation of Project construction:

Perform focused plant surveys according to USFWS, CDFW's **2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities**, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species. **If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary.**

If special-status plant species are found during surveys within the Project site and **100% of the area with the species cannot be avoidedance of the species is not possible, seed collection, transplantation, and/or other conservation approaches may be developed, then mitigation, in the form of mitigation credits or land acquisition and conservation, will be required. Agency-approved habitat mitigation credits or occupied replacement lands shall be purchased at a minimum 2:1 ratio (acres mitigated to acres impacted) depending on species impacted** ~~in consultation with~~

CDFW-2

**CAL FIRE Prado Helitack Base Replacement
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~~appropriate resource agencies to reduce impacts to special status plant populations. If no special status plants are found on the Project Site, no further measures pertaining to special status plants are necessary.~~

CDFW-2

Nesting Birds

The ISMND highly regards the Project site as potential nesting habitat for raptors, migratory birds, and passerines due to the presence of scrub habitat, mature pine trees, and shrubs. CDFW appreciates the inclusion of MM-BIO- 2 to mitigate impacts to nesting birds; however, MM BIO-2 lacks specificity related to timing of vegetation removal and does not attempt to avoid the nesting season. Thus, CDFW offers the following revisions to MM BIO-2 (edits are in ~~strikethrough~~ and **bold**):

BIO-2: Pre-Construction Bird Nesting Surveys. The following shall be conducted prior to initiation of Project construction:

Any grubbing, brushing or tree removal shall be conducted outside of the nesting season (generally, raptor nesting season is January 1 through September 15; and passerine bird nesting season is February 1 through September 1). If nesting season cannot be avoided, the applicant shall conduct a pre-construction nesting raptor and bird survey of all suitable habitat on and adjacent to the Project Site as described below within ~~443~~ days of commencement of construction ~~during the nesting season (February 1 – September 15).~~ Surveys should be conducted within 300 feet of the Project Site for nesting raptors, including sharp-shinned hawk (*Accipiter striatus*), and 100 feet of the Project Site for **passerine** nesting birds. A no-disturbance buffer around the nest shall be established if active nests are found. The buffer distance shall be established by a qualified biologist and is recommended to be 300 feet for raptors and ~~1050~~ feet for non-raptor songbirds. If an active sharp-shinned hawk, yellow-breasted chat (*Icteria virens*), or yellow warbler (*Setophaga petechia*) nest is found, the no-disturbance buffer shall be determined ~~through consultation with CDFW~~ **by the qualified biologist and set to a distance that will prevent project-related disturbances.** The buffer shall be maintained, **and no activity shall occur within the buffer** until the fledglings are capable of flight and become independent of the nest tree, ~~to be determined as confirmed~~ **as confirmed** by a qualified biologist. No further measures are necessary once the young are independent of the nest. ~~Pre-construction nesting surveys are not required for construction activity outside the nesting season.~~

CDFW-3

Burrowing Owl (*Athene cunicularia*)

CDFW appreciates the Department's willingness to coordinate with CDFW if burrowing owl or sign thereof is detected during pre-construction surveys. However, because no protocol surveys were undertaken to determine presence/absence and the extent of impacts to the species, CDFW cannot determine if the ISMND has adequately disclosed

CDFW-4

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and mitigated impacts, including with the incorporation of MM BIO-3. CDFW recommends that a habitat assessment be conducted prior to the start of Project activities as outlined in Appendix C of the Staff Report on Burrowing Owl Mitigation (Department of Fish and Game, March 2012). Please note that habitat assessments dated more than one year prior to the construction date are considered outdated and should be updated.

If the habitat assessment determines suitable habitat for burrowing owl, protocol surveys should be conducted prior to commencement of Project activities. Surveys should be consistent with the Staff Report on Burrowing Owl Mitigation. If burrowing owls are identified on the site, the Applicant should contact CDFW and conduct an impact assessment, in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing Project activities, to assist in the development of avoidance, minimization, and mitigation measures. Depending on the level of impacts, CDFW would likely recommend permanent conservation, enhancement, and management of existing, occupied burrowing owl habitat and measures to minimize impacts to burrowing owls on the Project site. Considering all the above, CDFW offers the following revisions to MM BIO-3 (edits are in ~~strike~~ and **bold**):

BIO-3: Pre-Construction Burrowing Owl Surveys. The following shall be conducted prior to initiation of Project construction:

Prior to grading or any other ground-disturbing activity, a qualified biologist shall conduct a habitat assessment for burrowing owls to determine if suitable burrowing owl habitat is present in and adjacent to the Project site. Surveys shall be conducted consistent with the procedures outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation."

CDFW-4

If there is suitable habitat for burrowing owl, then focused breeding season surveys as described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012) shall be conducted by a qualified biologist. If presence of burrowing owl is determined, the applicant shall contact California Department of Fish and Wildlife (CDFW) and conduct an impact assessment in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing project activities to determine appropriate mitigation, including the acquisition and conservation of occupied replacement habitat at no less than a 2:1 ratio.

Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. **If no burrowing owl(s) are observed on site during the pre-construction survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The**

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letter shall be submitted to CDFW prior to construction. If burrowing owl(s) or signs thereof are observed on site during the pre-construction clearance survey, area occupied by burrowing owls shall be avoided. No ground-disturbing activities shall be permitted within 500 meters of an occupied burrow during the nesting season. A smaller buffer may be established if the qualified biologist determines a reduced buffer would not adversely affect the burrowing owl(s). If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the survey and impacts to those features are unavoidable, consultation with the CDFW, shall require a qualified biologist to prepare and submit a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) be conducted and the methods described in of the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for CDFW review/approval prior to the commencement of disturbance activities onsite avoidance and/or passive relocation shall be followed.

Prior to passive relocation, suitable replacement burrows site(s) shall be provided within adjacent open space lands at a ratio of 2:1 and permanent conservation and management of burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owl impacts are replaced consistent with the Staff Report on Burrowing Owl Mitigation including its Appendix A within designated adjacent conserved lands identified through coordination with CDFW and the Department. A qualified biologist shall confirm the natural or artificial burrows on the conservation lands are suitable for use by the owls. Monitoring and management of the replacement burrow site(s) shall be conducted and a reporting plan shall be prepared. The objective shall be to manage the replacement burrow sites for the benefit of burrowing owls (e.g., minimizing weed cover), with the specific goal of maintaining the functionality of the burrows for a minimum of 2 years. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may continue. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW.

CDFW-4

California Endangered Species Act

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

CDFW-5

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ENVIRONMENTAL DATA

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

CDFW-6

FILING FEES

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

CDFW-7

CONCLUSION

CDFW recommends that the Department adopt the recommended revised and new mitigation measures offered by CDFW prior to finalizing the ISMND to reduce project impacts.

CDFW appreciates the opportunity to comment on the ISMND for the Cal Fire Prado Helitack Base Replacement Project (SCH No. 2020100055) and hopes our comments assist the Department of General Services in identifying and mitigating Project impacts on biological resources. If you should have any questions pertaining to the comments provided in this letter, please contact Cindy Castaneda, Environmental Scientist, at 909-484-3979 or at Cindy.Castaneda@wildlife.ca.gov.

CDFW-8

Sincerely,

DocuSigned by:

8091B1A9242F49C...

Scott Wilson
Environmental Program Manager

**CAL FIRE Prado Helitack Base Replacement
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Dakota Smith, Senior Environmental Planner
Department of General Services
October 26, 2020
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ec: Cindy Castaneda, Environmental Scientist
Inland Deserts Region
Cindy.Castaneda@wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

HCPB CEQA Coordinator
Habitat Conservation Planning Branch

REFERENCES California Department of Fish and Game (CDFG). 2012. Staff report on burrowing owl mitigation. State of California, Natural Resources Agency. Available for download at: http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html

California Department of Fish and Wildlife, Natural Diversity Database. January 2020. Special Vascular Plants, Bryophytes, and Lichens List. Quarterly publication. 140 pp

Trulio, L.A. 1995. Passive Relocation: A Method to Preserve Burrowing Owls on Disturbed Sites. Journal of Field Ornithology 66:99-106.

3.2.1 Letter 1 Responses to Comments

Response to Comment CDFW-1:

This comment summarizes CDFW's concerns with not having the results of a special-status plant survey and identification of any potential Sensitive Natural Communities. The comment further states that protocol-level survey results are needed in the Draft IS/MND to ensure that there are no environmental impacts of this project. In response to the comment, the use of pre-construction and protocol-level surveys conducted after preparation of the CEQA document, is a standard means of ensuring adequate mitigation of potentially significant impacts on biological resources and is consistent with State CEQA Guidelines and relevant CEQA case law. Pre-construction and protocol-level surveys allow the Lead Agency to determine whether resources are present prior to initiating construction and take appropriate action to avoid or mitigate potentially significant impacts. This approach is appropriate under CEQA so long as the mitigation measure also identifies potential actions to be taken in the event that preconstruction surveys find significant resources and performance criteria to assure the effectiveness of those actions in mitigating the impact. Development of the project can't move forward until these performance criteria have been met. The Biological Technical Report (Draft IS/MND *Appendix D*) that was conducted to inform the CEQA document does not typically include protocol-level surveys, such as a special-status plant species survey (which includes determination of any Sensitive Natural Communities). However, ECORP conducted a reconnaissance-level survey of all the potential special status species and their habitats. Prior to construction, mitigation measures will include conducting focused surveys (see **BIO-1**, **BIO-2**, and **BIO-3**) and avoiding impacts to protected resources.

Response to Comment CDFW-2:

This comment describes the approach taken to addressing impacts to special-status plants in the IS/MND including the proposed mitigation and conclusions. See Response to Comment CDFW-1, above, for information regarding the approach to special status-plant species. Additionally, Mitigation Measure **BIO-1** will be revised in accordance with CDFW's recommendations (see Section 4.0).

Response to Comment CDFW-3:

This comment describes the approach taken to addressing impacts to potential nesting habitat for raptors, migratory birds, and passerines. Mitigation Measure **BIO-2** will be revised in accordance with CDFW's recommendations (see Section 4.0).

Response to Comment CDFW-4:

This comment summarizes CDFW's concerns about protection for Burrowing Owl (*Athene cunicularia*). Mitigation Measure **BIO-3** will be revised in accordance with CDFW's recommendations (see Section 4.0).

Response to Comment CDFW-5:

This comment summarizes CDFW's concerns with Project adherence to the California Endangered Species Act (CESA). In response to CDFW's comment, no State-listed CESA species have been documented on the

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Project site or within a nine topographic quad search. CAL FIRE does not anticipate take of any State-listed CESA species.

Response to Comment CDFW-6:

This comment informs that CEQA requires information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. CAL FIRE and California Department of General Services (DGS) will comply with all CEQA Guidelines and case law through completion of the Proposed Project, including reporting any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database.

Response to Comment CDFW-7:

This comment informs that the Proposed Project may have an impact on fish and/or wildlife. DGS will pay the CDFW Notice of Determination filing fee with San Bernardino County when the NOD is filed.

Response to Comment CDFW-8:

This comment concludes the CDFW letter.

**CAL FIRE Prado Helitack Base Replacement
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**3.3 Letter 2 (City of Chino) – Warren Moreloin, AICP, City Planner, City of Chino,
received November 2, 2020**

EUNICE M. ULLOA
Mayor

TOM HAUGHEY
Mayor Pro Tem



CITY of CHINO

MARK HARGROVE
MARC LUCIO
PAUL A. RODRIGUEZ Ed.D.
Council Members

MATTHEW C. BALLANTYNE
City Manager

November 2, 2020

VIA EMAIL AND U.S. MAIL

dakota.smith@dgs.ca.gov

Mr. Dakota Smith, Senior Environmental Planner
California Department of General Services, Real Estate Service Division
707 Third Street, 4th Floor
West Sacramento, CA 95605

SUBJECT: CAL FIRE Prado Helitack Base Replacement Project
City of Chino Comments on Draft Initial Study/Mitigated Negative Declaration

Dear Mr. Smith:

Thank you for the opportunity to comment on the Draft Initial Study and Mitigated Negative Declaration for the proposed CAL FIRE Prado Helitack Base Replacement Project at 14467 Central Avenue in the City of Chino. This comment letter is directed primarily at the Draft Initial Study/Mitigated Negative Declaration for the CAL FIRE Prado Helitack Base Replacement Project.

Aesthetics

As would be required for any newly constructed or a rehabilitated facility such as this, a minimum 6-foot high decorative block wall with a decorative cap is required to be installed along Central Avenue project frontage, to screen the various facilities from public views. Parkway landscaping is required to be installed along the project frontage adjacent to the required wall and property line, including street trees, in accordance with City standards. The combination of the block wall and landscaping will reduce the visual and noise impacts that the various industrial, mechanical, automotive and aviation-related land uses and structures will have on the surrounding area.

As the facility will likely have outdoor and on-site lighting, any onsite lighting must be designed to reduce impacts to neighboring properties, in accordance with Chino Municipal Code Section 20.10.090 - Outdoor lighting.

CITY-1



13220 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 334-3250 • (909) 334-3720 Fax
Web Site: www.cityofchino.org

CAL FIRE Prado Helitack Base Replacement Final Initial Study and Mitigated Negative Declaration

California Department of General Services, Real Estate Service Division
Re: CAL FIRE Prado Helitack Base Replacement Project
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Transportation/Utilities/Service Systems

The following items are needed based on the Chino General Plan and existing traffic patterns:

1. Dedicate right-of-way and construct improvements along Central Avenue, consistent with the City's General Plan, as well as intersection turning movements. Please note that the curb may not be in the ultimate location and may need to be relocated.
2. Improve the intersection of Central and Eucalyptus Avenues and appropriate accessibility improvements in accordance with the City's General Plan and Policy on Accessible Pedestrian Facilities.

The Transportation Section (4.17) in the MND dated October 2020 contains a Vehicle Miles Traveled (VMT) review of the requirements of SB 743 however, it inaccurately states that Chino has yet to adopt VMT Thresholds of Significance. This needs to be corrected and adequately discussed in the initial study, as the City has adopted VMT Thresholds of Significance. The included Trip Generation, intersection Level of Service (LOS) analysis, and VMT analysis state that the project is expected to produce less than significant impacts and no further analysis is required but the baseline for this determination is flawed.

CalFire has previously approached the City for a modification to the traffic signal at Central and Eucalyptus Avenues. The modification requested is the addition of a protected southbound (SB) left turn (LT) phase into the project site. The existing SB LT lane has a permissive movement currently. The modification to the signal will allow for improved access for vehicles entering the facility and should be strongly encouraged to become part of the improvements related to this project. The included LOS analysis did not analyze if this condition would result in LOS impacts.

CITY-2

New street lights are required along the project frontage, in accordance with the City's General Plan. Additionally, utility lines along the project frontage are required to be undergrounded per Municipal Code Chapter 13.32.

Further, the modification of the facility would require accessibility improvements in compliance with federal, state and local accessibility requirements. In terms of accessibility, pedestrian facilities along the project frontage are grossly inadequate. On the east side of Central Avenue, multiple obstructions are present, such as guy-wires, utility infrastructure, poles, etc., and there are several non-compliant driveway crossings, curb ramps, pedestrian walkways, and ped-push button issues. Despite this, the initial study states only that "The Project proposes to install accessible curb ramps at the southern and eastern crosswalks of the Central Avenue and Eucalyptus Avenue intersection," and in the Transportation (XVII) Environmental Checklist and Discussion on page 4-83, the IS/MND does not mention or address these accessibility concerns or the City's adopted Policy on Accessible Pedestrian Facilities. On and off-site accessibility is required to comply with both Federal ADA regulations and the City's adopted Policy on Accessible Pedestrian Facilities (attached to this letter). As proposed, this project will not comply with current ADA law or the City's Policy. Both the IS/MND and the plans need to be revised to address these issues.

As the review/permitting of this facility would be by the state architect or another entity, the City will need to be involved in the plan check process and ensure that the appropriate fees are paid

**CAL FIRE Prado Helitack Base Replacement
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to the Inland Empire Utilities Agency for both water and sewer services. The initial study should be revised to discuss these permitting and fee requirements, and in addition, the City's review of infrastructure plans.

CITY-2

Storm Water Management / Hydrology

Regarding stormwater management, the initial study states "site drainage would be designed for the 85th percentile storm event and therefor would not exceed the capacity of the existing or planned drainage systems. The project will not have a significant impact to flood flows." This statement is not correct, and is not consistent with standard engineering and hydrology practices. The "85th percentile" storm event is not a measure of the peak runoff from a major storm event. It is a measure of the total runoff over many years and generally coincides with storm events with a return frequency of two-years or less. As stated in the San Bernardino County Hydrology Manual, "It is the goal of the Agency to provide 100-year return frequency flood protection for all habitable structures and other non-flood proof structures. Consequently, all drainage plans must demonstrate this 100-year flood protection criteria." Additionally, the hydrology manual has criteria for utilizing streets to convey stormwater. The City uses the County hydrology manual as the basic criteria for flood risk determination.

It appears that a drainage study was not included in the environmental studies for this project. As a result, the impacts to the downstream storm drain have not been determined. The recently proposed CIM Mental Health Crisis Facility, which is in the same watershed as this project, also failed to provide a hydrology study in the environmental documentation. The accumulative effect of development within the State property could produce run-off in major storms that may exceed the capacity of the City's storm drain system. The watershed discharges flow into the Chino Creek. Many industrial buildings and city streets are in the watershed downstream of the State property.

CITY-3

A hydrology study for the project should be provided for the City's review. The study should analyze the impacts of this project on downstream structures and roads in accordance with the County hydrology manual. The City can provide assistance, records from previous studies, as-built plans and advice to the project consultant.

The initial study also states "Project implementation will result in more impervious surfaces on the site; therefore, a stormwater treatment system would be provided in compliance with local stormwater quality regulations. A Water Quality Management Plan (WQMP) should be provided to the City for review, and the initial study needs to be amended to address these various concerns.

Wastewater

Regarding the proposed "Vehicle Wash Rack" (Numbers 8 and 9 on Figure 2-4), a clarifier/oil-water separator needs to be constructed to keep oil and solids out of the sanitary sewer system. Additionally, rainwater is prohibited from being discharged into the sanitary sewer. Sanitary sewer drains at the vehicle wash rack shall be protected from stormwater. The initial study needs to be amended to discuss these impacts and ensure proper mitigation.

CITY-4

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Certification of MND: Request for Notice of Determination

The City requests the California Department of Forestry and Fire Protection identify the board, body or individual who will approve/adopt the Initial Study/Mitigated Negative Declaration and that such identification include information on the means by which that board, body or individual was given the authority to adopt the Initial Study/Mitigated Negative Declaration.

CITY-5

The City requests that the California Department of Forestry and Fire Protection provide the City with a copy of the Notice of Determination to be posted with respect to this project when that document has been prepared.

Sincerely,

A handwritten signature in blue ink, appearing to read 'W. Morelion', is written over the word 'Sincerely,'.

Warren Morelion, AICP
City Planner

Enclosure

3.3.1 Letter 2 Responses to Comments

Response to Comment CITY-1:

Thank you for your comment. As this is an existing facility that will require similar structures and improvements to the current condition, the overall aesthetics and views of the property are not anticipated to be significantly changed. The proposed is a State project and therefore, not subject to City regulations requiring a block wall or decorative landscaping along the frontage to Central Avenue. Additionally, funding constraints would make this type of improvement not feasible to the proposed project. The proposed project will comply with Chino Municipal Code for Outdoor lighting when designing and placing lighting on the exterior of the buildings.

Response to Comment CITY-2:

Comment noted. The IS/MND has no CEQA nexus for the suggested design elements requested, including dedicating right of way and construction of improvements along Central Avenue and improvement of the intersection of Central and Eucalyptus Avenues. The Transportation Assessment Memorandum has been updated to reflect City of Chino passing Resolution 2020-041 which identified VMT as the metric for defining impacts on the transportation system and is attached to this final. However, it should be noted that the conclusions in the document are still valid and do not need to be modified. Please note a southbound protected left-turn at Central Avenue and Euclyptus Avenue is not proposed as part of the project. The project trip generation estimates identified that the project would add 10 trips in the AM and PM peak hours. The City of Chino TIA Guidelines identify the selection of study intersections as locations where 50 or more Passenger Care Equivalent (PCE) trips are expected to be distributed. The peak hour trip generation net increase of the project does not meet the study intersection selection threshold.

Additionally, the City of Chino TIA Guidelines identify intersections where the LOS falls below the acceptable threshold as requiring improvement. The City of Chino General Plan identifies intersections operating at LOS E or F as operating unacceptably. Existing intersection LOS analysis identified the intersection as operating at LOS A in and B in AM and PM peak hours, respectively. The addition of the project traffic is not expected to result in significant changes to the intersection operations. Therefore, the need for intersection LOS analysis is not met. There is no CEQA nexus for improvements at the Central and Eucalyptus Avenue traffic signal as requested.

Response to Comment CITY-3:

Comment noted. A drainage study has not yet been completed for the project; however, the project will comply with local standards. Additionally, a Water Quality Manganement Plan will be completed for the project. Both the Water Qulatilily Management Plan as well as the drainage study will be submitted to the City for review and comment prior to project approval.

**CAL FIRE Prado Helitack Base Replacement
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Response to Comment CITY-4:

Thank you for your comment. The project has included a clarifier/oil-water separator in the detailed design drawings. Additionally, no rainwater will be discharged into the sanitary sewer. As mentioned above, the City will have an opportunity to review the drainage study and proposed storm drainage improvements once completed.

Response to Comment CITY-5:

The City will be provided a full copy of this IS/MND for review and to provide feedback no less than two weeks prior to approval of the project.

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SECTION 4.0 REVISIONS TO THE DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

As a result of minor Project changes and comments received on the Draft IS/MND, revisions have been made to the Draft IS/MND text. These revisions include minor changes to mitigation measures, and do not constitute substantial revisions that would require recirculation of the document. According to Section 15073.5 of the CEQA Guidelines, "a substantial revision shall mean:

- (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
- (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required."

The revisions are provided below. Changes in text are identified by ~~strikeout~~ where text is removed and by underline where text is added.

Section 4.4 Biological Resources

The following text was added/revised based on comments received within the CDFW letter:

Page 1 Last Paragraph and Page 4-29 Last Paragraph

BIO-1: Pre-Construction Sensitive Plant Surveys. The following shall be conducted prior to initiation of Project construction:

- Perform focused plant surveys according to USFWS, CDFW's 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species. If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary.
- If special-status plant species are found during surveys within the Project site and ~~avoidance of the species is not possible seed collection, transplantation, and/or other conservation~~ approaches may be developed in consultation with appropriate resource agencies to reduce impacts to special-status plant populations. If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary 100% of the area with the species cannot be avoided, then mitigation, in the form of mitigation credits or land acquisition and conservation, will be required. Agency-approved habitat mitigation credits or occupied replacement lands shall be purchased at a minimum 2:1 ratio (acres mitigated to acres impacted) depending on species impacted.

CAL FIRE Prado Helitack Base Replacement
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Page 1 Last Paragraph, Page 2 First Paragraph, and Page 4-30 First Paragraph

BIO-2: Pre-Construction Bird Nesting Surveys. The following shall be conducted prior to initiation of Project construction:

- Any grubbing, brushing or tree removal shall be conducted outside of the nesting season (generally, raptor nesting season is January 1 through September 15; and passerine bird nesting season is February 1 through September 1). If nesting season cannot be avoided, the applicant shall conduct a pre-construction nesting raptor and bird survey of all suitable habitat on and adjacent to the Project Site as described below within 143 days of commencement of construction during the nesting season (February 1 – September 15). Surveys should be conducted within 300 feet of the Project Site for nesting raptors, including sharp-shinned hawk (*Accipiter striatus*), and 100 feet of the Project Site for passerine nesting birds.
- A no-disturbance buffer around the nest shall be established if active nests are found. The buffer distance shall be established by a qualified biologist and is recommended to be 300 feet for raptors and 50/100 feet for non-raptor songbirds. If an active sharp-shinned hawk, yellow-breasted chat (*Icteria virens*), or yellow warbler (*Setophaga petechia*) nest is found, the no-disturbance buffer shall be determined ~~through consultation with CDFW~~ by the qualified biologist and set to a distance that will prevent project-related disturbances. The buffer shall be maintained, and no activity shall occur within the buffer, until the fledglings are capable of flight and become independent of the nest tree, ~~to be determined as confirmed~~ by a qualified biologist. No further measures are necessary once the young are independent of the nest. ~~Pre-construction nesting surveys are not required for construction activity outside the nesting season.~~

Page 2 Second Paragraph, and Page 4-30 Second Paragraph

BIO-3: Pre-Construction Burrowing Owl Surveys. The following shall be conducted prior to initiation of Project construction:

- Prior to grading or any other ground-disturbing activity, a qualified biologist shall conduct a habitat assessment for burrowing owls to determine if suitable burrowing owl habitat is present in and adjacent to the Project site. Surveys shall be conducted consistent with the procedures outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation."
- If there is suitable habitat for burrowing owl, then focused breeding season surveys as described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012) shall be conducted by a qualified biologist. If presence of burrowing owl is determined, the applicant shall contact California Department of Fish and Wildlife (CDFW) and conduct an impact assessment in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing project activities to determine appropriate mitigation, including the acquisition and conservation of occupied replacement habitat at no less than a 2:1 ratio.

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- Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If no burrowing owl(s) are observed on site during the pre-construction survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The letter shall be submitted to CDFW prior to construction. If burrowing owl(s) or signs thereof are observed on site during the pre-construction clearance survey, area occupied by burrowing owls shall be avoided. No ground-disturbing activities shall be permitted within 500 meters of an occupied burrow during the nesting season. A smaller buffer may be established if the qualified biologist determines a reduced buffer would not adversely affect the burrowing owl(s). If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in require a qualified biologist to prepare and submit a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Exclusion Plans) of the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for avoidance and/or passive relocation shall be followed.
- Prior to passive relocation, suitable replacement burrows site(s) shall be provided within adjacent open space lands at a ratio of 2:1 and permanent conservation and management of burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owl impacts are replaced consistent with the Staff Report on Burrowing Owl Mitigation including its Appendix A within designated adjacent conserved lands identified through coordination with CDFW and the Department. A qualified biologist shall confirm the natural or artificial burrows on the conservation lands are suitable for use by the owls. Monitoring and management of the replacement burrow site(s) shall be conducted and a reporting plan shall be prepared. The objective shall be to manage the replacement burrow sites for the benefit of burrowing owls (e.g., minimizing weed cover), with the specific goal of maintaining the functionality of the burrows for a minimum of 2 years. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may continue. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW.

4.1 Consultation with California Native American Tribe(s)

The following language has been updated since the draft to include a summary of tribal coorspondance that have taken place since the draft was circulated as well as conclusions of consultation.

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The following California Native American tribes traditionally and culturally affiliated with the Project area have been notified of the project: Pechanga Band of Luiseno Indians, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, and the Soboba Band of Luiseño Indians.

On April 22, 2020, the Governor signed Executive Order (EO) N-54-20. Section 9 of the Executive Order States:

The time frames set forth in Public Resources Code sections 21080.3.1 and 21082.3, within which a California Native American tribe must request consultation and the lead agency must begin the consultation process relating to an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration under the California Environmental Quality.

Based on the EO, the time period for the Tribes to request consultation for this project was extended to July 22, 2020, 30 days after the expiration of the EO occurred (June 22, 2020).

As a result of the initial notification letters, the Rincon Band of Luiseno Indians responded via a letter dated May 15, 2020, stating that the Project is not within the Band's specific Area of Historic Interest, they have no additional information to provide, and recommend that CAL FIRE contact a Tribe closer to the project.

Public comment opened on October 2, 2020. On October 6, 2020, the Gabrieleno Band of Mission Indians - Kizh Nation emailed the Department of General Services (DGS) to request a consultation regarding the proposed mitigation measures. DGS contacted the California Department of Forestry and Fire Protection (CAL FIRE) to conduct the consultation.

On December 30, 2020 CAL FIRE conducted the consultation with the Gabrieleno Band of Mission Indians - Kizh Nation. Their concerns were the mitigation measures proposed were not adequate and they would provide mitigation language to address their concerns.

On March 4, 2021 the Gabrieleno Band of Mission Indians - Kizh Nation emailed a letter with proposed mitigation language. Based on the tribes request, mitigation language for the "Removal of Native Vegetation" was incorporated into the project.

On March 5, 2021 CAL FIRE sent a response letter to the Gabrieleno Band of Mission Indians - Kizh Nation and consultation was closed under PRC Sections 21080.3.2(b)(1) and 21082.3(d)(1).

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SECTION 5.0 MITIGATION MONITORING AND REPORTING PLAN

5.1 Introduction

In accordance with CEQA, an MND that identifies adverse impacts related to the construction activity for the CAL FIRE Prado Helitack Base Replacement was prepared. The MND identifies mitigation measures that would reduce or eliminate these impacts.

Section 21081.6 of the Public Resources Code and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. A MMRP is required for the Proposed Project, because the IS/MND identified potentially significant adverse impacts related to construction and operation of the Proposed Project, and mitigation measures have been identified to mitigate these impacts. Adoption of the MMRP will occur along with approval of the Proposed Project.

5.2 Purpose of the Mitigation Monitoring and Reporting Plan

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the Proposed Project, as required. The MMRP may be modified by CAL FIRE or DGS/RESO during Project implementation, as necessary, in response to changing conditions or other Project refinements. **Table 5-1** has been prepared to assist the responsible parties in implementing the MMRP. This table identifies the category of significant environmental impact(s), individual mitigation measures, monitoring and mitigation timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and notation space to confirm implementation of the mitigation measures. The numbering of the mitigation measures follows the numbering sequence in the IS/MND.

5.3 Roles and Responsibilities

The California Department of General Services (DGS) is responsible for oversight of compliance of the mitigation measures in the MMRP.

5.4 Mitigation Monitoring and Reporting Plan

The column categories identified in **Table 5-1** are described below.

- **Mitigation Measure** – This column lists the mitigation measures by number.
- **Monitoring Activity/Timing/Frequency/Schedule** – This column lists the activity to be monitored for each mitigation measure, the timing of each activity, and the frequency/schedule of monitoring for each activity.

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- **Implementation Responsibility/Verification** – This column identifies the entity responsible for complying with the requirements of the mitigation measure, and provides space for verification initials and date.
- **Responsibility for Oversight of Compliance/Verification** – This column provides the agency responsible for oversight of the mitigation implementation, and is to be dated and initialed by the agency representative based on the documentation provided by the construction contractor or through personal verification by agency staff.
- **Outside Agency Coordination** – this column lists any agencies with which DGS may coordinate for implementation of the mitigation measure.
- **Comments** – this column provides space for written comments, if necessary.

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**Table 5-1
CAL FIRE Prado Helitack Base Replacement
Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>BIO-1: Pre-Construction Sensitive Plant Surveys. The following shall be conducted prior to initiation of Project construction:</p> <ul style="list-style-type: none"> ■ Perform focused plant surveys according to USFWS, CDFW's 2018 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species. If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary. ■ If special-status plant species are found during surveys within the Project site and 100% of the area with the species cannot 	<p>Action: Sensitive Plant Surveys and Avoidance</p> <p>Timing: Prior to the start of construction, during blooming period for target species.</p>	<p>Project Biologist</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>DGS/RESD</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	USFWS, CDFW	

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>be avoided, then mitigation, in the form of mitigation credits or land acquisition and conservation, will be required. Agency-approved habitat mitigation credits or occupied replacement lands shall be purchased at a minimum 2:1 ratio (acres mitigated to acres impacted) depending on species impacted.</p>					
<p>BIO-2: Pre-Construction Bird Nesting Surveys. The following shall be conducted prior to initiation of Project construction:</p> <ul style="list-style-type: none"> Any grubbing, brushing or tree removal shall be conducted outside of the nesting season (generally, raptor nesting season is January 1 through September 15; and passerine bird nesting season is February 1 through September 1). If nesting season cannot be avoided, the applicant shall conduct a pre-construction nesting raptor and bird survey of all suitable habitat on and adjacent to the Project Site as described below within 3 days of commencement of construction. Surveys 	<p>Action:</p> <p>Bird Nesting Surveys and Avoidance</p> <p>Timing:</p> <p>Prior to the start of construction, during nesting season</p> <p>Raptors: January 1 – September 15</p> <p>Passerine: February 1 – September 1</p>	<p>Project Biologist</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>DGS/RESD</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>USFWS, CDFW</p>	

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>should be conducted within 300 feet of the Project Site for nesting raptors, including sharp-shinned hawk (<i>Accipiter striatus</i>), and 100 feet of the Project Site for passerine nesting birds.</p> <ul style="list-style-type: none"> ■ A no-disturbance buffer around the nest shall be established if active nests are found. The buffer distance shall be established by a qualified biologist and is recommended to be 300 feet for raptors and 100 feet for non-raptor songbirds. If an active sharp-shinned hawk, yellow-breasted chat (<i>Icteria virens</i>), or yellow warbler (<i>Setophaga petechia</i>) nest is found, the no-disturbance buffer shall be determined by the qualified biologist and set to a distance that will prevent project-related disturbances. The buffer shall be maintained, and no activity shall occur within the buffer until the fledglings are capable of flight and become independent of the nest tree, as confirmed by a qualified biologist. No further measures are 					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
necessary once the young are independent of the nest.					
<p>BIO-3: Pre-Construction Burrowing Owl Surveys. The following shall be conducted prior to initiation of Project construction:</p> <ul style="list-style-type: none"> ■ Prior to grading or any other ground-disturbing activity, a qualified biologist shall conduct a habitat assessment for burrowing owls to determine if suitable burrowing owl habitat is present in and adjacent to the Project site. Surveys shall be conducted consistent with the procedures outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation." ■ If there is suitable habitat for burrowing owl, then focused breeding season surveys as described in the Staff Report on Burrowing Owl Mitigation (CDFG 2012) shall be conducted by a qualified biologist. If presence of burrowing owl is determined, the applicant shall contact California 	<p>Actions: Burrowing Owl Surveys and avoidance</p> <p>Timing: Survey: Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance.</p> <p>Notification of CDFW: following the completion of passive relocation (if necessary)</p>	<p>Project Biologist</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>DGS/RESD</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	USFWS, CDFW	

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>Department of Fish and Wildlife (CDFW) and conduct an impact assessment in accordance with Staff Report on Burrowing Owl Mitigation prior to commencing project activities to determine appropriate mitigation, including the acquisition and conservation of occupied replacement habitat at no less than a 2:1 ratio.</p> <ul style="list-style-type: none"> ■ Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If no burrowing owl(s) are observed on site during the pre-construction survey, a letter shall be prepared by the qualified biologist documenting the results of the survey. The 					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>letter shall be submitted to CDFW prior to construction. If burrowing owl(s) or signs thereof are observed on site during the pre-construction clearance survey, area occupied by burrowing owls shall be avoided. No ground-disturbing activities shall be permitted within 500 meters of an occupied burrow during the nesting season. A smaller buffer may be established if the qualified biologist determines a reduced buffer would not adversely affect the burrowing owl(s). If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the survey and impacts to those features are unavoidable, CDFW shall require a qualified biologist to prepare and submit a passive relocation program in accordance with Appendix E (i.e., Example Components for Burrowing Owl Artificial Burrow and Execution Plans) of CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for CDFW review/approval</p>					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>prior to the commencement of disturbance activities onsite.</p> <ul style="list-style-type: none"> ■ Prior to passive relocation, suitable replacement burrows site(s) shall be provided within adjacent open space lands at a ratio of 2:1 and permanent conservation and management of burrowing owl habitat such that the habitat acreage, number of burrows and burrowing owl impacts are replaced consistent with the Staff Report on Burrowing Owl Mitigation including its Appendix A within designated adjacent conserved lands identified through coordination with CDFW and the Department. A qualified biologist shall confirm the natural or artificial burrows on the conservation lands are suitable for use by the owls. Monitoring and management of the replacement burrow site(s) shall be conducted and a reporting plan shall be prepared. The objective shall be to manage the replacement burrow sites for the benefit of burrowing owls (e.g., minimizing weed 					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>cover), with the specific goal of maintaining the functionality of the burrows for a minimum of 2 years. When a qualified biologist determines that burrowing owls are no longer occupying the Project site and passive relocation is complete, construction activities may continue. A final letter report shall be prepared by the qualified biologist documenting the results of the passive relocation. The letter shall be submitted to CDFW.</p>					
<p>CUL-1: Implement Measures to Protect Unanticipated Cultural Resources Discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work</p>	<p>Actions: Implement unanticipated discoveries protocol</p> <p>Timing: Ongoing and as needed during construction activities</p>	<p>Project Archaeologist, Construction Manager</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>DGS/RESD</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>CRHR, County Medical Examiner, NAHC</p>	

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:</p> <ul style="list-style-type: none"> ■ If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required. ■ If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify CAL FIRE. The agency shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) 					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>that the treatment measures have been completed to its satisfaction.</p> <ul style="list-style-type: none"> ■ If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations 					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate CHRIS; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.</p>					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>GEO-1: Discovery of Unknown Paleontological Resources.</p> <ul style="list-style-type: none"> ■ If any paleontological resources (i.e., fossils) are found during Project construction, construction shall be halted immediately in the subject area and the area shall be isolated using orange or yellow fencing until CAL FIRE is notified and the area is cleared for future work. A qualified paleontologist shall be retained to evaluate the find and recommend appropriate treatment of the inadvertently discovered paleontological resources. In addition, in the event of an inadvertent find, sediment samples should be collected and processed to determine the small fossil potential on the Project Site. If CAL FIRE resumes work in a location where paleontological remains have been discovered and cleared, CAL FIRE will have a paleontologist onsite to observe any continuing excavation to confirm that no additional paleontological resources are in the area. Any fossil materials uncovered during mitigation activities should be 	<p>Actions:</p> <p>Implement operator training.</p> <p>Notify DGS/RESD in the event of a discovery.</p> <p>Suspend work in the area of discovery.</p> <p>Notify Qualified Archaeologist.</p> <p>Implement appropriate treatment of found materials.</p> <p>Timing:</p> <p>Prior to ground-disturbing activities and ongoing as needed</p>	<p>Project Paleontologist, Equipment Operators</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>DGS/RESD</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>		

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
deposited in an accredited and permanent scientific institution for the benefit of current and future generations.					
<p>TCR-1: Implement Measures to Protect Unanticipated Tribal Cultural Resources Discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within 100 feet of the discovery. The construction foreman will notify RESD and CAL FIRE, which shall notify culturally affiliated tribe(s) and a qualified professional archaeologist. The responding tribe(s) will be afforded a reasonable opportunity to visit the discovery location to determine whether or not it is a tribal cultural resource. The following actions shall apply, depending on the nature of the find:</p> <ul style="list-style-type: none"> ■ If the culturally affiliated tribe(s) determines that the find does not represent a tribal cultural resource, and the qualified professional archaeologist determines that the find does not represent a potential 	<p>Actions: Implement unanticipated discoveries protocol</p> <p>Timing: Ongoing and as needed during construction activities</p>	<p>Project Archaeologist</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	<p>DGS/RESD</p> <hr/> <p>Initials</p> <hr/> <p>Date</p>	CRHR, County Medical Examiner, NAHC	

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>historical resource, and CAL FIRE concurs, then work may resume immediately, and no further action is required.</p> <ul style="list-style-type: none"> ■ If the culturally affiliated or consulting tribe(s) determines that the find does represent a tribal cultural resource, as defined in PRC Section 21074(a) though (c) of the CEQA Guidelines, RESD and CAL FIRE shall consult with the tribe on appropriate treatment measures. Work may not resume within the no-work radius until RESD and CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. ■ If the find includes human remains, or remains that are potentially human, the construction supervisor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641) and shall immediately notify RESD, CAL FIRE, and the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The 					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
<p>provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC within 24 hours. The NAHC will designate a Native American Most Likely Descendant (MLD) for the discovery (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment</p>					

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Mitigation Measure	Implementation Actions and Timing	Implementation Responsibility	Responsibility for Oversight of Compliance/ Verification	Agency Coordination	Comments
document with San Bernardino County (AB 2641). Work may not resume within the no-work radius until RESD and/or CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction					

To be signed when all mitigation measures have been completed:

Department of Forestry and Fire Protection

Signature

Printed Name

Date

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SECTION 6.0 LIST OF ATTACHMENTS

Attachment A – Notice of Intent

Attachment B – Proof of Publication

Attachment C – CDFW Filing Fee Receipt

Attachment D – Draft Initial Study and Mitigated Negative Declaration for the California Conservation Corps, Willits Center

Attachment E – Updated Traffic Memo

**CAL FIRE Prado Helitack Base
Final Initial Study/Mitigated Negative Declaration**

ATTACHMENT A

Notice of Intent

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

DATE: October 3, 2020

TO: Responsible Agencies, Interested Parties, and Organizations

SUBJECT: **CAL FIRE Prado Helitack Base Replacement — CITY OF CHINO, SAN BERNARDINO COUNTY**

The California Department of Forestry and Fire Protection (CAL FIRE) is the California Environmental Quality Act (CEQA) Lead Agency for the proposed CAL FIRE Prado Helitack Base Replacement (Proposed Project). CAL FIRE has directed the preparation of an Initial Study (IS) Mitigated Negative Declaration (MND) in compliance with CEQA.

Project Location: The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County. The site area is approximately 16.78 acres and is currently used by CAL FIRE as a helitack base.

Project Description: CAL FIRE proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp in Chino, California. The existing Prado Helitack Base was established in 1988 and is located in the CAL FIRE Riverside Unit. The Prado Base responds to an average of 55 fire calls per year. Prado provides coverage to Orange, Riverside, and San Bernardino counties and the Cleveland, San Bernardino, and Angeles National Forests. The Project objective is to replace the facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the State Responsibility Area (SRA) and that would accommodate the changing aviation and event-response parameters of the facility. Additionally, offsite utility improvements will be made as part of the Project to separate CAL FIRE's existing utility and sewer service from the California Institution for Men, Chino (CIM) and make connections to various city services.

Potentially Significant Environmental Impacts: Potentially significant impacts to biological resources, cultural resources, geology and soils, and tribal cultural resources were identified in the Initial Study. All impacts would be reduced to a less than significant level with the implementation of identified mitigation measures.

Hazardous Waste Sites: Pursuant to Section 15087(c)(6) of the Guidelines for California Environmental Quality Act, CAL FIRE acknowledges the non-existence of hazardous waste sites within the Project area reviewed by this Mitigated Negative Declaration (MND).

IS/MND Document Review and Availability: The public review and comment period for the Draft IS/MND will extend for 30 days **starting October 2, 2020 and ending November 2, 2020**. Due to the COVID-19 pandemic, printed hard copies will not be available to the public. However, the Draft IS/MND can be viewed and/or downloaded at the following website:

<http://www.ecorpconsulting.com/docs/Prado-Helitack-Base-ISMND-WITH-APPENDICES.pdf>

Comments/Questions: Comments and/or questions regarding the IS/MND may be directed to:

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

Dakota Smith, Senior Environmental Planner
California Department of General Services
RESDB-PMDB Environmental Services, MS 509
707 3rd Street, 4th Floor
West Sacramento, California 95605

or

dakota.smith@dgs.ca.gov

**CAL FIRE Prado Helitack Base
Final Initial Study/Mitigated Negative Declaration**

ATTACHMENT B

Proof of Publication

PROOF OF PUBLICATION

STATE OF CALIFORNIA County of San Bernardino

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the publisher of the CHINO CHAMPION, a newspaper of general circulation, printed and published weekly in the City of Chino, County of San Bernardino, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Bernardino, State of California, under the date of August 5, 1952, Case Number 73453; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

October 3, all in the year 2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Chino, California, this 3rd day of

October 2020

(Signature)

Suzanne Rojas

Champion

Serving the Chino Valley and Chino Hills

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**Adjudicated August 5, 1952
Case No. 73453**

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NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

The California Department of Forestry and Fire Protection (CAL FIRE) is the California Environmental Quality Act (CEQA) Lead Agency for the proposed CAL FIRE Prado Helitack Base Replacement (Proposed Project). CAL FIRE has directed the preparation of an Initial Study (IS) Mitigated Negative Declaration (MND) in compliance with CEQA.

Project Location: The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County. The site area is approximately 16.78 acres and is currently used by CAL FIRE as a helitack base.

Project Description: CAL FIRE proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp in Chino, California (Proposed Project). The existing Prado Helitack Base was established in 1988 and is located in the CAL FIRE Riverside Unit. The Prado Base responds to an average of 55 fire calls per year. Prado provides coverage to Orange, Riverside, and San Bernardino counties and the Cleveland, San Bernardino, and Angeles National Forests. The Project objective is to replace the facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the State Responsibility Area (SRA) and that would accommodate the changing aviation and event-response parameters of the facility. Additionally, offsite utility improvements will be made as part of the Project to separate CAL FIRE's existing utility and sewer service from the California Institution for Men, Chino (CIM) and make connections to various city services.

Potentially Significant Environmental Impacts: Potentially significant impacts to biological resources, cultural resources, geology and soils, and tribal cultural resources were identified in the Initial Study. All impacts would be reduced to a less than significant level with the implementation of identified mitigation measures.

Hazardous Waste Sites: Pursuant to Section 15087(c)(6) of the Guidelines for California Environmental Quality Act, CAL FIRE acknowledges the non-existence of hazardous waste sites within the Project area reviewed by this Mitigated Negative Declaration (MND).

IS/MND Document Review and Availability: The public review and comment period for the Draft IS/MND will extend for 30 days starting October 2, 2020 and ending November 2, 2020. Due to the COVID-19 pandemic, printed hard copies will not be available to the public. However, the Draft IS/MND can be viewed and/or downloaded at the following website: <http://www.ecorpconsulting.com/docs/Prado-Helitack-Base-ISMND-WITH-APPENDICES.pdf>

Comments/Questions: Comments and/or questions regarding the IS/MND may be directed to:

Dakota Smith, Senior Environmental Planner
California Department of General Services
RES-D-PMDB Environmental Services, MS 509
707 3rd Street, 4th Floor
West Sacramento, California 95605

or dakota.smith@dgs.ca.gov

**Publish: October 3, 2020
Chino Valley Champion**

507-20

CAL FIRE Prado Helitack Base
Final Initial Study/Mitigated Negative Declaration

ATTACHMENT C

CDFW Filing Fee Receipt

**CAL FIRE Prado Helitack Base
Final Initial Study/Mitigated Negative Declaration**

ATTACHMENT D

Draft Initial Study and Mitigated Negative Declaration for the CAL Fire Prado Helitack Base Replacement

DRAFT

**Initial Study and
Mitigated Negative Declaration**

**CAL FIRE Prado Helitack Base
Replacement Project**

Lead Agency:



**California Department of Forestry
and Fire Protection
1416 9th Street
Sacramento, CA 95814**

October 2020



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

DRAFT

Initial Study and Mitigated Negative Declaration

for the

CAL FIRE Prado Helitack Base Replacement

October 2020

Lead Agency:



**California Department of Forestry and Fire Protection
1416 9th Street
Sacramento, CA 95814**

Prepared for:



**State of California Department of General Services
Real Estate Services Division
707 Third Street, Fourth Floor
West Sacramento, California 95605**

Prepared by:



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

**2525 Warren Drive
Rocklin, California 95677**

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DRAFT MITIGATED NEGATIVE DECLARATION CAL FIRE PRADO HELITACK BASE REPLACEMENT

Lead Agency:	State of California Department of Forestry and Fire Protection
Project Proponent:	State of California Department of General Services, Real Estate Services Division
Project Location:	The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County. The site area is approximately 16.78 acres and is currently used by CAL FIRE as a helitack base.
Project Description:	The Proposed Project entails the construction of a new helitack base and associated facilities and structures, including barracks, a warehouse, a garage, a training tower, a vehicle wash rack, storage, a hangar, an electrical building, a trash enclosure, a jet fuel tank, a generator, a hose rack, and vehicle fuel tanks.
Public Review Period:	October 2, 2020 – November 2, 2020

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: Pre-Construction Sensitive Plant Surveys. The following shall be conducted prior to initiation of Project construction:

- Perform focused plant surveys according to USFWS, CDFW, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species. If special-status plant species are found during surveys within the Project site and avoidance of the species is not possible, seed collection, transplantation, and/or other conservation approaches may be developed in consultation with appropriate resource agencies to reduce impacts to special-status plant populations. If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary.

BIO-2: Pre-Construction Bird Nesting Surveys. The following shall be conducted prior to initiation of Project construction:

- Conduct a pre-construction nesting raptor and bird survey of all suitable habitat on and adjacent to the Project Site as described below within 14 days of commencement of construction during the nesting season (February 1 – September 15). Surveys should be

conducted within 300 feet of the Project Site for nesting raptors, including sharp-shinned hawk (*Accipiter striatus*), and 100 feet of the Project Site for nesting birds.

- A no-disturbance buffer around the nest shall be established if active nests are found. The buffer distance shall be established by a qualified biologist and is recommended to be 300 feet for raptors and 50 feet for non-raptor songbirds. If an active sharp-shinned hawk, yellow-breasted chat (*Icteria virens*), or yellow warbler (*Setophaga petechia*) nest is found, the no-disturbance buffer shall be determined through consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. No further measures are necessary once the young are independent of the nest. Pre-construction nesting surveys are not required for construction activity outside the nesting season.

BIO-3: Pre-Construction Burrowing Owl Surveys. The following shall be conducted prior to initiation of Project construction:

- Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for avoidance and/or passive relocation shall be followed.

Cultural Resources

CUL-1: Implement Measures to Protect Unanticipated Cultural Resources Discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify CAL FIRE. The agency shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius

until the Lead Agency, through consultation as appropriate, determines that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate CHRIS; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

Geology and Soils

GEO-1: Discovery of Unknown Paleontological Resources.

- If any paleontological resources (i.e., fossils) are found during Project construction, construction shall be halted immediately in the subject area and the area shall be isolated using orange or yellow fencing until CAL FIRE is notified and the area is cleared for future work. A qualified paleontologist shall be retained to evaluate the find and recommend appropriate treatment of the inadvertently discovered paleontological resources. In addition, in the event of an inadvertent find, sediment samples should be collected and processed to determine the small fossil potential on the Project Site. If CAL FIRE resumes work in a location where paleontological remains have been discovered and cleared, CAL FIRE will have a paleontologist onsite to observe any continuing excavation to confirm that no additional paleontological resources are in the area. Any fossil materials uncovered during mitigation activities should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

Tribal Cultural Resources

TCR-1: Implement Measures to Protect Unanticipated Tribal Cultural Resources Discoveries. If

subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within 100 feet of the discovery. The construction foreman will notify RESD and

CAL FIRE, which shall notify culturally affiliated tribe(s) and a qualified professional archaeologist. The responding tribe(s) will be afforded a reasonable opportunity to visit the discovery location to determine whether or not it is a tribal cultural resource. The following actions shall apply, depending on the nature of the find:

- If the culturally affiliated tribe(s) determines that the find does not represent a tribal cultural resource, and the qualified professional archaeologist determines that the find does not represent a potential historical resource, and CAL FIRE concurs, then work may resume immediately, and no further action is required.
- If the culturally affiliated or consulting tribe(s) determines that the find does represent a tribal cultural resource, as defined in PRC Section 21074(a) through (c) of the CEQA Guidelines, RESD and CAL FIRE shall consult with the tribe on appropriate treatment measures. Work may not resume within the no-work radius until RESD and CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, the construction supervisor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641) and shall immediately notify RESD, CAL FIRE, and the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC within 24 hours. The NAHC will designate a Native American Most Likely Descendant (MLD) for the discovery (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with San Bernardino County (AB 2641). Work may not resume within the no-work radius until RESD and/or CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

**Draft Initial Study and Mitigated Negative Declaration
CAL FIRE Prado Helitack Base Replacement**

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ACRONYMS AND ABBREVIATIONS

2016 AQMP	2016 Air Quality Management Plan
AB	Assembly Bill
AF	Acre-feet
Amsl	Above mean sea level
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission

**Draft Initial Study and Mitigated Negative Declaration
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CEQA	California Environmental Quality Act
CH ₄	Methane
CHRIS	California Historic Resources Information Center
CIM	California Institution for Men
City	City of Chino
CIWM	California Integrated Waste Management
CNDDDB	California Natural Diversity Database
CNEL	Community noise equivalent level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CUPA	Certified Unified Program Agency
CVFD	Chino Valley Fire District
dBA	A-weighted decibel
DHS	Department of Health Services
DOC	Department of Conservation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
FHWA	Federal Highway Administration
General Plan	Chino General Plan
GHGs	Greenhouse Gases
HMMH	Harris Miller Miller & Hanson, Inc.
TPA	Transit Priority Area
kWh	Kilowatt hour
LEED	Leadership in Energy and Environmental Design
L _{eq}	Equivalent noise level
LESA	Land Evaluation and Site Assessment
LOS	Level of Service
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO ₂	Nitrogen dioxide
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	Ozone
OHP	Office of Historic Preservation

**Draft Initial Study and Mitigated Negative Declaration
CAL FIRE Prado Helitack Base Replacement**

OPR	California Office of Planning and Research
pCi/L	picocuries per liter
PM	Particulate Matter
PM ₁₀	Coarse particulate matter
PM _{2.5}	Fine particulate matter
PPV	Peak particle velocity
Proposed Project	Prado Helitack Base
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
Sf	Square feet/foot
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SO ₂	Sulfur dioxide
SoCAB	South Coast Air Basin
SPCC	Spill Prevention, Control and Countermeasure
SR	State Route
SRA	Sensitive Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic air contaminant
TCR	Tribal Cultural Resources
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
VMT	Vehicle miles traveled

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SECTION 1.0 BACKGROUND

Summary

Project Title:	CAL FIRE Prado Helitack Base Replacement
Lead Agency Name and Address:	California Department of Forestry and Fire Protection 1416 9th Street Sacramento, California 95814
Contact Person and Phone Number:	Mr. Dakota Smith Senior Environmental Planner/Project Manager California Department of General Services RES-D-PMDB Environmental Services, MS 509 707 3rd Street, 4th Floor West Sacramento, California 95605 (916) 376-1700 dakota.smith@dgs.ca.gov
Project Location:	14467 Central Ave Chino, California 91710 San Bernardino County
General Plan Designation:	Urban Reserve
Zoning:	Open Space/Recreational (OSR)

1.1 Introduction

The California Department of Forestry and Fire Protection (CAL FIRE) is the Lead Agency for this Initial Study (IS), which has been prepared to identify and assess potential environmental impacts of the proposed Prado Helitack Base Replacement Project. This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], Section 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. A CEQA IS is generally used to determine which CEQA document is appropriate for a project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

**Draft Initial Study and Mitigated Negative Declaration
CAL FIRE Prado Helitack Base Replacement**

In accordance with CEQA, this IS/MND will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

Mr. Dakota Smith, Senior Environmental Planner
California Department of General Services, Real Estate Service Division
707 Third Street, 4th Floor
West Sacramento, California 95605
dakota.smith@dgs.ca.gov

SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Background and Objectives

CAL FIRE proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp in Chino, California (Proposed Project). The existing Prado Helitack Base was established in 1988 and is located in the CAL FIRE Riverside Unit. The Prado Base responds to an average of 55 fire calls per year. Prado provides coverage to Orange, Riverside, and San Bernardino counties and the Cleveland, San Bernardino, and Angeles National Forests.

The Project objective is to replace the facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the State Responsibility Area (SRA) and that would accommodate the changing aviation and event-response parameters of the facility. Additionally, offsite utility improvements will be made as part of the Project to separate CAL FIRE's existing utility and sewer service from the California Institution for Men, Chino (CIM) and make connections to various city services.

2.2 Project Characteristics

2.2.1 Site Location and Setting

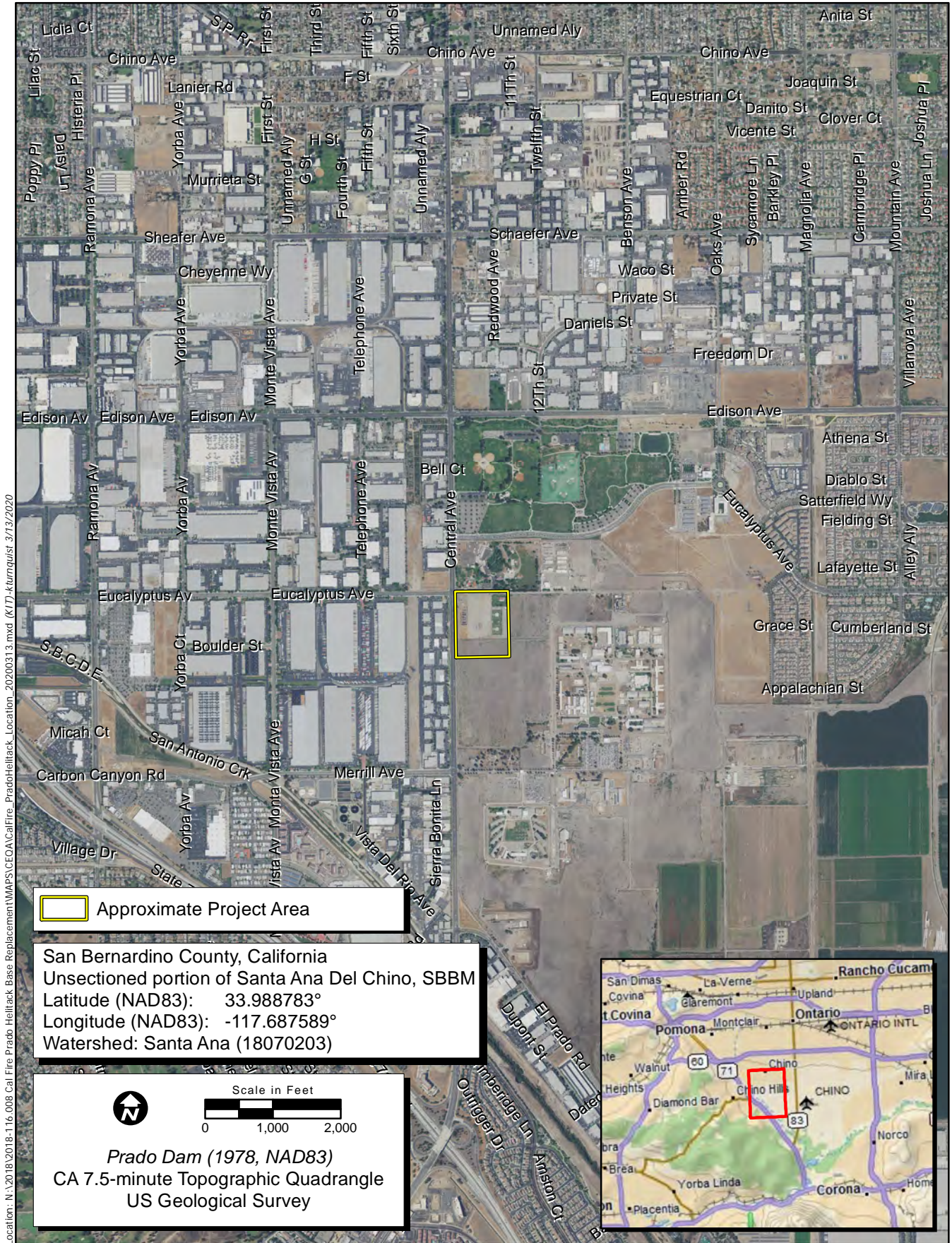
The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino in San Bernardino County (see Figures 2-1. *Project Location* and 2-2. *Project Vicinity*). The site area is ± 16.78 acres. The Project site is currently used by CAL FIRE as a helitack base and has two helicopter pads, several small storage structures, and a modular building used for office space and barracks. The majority of the existing site is characterized as undeveloped open land with grass and gravel as the main ground cover (see Figure 2-3. *Representative Site Photos*). The property is bounded on all sides by a chain link fence. There is a Southern California Edison (SCE) electrical substation in the northwest portion of the site adjacent to Central Avenue, separated from the Project site by a chain link fence. The site gently slopes north to south, and elevations range between 620 to 630 feet above mean sea level (amsl).

As part of the Proposed Project, the State is purchasing approximately 116,250 square feet (sf) of land from CIM, extending the southern border by 150 feet. This land was previously leased by CIM to California State Polytechnic University, Pomona and used as agricultural land.

Immediately east and south of the Project site is open space associated with the CIM facility. This area is characterized by flat terrain with minimal vegetative cover. Prison facilities are located farther to the east and south. The western side of Central Avenue opposite the site contains commercial and industrial uses. The Prado Conservation Camp and Ruben S. Ayala Park occupy the land north and northeast of the Project site.



Figure 2-1. Project Location



Map Date: 3/13/2020
 Sources:

DRAFT

Figure 2-2. Project Vicinity



Existing helipads.



Storage facilities along east edge of Project site. CIM Chino property in background.



Existing modular office building.



Looking from center of Project site toward electrical substation along Central Avenue.



2.3 Project Characteristics

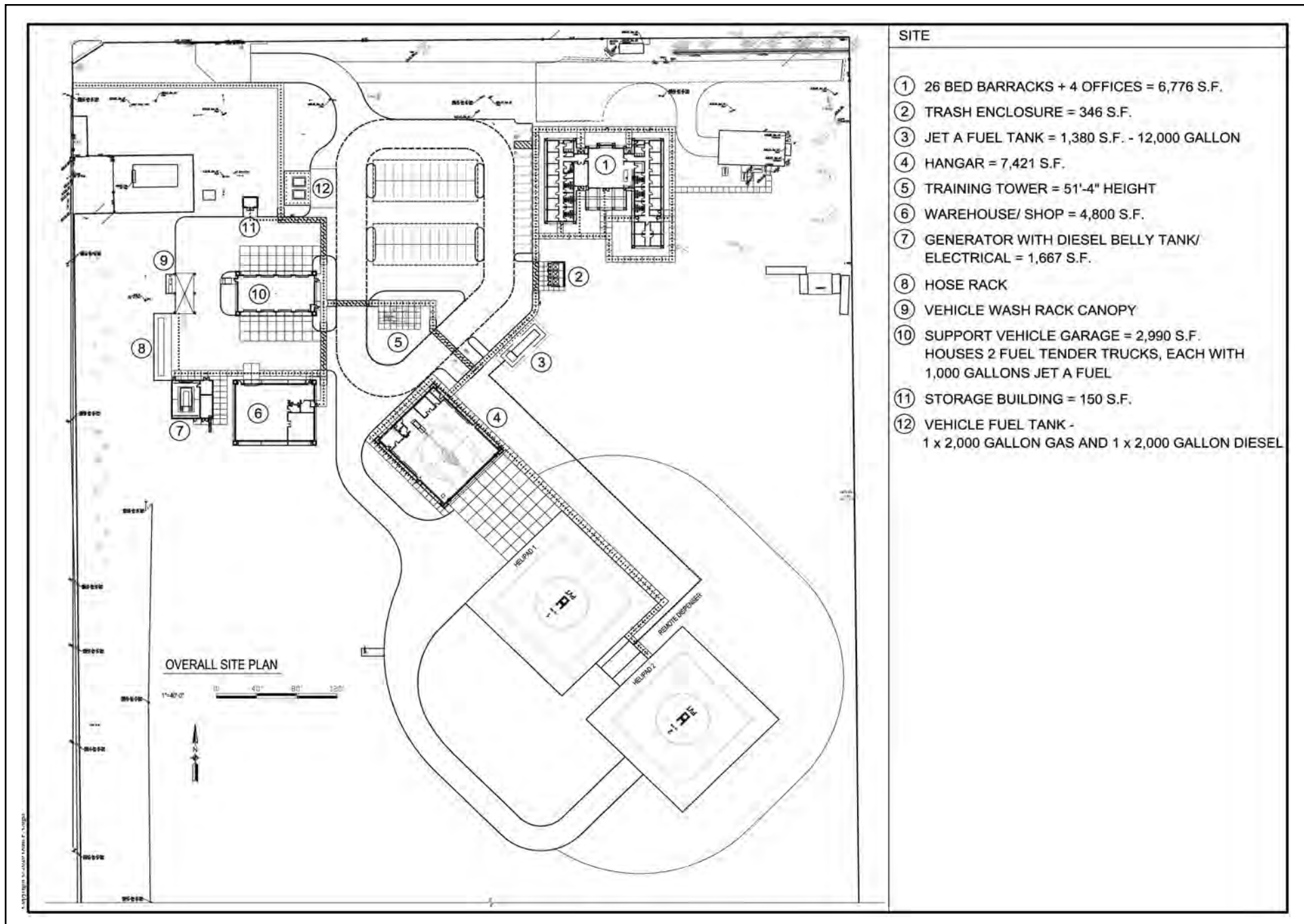
2.3.1 Project Statistics

The Proposed Project includes the construction of a new helitack base and associated facilities/structures (see Table 2.4-1 and Figure 2-4. *Site Plan*). New facilities to be constructed would include a 26-bed barracks (with four offices), mess hall, and resources management office building. Other improvements would include a warehouse, training tower, helicopter hangar, garage, electrical building, and storage building. The Proposed Project would also include on- and offsite improvements such as grading, drainage, paving, walkways, curbs, roads, utilities, electrical, telephone, irrigation, lighting, fencing, and landscaping. The Proposed Project would be constructed on property currently controlled by CAL FIRE and an expansion area that is currently part of the prison property. The existing modular building will continue to be used for daily use during construction and will be used for future barracks during major events.

Table 2.4-1. Proposed New Facilities/Structures

Proposed New Structures	Square Feet
Barracks	7,465
Warehouse	4,800
Garage	2,990
Training Tower	406 (54 feet tall)
Vehicle Wash Rack	1,093
Storage	156
Hanger	7,421
Electrical Building	1,660
Trash Enclosure	346
Jet Fuel Tank	2,380 (12,000 gallons)
Generator with desal belly tank/Electrical	1,667
Hose Rack	--
Vehicle Fuel Tanks	Two 2,000-gallon tanks

All buildings would be designed to meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver rating requirements; however, registration and certification will not be pursued. Detailed descriptions of the proposed facilities and improvements are provided below and floor plans and elevations for each building/improvement are provided in *Appendix A – Schematic Design Plans*.



2.3.1.1 Barracks

The new barracks building would sleep 26 and includes 13 dorm-style rooms, 13 bathrooms, two laundry rooms, janitor storage room, dining room, living room, day room, activities room, kitchen, pantry, server room, and four offices for a total of 7,465 sf (Number 1 on Figure 2-4.) Just to the south of the new barracks and north of the jet fuel storage will be a 346-sf trash enclosure (Number 2 on Figure 2-4.)

2.3.1.2 Warehouse

The new warehouse would be approximately 4,800 sf and will include a 2,998-sf vehicle parking area, 466-sf shop, 739-sf storage area, bathroom, 135-sf secured storage area, and work bench. (Number 6 on Figure 2-4.)

2.3.1.3 Training Tower

The training tower would be 406 sf at the base and will have five stories with four landings and a platform on the fifth level and will be 54 feet in height. (Number 5 on Figure 2-4.)

2.3.1.4 Helicopter Hangar

The helicopter hanger will be 7,421 sf and will include a 302-sf shop, 244-sf storage area, a restroom, compressor room, and electrical room. The hangar will be constructed to accommodate a Sikorsky S-70i Firehawk helicopter. (Number 4 on Figure 2-4.)

2.3.1.5 Fuel Storage

To the northeast of the helicopter hanger/landing pads will be a 1,380-sf jet fuel storage building containing a 12,000-gallon fuel tank (Number 3 on Figure 2-4). Additionally, two 2,000-gallon vehicle fuel tanks (one for gas and one for diesel) will be located to the north of the garage and east of the storage building (Number 12 on Figure 2-4.)

2.3.1.6 Garage Building

The new garage will be approximately 2,990 sf and will have the ability to house two Jet A 350 Fuel Tender Trucks (1,000-gallon capacity each). (Number 10 on Figure 2-4.)

2.3.1.7 Electrical Building and Generator Yard

The electrical building and generator yard will be approximately 1,660 sf and will include two separate rooms for electrical equipment (165 and 275 sf) and a 1,048-sf yard. This area will also include a generator with diesel belly tank. (Number 7 on Figure 2-4.)

2.3.1.8 Vehicle Wash Rack

The Project includes a 1,093 sf Vehicle Wash rack and an adjacent hose rack. (Numbers 8 and 9 on Figure 2-4.)

2.3.1.9 Other Onsite Improvements

Drainage

The Project site would maintain existing grades. Generally, the site currently slopes from north to south. There is an existing storm drain located on the north side of the Project site that collects offsite runoff from the north. This drain would be protected in place. Project implementation will result in more impervious surfaces on the site; therefore, a stormwater treatment system would be provided in compliance with local stormwater quality regulations. The onsite runoff would be collected and treated on the south side of the site consistent with current site conditions.

Stormwater BMPs might include the following:

- Underground infiltration dependent on soil percolation test results
- Vegetated swales

Design options will be fully evaluated once the site plan and soil report are fully developed.

Water Distribution

The site would be served by separate domestic and fire flow water systems. Fire water service laterals would include associated backflow devices, double-check assemblies and fire department connections. Currently, there is an existing water service line from Central Avenue. This existing service would be utilized for domestic water service. A new fire water service would be established from the City of Chino line.

Sanitary Sewer

A new gravity sanitary sewer connection and system would be constructed to pick up effluent from the new proposed buildings. The new connection would be to a City of Chino sewer line in Central Avenue and the City would provide sewer services. The existing sewer system connects to the State Prison's sewer main east of the site. The existing sewer system would be demolished and removed and the connection would be disconnected and capped from the State Prison's property.

Reclaimed Water

There is an existing reclaimed water system and meter onsite. This system had served the site for irrigation purposes, but it is currently disconnected at the meter located at Central Avenue. The service account would be reactivated.

Other onsite improvements include paving, walkways, parking, curbs, interior roads, electrical, telephone, irrigation, lighting fencing and landscaping. Gas service will come from an existing gas meter just north of the site within the Prado Conservation Camp property.

2.3.1.10 Offsite Improvements

The Proposed Project will include new water and sewer connections to allow abandonment of the existing water and sewer connections from the prison and establish new connections to City of Chino facilities. A new storm drain connection will be required as well.

The following connections will be established along Central Avenue as part of the Project:

- Sanitary sewer connection
- Storm drain connection
- Fire flow connection
- Reactivation of domestic water connection
- Reactivation of reclaimed water connection

It is assumed the new onsite utilities will be owned and operated by either CAL FIRE or the State.

2.4 Helicopter Flight Information

Improvements proposed for helicopter operations include a new hanger and construction of two new helipads to replace the existing two that will be removed. The Sikorsky S70 Firehawk helicopter is used by CAL FIRE first responders at the Prado Helitack Base. The anticipated number of flights daily is largely dependent on the type of activity and season. During a peak-season fire event, the number of flights to and from the base could be five or more. A rescue event is more difficult to predict because the types of activities are more varied, but similar flight volume could be anticipated. Planned training events generally generate one to three flights daily. Off-season fire events generally generate two to three flights daily, but more can be required depending on need. Evening hour restrictions are unknown but could be from 4:10 p.m. in the later part of the year to 8:00 p.m. mid-summer and extend to typical startup time from 5:40 a.m. to 6:56 a.m. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours. Helicopter approach and departure will be northeast-southwest of the facility at 225°/45° true north (213°/033° magnetic) (see Figure 2-5. *Helicopter Flight Plan*).

Chino Valley Fire also uses the second helipad when available to perform medical air transport. The second pad is also used when there is high fire danger, and the unit staffs an additional helicopter. The CIM would like to maintain access to the helipads for use in emergency situations.

2.5 Operations and Maintenance

Currently, the Prado Helitack Base is staffed by approximately eight fulltime staff, including four fire captains, two pilots, two fire apparatus engineers, and 12 seasonal firefighters. When the Proposed Project is complete, the helitack base will support up to 18 fulltime staff daily. When 24-hour response is required, additional staffing could be necessary during both daytime and nighttime hours. Aviation operations after the Project is complete are anticipated to involve 350 to 450 hours of total annual flight time for the helicopter operations. This time would be split between actual fire events and training flights with the majority of the overall hours dedicated to fire event response activities.

2.6 Project Timing

Project construction is anticipated to start in the off-fire season in spring 2021 and be completed within a year to a year and a half. Construction activities would start when Project funding has been fully secured and all construction contracts have been put in place. According to CAL FIRE, Project construction will be continuous and not done in phases.

2.7 Regulatory Requirements, Permits, and Approvals

This Initial Study provides the environmental information and analysis and primary CEQA documentation necessary for CAL FIRE to adequately consider the effects of the proposed construction and operation of the Project. CAL FIRE, as lead agency, has the approval authority and responsibility for considering the environmental effects of the Proposed Project.

The following approvals and regulatory permits would be required for implementation of the Proposed Project.

Organization or Issue	Approval or Permit
State Water Resources Control Board (SWRCB)	<ul style="list-style-type: none">Construction General Permit (including the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), and best management practices (BMPs))
California Department of Transportation (Caltrans) – Division of Aeronautics	<ul style="list-style-type: none">Heliport Site Approval Permit
Caltrans – Division of Aeronautics	<ul style="list-style-type: none">Heliport Permit authorizing restart of flight operations upon final post-construction inspection
San Bernardino County Certified Unified Program Agency (CUPA)	<ul style="list-style-type: none">Permits associated with storage and use of Jet A, diesel and gasoline, oils and lubricants, and specialty fire suppression liquids, and tanks.Spill Prevention, Control and Countermeasure (SPCC) Plan must be filed and be stamped by a registered civil engineer, since there would be more than 10,000 gallons of petroleum products stored onsite.Hazardous Materials Business Response Plan and Hazardous Waste Inventory
CAL FIRE Aviation	<ul style="list-style-type: none">Permits or approvals associated with aviation activities on the site.
San Bernardino County Air Pollution Control District	<ul style="list-style-type: none">Air permit (for the generator), Authority to Construct Permit
State Fire Marshal; State Architect	<ul style="list-style-type: none">Approval for Americans with Disabilities Act, structural review, and fire suppression and code compliance review.
Federal Aviation Administration (FAA)	<ul style="list-style-type: none">Airspace study as required by Part 157 of the Federal Aviation Regulations. Results in an "Airspace Determination Letter."

*The Proposed Project would be located on State-owned property and would remain a State-owned and operated facility. As such, the property would not be within permitting jurisdiction of City of Chino or San Bernardino County and permits for planning and building activities are not required.

2.8 Consultation with California Native American Tribe(s)

The following California Native American tribes traditionally and culturally affiliated with the Project area have been notified of the project: Pechanga Band of Luiseno Indians, Rincon Band of Luiseno Indians, San Manuel Band of Mission Indians, and the Soboba Band of Luiseño Indians.

On April 22, 2020, the Governor signed Executive Order (EO) N-54-20. Section 9 of the Executive Order States:

The time frames set forth in Public Resources Code sections 21080.3.1 and 21082.3, within which a California Native American tribe must request consultation and the lead agency must begin the consultation process relating to an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration under the California Environmental Quality.

Based on the EO, the time period for the Tribes to request consultation for this project was extended to July 22, 2020, 30 days after the expiration of the EO occurred (June 22, 2020).

As a result of the initial notification letters, the Rincon Band of Luiseno Indians responded via a letter dated May 15, 2020, stating that the Project is not within the Band's specific Area of Historic Interest, they have no additional information to provide, and recommend that CAL FIRE contact a Tribe closer to the project.

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

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

Determination

On the basis of this initial evaluation:

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

MR. DAKOTA SMITH

Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

The City of Chino is located in southwestern San Bernardino County and is generally characterized by its open spaces, canyons, hills, and ridgelines. Chino's industrial areas are primarily located in the southern part of the City and consist of large warehouse and manufacturing buildings. These buildings feature large loading docks and are separated from the rest of the City by driveways and employee parking lots. Some small-scale industrial uses, including those just to the south of the Civic Center, are more integrated into the surrounding area, with smaller buildings, driveways, and loading areas. Agricultural uses remain throughout Chino. Most are dairy operations in the southern part of the City. These consist primarily of feeding areas and barns. Some open agricultural fields with accompanying windrows are found in the City. Although these areas are now limited in size, they provide a strong connection to Chino's agricultural past. By far the largest institution in Chino is the CIM, a large prison facility located adjacent to the Project site in the southern part of the City. Its main buildings are not visible from public roads, but the facility separates southern parts of Chino, including The Preserve and the Chino Airport, from the older, more established parts of the City. Some parts of Chino have views toward the San Gabriel Mountains to the north and Chino Hills to the south. These views orient visitors to Chino's location in the Chino Valley and contribute to the City's unique sense of place (Chino General Plan Draft EIR 2010).

4.1.1.1 Regional Setting

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. State Route (SR) 142, which merges into SR 71 about one mile from the Project site's southwest corner, is eligible to be designated a State Scenic Highway. The eastern end of SR 142 is known as Chino Hills Parkway. SR 142 has not been officially designated a State Scenic Highway by Caltrans, and other highways in the general Project vicinity are neither designated nor eligible (Caltrans 2020).

4.1.1.2 Visual Character of the Project Site

As discussed in the Project Description, the Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County. The ±16.78-acre Project site is currently used by CAL FIRE as a helitack base and has two helicopter pads, several small storage structures, and a modular building used for office space and barracks. The majority of the existing site is characterized as undeveloped open land with grass and gravel as the main ground cover (see Figure 2-3. *Representative Site Photos*). There is an SCE electrical substation in the northwest portion of the site adjacent to Central Avenue. The site gently slopes north to south.

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As part of the Proposed Project, the State is purchasing approximately 116,250 sf of land from the CIM, extending the southern border by 150 feet. This land was previously leased by CIM to California State Polytechnic University, Pomona and used as agricultural land. This area is characterized by maintained/mowed fields as opposed to the gravel and ornamental grass on the Project site.

Immediately east and south of the Project site is open space associated with the CIM facility. This area is characterized by flat terrain with minimal vegetative cover. Prison facilities are located farther to the east and south. The western side of Central Avenue opposite the site contains commercial and industrial uses. The Prado Conservation Camp and Ruben S. Ayla Park occupy the land north and northeast of the Project site.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

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

No impact.

The completed Project will look similar to the existing condition. The Project site is not within a designated scenic area or located within a scenic vista. Therefore, site development would not have a substantial adverse effect on a scenic vista, and no impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No impact.

See above answer. The Project would not substantially damage scenic resources within a state scenic highway viewshed; there are no designated state scenic highways in the vicinity. No impact would occur, and no mitigation is required.

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Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No impact.

The Project site is zoned Open Space/Recreational and is located in an urbanized area. A CAL FIRE helitack base already exists, but the Project proposes to upgrade the 1988-built base to fit modern needs. The Project would not conflict with applicable zoning or scenic quality regulations as a state project on state-owned land. The new facility will look similar to the existing facility with the addition of some new structures. No impact would occur, and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the Project 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 type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The Proposed Project would increase the number of buildings on the Project site and add additional outside lighting. However, day and nighttime views would not be adversely affected. As stated above, the Project area currently operates as a helitack base and emergency response station. This function would remain the same after the Proposed Project is completed. Additionally, commercial and industrial uses exist west of the Project site, and Prado Conservation Camp and CIM infrastructure exist to the north and east. No impact would occur and no mitigation is required.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 San Bernardino County

San Bernardino and Riverside counties are home to the San Bernardino National Forest, which spans 679,380 acres. The U.S. Department of Agriculture (USDA) describes the history of the San Bernardino National Forest:

The wildlands of the San Bernardino and San Jacinto Mountain Ranges were designated a National Forest more than a hundred years ago. In 1855, gold was discovered in the San Bernardino mountains. Over the second half of the 19th century, mining, timber, and grazing grew quickly, taking a heavy toll on the land. By the end of the 19th century, significant sectors of the forest had been felled and overgrazed. Streams and rivers were silting in and water quality was declining. Meanwhile a growing population and a thriving citrus industry made increasing demands for clean drinking and irrigation water.

The Forest Reserve Act was passed in 1891, giving the president authority to unilaterally set apart and reserve land in any state or territory having public land bearing forests as public reservations. From this act was born the San Bernardino Forest Reserve, which became the San Bernardino National Forest in 1907. The San Bernardino National Forest as public land was set aside for the conservation of natural resources such as trees, water, minerals, livestock range, recreation, or wildlife.

The San Bernardino National Forest is comprised of several departments and three Ranger Districts. It has Fire, Police, Planning and Permits, Recreation, and a Roads department..." (USDA 2012).

Milk is the top agricultural product from the County, accounting for 35 percent of total agricultural financial production value. Cattle and calf meat account for another 20 percent, and combined production totals \$271,165,000. Eggs are the third most valuable commodity, generating \$43,491,000 in 2018 (San Bernardino County 2019).

4.2.1.2 Project Vicinity

The CIM was the first prison in California constructed to represent a deliberate departure from the Auburn style of prison architecture to one reflecting an open campus, with the primary focus being on the training and rehabilitation of prisoners. From 1941 through the mid-twentieth century, the prison farm was the principal rehabilitation and employment program offered by the prison. Starting in the 1970s, the emphasis of the California prison system moved away from a focus on rehabilitation and the farming program gradually waned. Today, the remaining agricultural fields are leased to California State Polytechnic University, Pomona.

The Proposed Project would provide fire protection and rescue services to Chino and the surrounding area, including the San Bernardino, Cleveland, and Angeles national forests.

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4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No impact.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program, which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS, DOC 2017a). DOC manages an interactive website called the California Important Farmland Finder. This website program identifies the Project site as being urban and built-up land, and, therefore, not considered to be agriculturally important land [DOC 2017b].

The approximately 116,250 sf to be acquired from the CIM are designated "Farmland of Statewide Importance." Using the Land Evaluation and Site Assessment (LESA) Model (*Appendix B*), the removal of these lands from agricultural use generated a LESA score of 23.4, below the threshold of significance.

Impacts are less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No impact.

The site is zoned Open Space/Recreational in the City of Chino Zoning Code. This zoning district was not intended for agricultural uses. The DOC also maintains mapping for Williamson Act contracts by county. As shown on the map for San Bernardino County, the site is not subject to a Williamson Act contract. [DOC 2010]. Therefore, the Proposed Project would result in no impact to Williamson Act contract lands or land zoned for agricultural uses. No mitigation is required.

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Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The Project site contains no forest or timber resources and is not zoned for forestland protection or timber production. There would be no impact, and no mitigation is required.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No impact.

The Proposed Project would not convert forest land to non-forest use. There would be no impact, and no mitigation is required.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

The Project site is located within the City of Chino on land zoned for open space/recreation and designated urban reserve. As noted above, the approximately 116,250 sf to be acquired from the CIM are designated "Farmland of Statewide Importance." Using the LESA Model (*Appendix B*), the removal of these lands from agricultural use generated a LESA score of 23.4, below the threshold of significance. (see answer to a, above). There is no forest land in the immediate area. The intended purpose of the Proposed Project will be to aid the response to natural disasters. Impacts are less than significant, and no mitigation is required.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Project area is located in the City of Chino, in San Bernardino County. The California Air Resources Board (CARB) has divided California into regional air basins according to topographic features. The Project area is located within the South Coast Air Basin (SoCAB). The local air quality agency affecting the SoCAB is the South Coast Air Quality Management District (SCAQMD), which is charged with the responsibility of implementing air quality programs.

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project area.

Both the U.S. Environmental Protection Agency (USEPA) and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (precursor emissions include nitrogen oxide [NO_x] and reactive organic gases [ROGs]), carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

4.3.1.1 Ambient Air Quality

The USEPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than ozone (O₃), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O₃, PM₁₀, and PM_{2.5} are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the SoCAB is included in Table 4.3-1.

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal

standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM₁₀, and PM_{2.5} standards (CARB 2018).

Table 4.3-1. Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State Designation	Federal Designation
O ₃	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO ₂	Attainment	Unclassified/Attainment
SO ₂	Attainment	Attainment

Source: CARB 2018

4.3.1.2 State Air Quality Management

California Clean Air Act

The California Clean Air Act (CCAA) allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency (Cal-EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the California ambient air quality standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California State Implementation Plan

The federal Clean Air Act (CAA) and its subsequent amendments requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The 2016 Air Quality

Management Plan (2016 AQMP) is the SIP for the SoCAB. The 2016 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SoCAB and those portions of the Salton Sea Air Basin that are under SCAQMD's jurisdiction. The 2016 AQMP represents a new approach, focusing on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts is to reduce emissions from mobile sources. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (USEPA, CARB, local governments, Southern California Association of Governments [SCAG] and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2016 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The 2016 AQMP includes integrated strategies and measures to meet the NAAQS.

4.3.1.3 Local Air Quality Management

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The Project site is located in San Bernardino County. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

4.3.1.4 Thresholds of Significance

SCAQMD Thresholds

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4.3-2.

Table 4.3-2. SCAQMD Regional Significance Thresholds – Pounds per Day

Air Pollutant	Construction Activities	Operations
Reactive Organic Gas	75	55
Carbon Monoxide	550	550
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Source: SCAQMD 1993 (PM_{2.5} threshold adopted June 1, 2007)

Localized Significance Thresholds

The SCAQMD developed localized significance thresholds (LSTs) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (offsite mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a Project site without expecting

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to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project SRA, as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb five acres or less on a single day. Chino is located within SCAQMD SRA 33 (Southwest San Bernardino Valley). Table 4.3-3 shows the LSTs for a one-, two- and five-acre project site in SRA 33 with sensitive receptors located as close as 25 meters from the Project site.

Table 4.3-3. Local Significance Thresholds (Construction/Operations)

Project Size	Pollutant (pounds per day)			
	NO _x Construction/ Operations	CO Construction/ Operations	PM ₁₀ Construction/ Operations	PM _{2.5} Construction/ Operations
1 Acre	118 / 118	863 / 863	5 / 2	4 / 1
2 Acres	170 / 170	1,232 / 1,232	6 / 2	5 / 1
5 Acres	270 / 270	2,193 / 2,193	16 / 4	9 / 2

Source: SCAQMD 2009

4.3.2 Air Quality (III.) Environmental Checklist and Discussion

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

As part of its enforcement responsibilities, the USEPA requires each state with federal nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal air quality standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in federal nonattainment areas, using a combination of performance standards and market-based programs. As previously mentioned, the Project site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 AQMP, which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's Air Quality Management Plan.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?*

As shown below, in Tables 4.3-4, 4.3-6, 4.3-7, and 4.3-8, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during both construction and operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

- b) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As shown in Tables 4.3-4 and 4.3-7, the Proposed Project would be below the SCAQMD regional thresholds for construction and operations. Since the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- c) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in Chino. Specifically, the Growth Management Chapter of the SCAG's Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's 2016 RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Chino General

Plan 2025 (General Plan) informed the RTP/SCS order to assist forecasting future growth in Los Angeles County.

The Proposed Project is consistent with the land use designation and development density presented in the City of Chino General Plan 2025. As previously stated, the Project Site has a General Plan designation of *Urban Reserve*. This designation is for land where urban development is planned to take place. In addition, the Project is the upgrading of the existing Prado Helitack Base located at the Prado Conservation Camp and is not introducing a wholly new land use. The land use at the Project site would not change as a result of the Project. Furthermore, the Project does not involve any uses that would increase population beyond what is considered in the General Plan and, therefore, would not affect City-wide plans for population growth at the Project site. Thus, the Proposed Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan and RCPG. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City and are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

d) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

e) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the land use designation and development density

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presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2016 AQMP.

For these reasons, the Proposed Project would not conflict with or obstruct implementation of the 2016 AQMP. No impact would occur.

Would the project		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Would the project 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"/>

Less than significant impact.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Implementation of the Proposed Project could result in air quality impacts during Project construction and operation.

4.3.2.1 Construction Emissions

Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which

requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the Proposed Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See *Appendix C1* for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-4. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-4. Construction-Related Emissions (Regional Significance Analysis)

Construction Activity	Pollutant (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction in 2021	6.34	65.34	38.37	0.07	13.04	8.20
Construction in 2022	4.76	29.60	35.09	0.06	2.33	1.56
SCAQMD Regional Significance Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2. Refer to *Appendix C1* for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. construction, paving, and painting are assumed to occur simultaneously. Construction emissions taken from the season (summer or winter) with the highest output.

As shown in Table 4.3-4, emissions generated during the construction of the Proposed Project would not exceed the SCAQMD's regional thresholds of significance.

Localized Construction Significance Analysis

The nearest sensitive receptor to the Project site is the Prado Conservation Camp and Ruben S. Ayla Park as close as 25 meters north of the Project site at the nearest point. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate SRA for the LSTs is the Southwest San Bernardino Valley source receptor area (SRA 33) as this source receptor area includes the Project site. The SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs for projects greater than five acres. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil

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disturbance activity possible for each piece of equipment, Table 4.3-5 is used to determine the maximum daily disturbed-acreage for comparison to LSTs.

Table 4.3-5 Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Acres Graded/Disturbed per 8-Hour Day	Equipment Quantity	Operating Hours per Day	Acres Graded per Day
Site Preparation	Rubber Tired Dozers	0.5	3	8	1.5
	Tractors/ Loaders/ Backhoes	0.5	4	8	2.0
	Total:				3.5
Grading	Excavators	0.0	1	8	0.0
	Rubber Tired Dozer	0.5	1	8	0.5
	Graders	0.5	1	8	0.5
	Tractors/ Loaders/ Backhoes	0.5	3	8	1.5
	Total:				2.5

As shown in Table 4.3-5 above, Project implementation could potentially disturb up to 3.5 acres daily during the site preparation phase of construction, and 2.5 acres daily during the grading phase of construction. Thus, the LST value for a 3.5-acre construction site were sourced from the LST lookup tables for site preparation and the value for a 2.5-acre construction site were sourced from the LST lookup tables for Project grading activities.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptor to the Project site is located 25 meters distant; therefore, LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "off-site mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. Table 4.3-6 presents the results of localized emissions during the site preparation activities associated with construction, which is the construction activity that disturbs the most acreage daily. The LSTs reflect a maximum disturbance of 3.5 acres daily during site preparation and 2.5 acres daily during grading activities at 25 meters for the Proposed Project.

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Table 4.3-6. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	40.49	21.15	9.09	5.75
<i>SCAQMD Localized Significance Threshold (3.5 acres of disturbance)</i>	<i>220.00</i>	<i>1,712.51</i>	<i>11.0</i>	<i>7.00</i>
Grading	24.75	15.85	3.71	2.38
<i>SCAQMD Localized Significance Threshold (2.5 acres of disturbance)</i>	<i>186.67</i>	<i>1,392.17</i>	<i>7.67</i>	<i>5.67</i>
Exceed SCAQMD Threshold?	No	No	No	No

Source: CalEEMod version 2016.3.2. Refer to *Appendix C1* for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Construction emissions taken from the season (summer or winter) with the highest output.

Table 4.3-6 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities.

4.3.2.2 Operational Emissions

As described in the Project Description, the Proposed Project is to replace the existing helitack facility with the construction of a new, modern helitack facility. The Project would include a new helitack base and associated facilities and structures. New facilities to be constructed would include a 26-bed barracks (with four offices), mess hall, and resources management office building. Other improvements would include a warehouse, training tower, helicopter hangar, garage, electrical building, and storage building. The Proposed Project would also include on and offsite improvements such as grading, drainage, paving, walkways, curbs, roads, utilities, electrical, telephone, irrigation, lighting, fencing, and landscaping. The Proposed Project would be constructed on property currently controlled by CAL FIRE and an expansion area that is currently part of the prison property. For the purposes of this analysis, projected operational emissions associated with proposed operations are compared to the existing baseline, which includes and approximately 3,000-sf office/barracks. Project emissions resulting from maximum facility operations are identified in Table 4.3-7.

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as ozone precursors such as ROG and NO_x. As previously described, the Project is the replacement of the existing helitack base, site improvements, and the addition of supporting CAL FIRE facilities.

As previously described, the anticipated number of flights daily is largely dependent on the type of activity and season. Based on current operations at the existing helitack based, during a peak-season fire event, the number of flights to and from the base could be five or more. Rescue events are more varied.

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Planned training events generally generate one to three flights daily under current conditions, and these are expected to be the same under the Project. Off-season fire events generally generate two to three flights daily, but more can be required depending on need. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours. The number and duration of helicopter flights occurring with implementation of the Proposed Project is anticipated to be similar to existing conditions.

Long-term operational emissions attributable to the Project are identified in Table 4.3-7 and compared to the existing baseline. The difference in daily criteria air pollutant emissions are compared to the regional operational significance thresholds promulgated by the SCAQMD.

Table 4.3-7. Operational-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Proposed Project Emissions						
Area	0.65	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.02	0.01	0.00	0.00	0.00
Mobile (automotive)	0.14	0.89	1.46	0.00	0.37	0.10
Mobile (helicopter operation)	55.20	222.08	66.83	0.00	0.15	0.00
Total	55.99	222.99	68.30	0.00	0.52	0.10
Existing Baseline Emissions						
Area	0.06	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile (automotive)	0.12	0.79	1.49	0.00	0.36	0.10
Mobile (helicopter operation)	55.20	222.08	66.83	0.00	0.15	0.00
Total	55.38	222.87	67.32	0.00	0.51	0.10
Difference						
Area	+0.59	0.00	0.00	0.00	0.00	0.00
Energy	0.00	+0.02	+0.01	0.00	0.00	0.00
Mobile (automotive)	+0.02	+0.10	-0.03	0.00	+0.01	0.00
Mobile (helicopter operation)	0.00	0.00	0.00	0.00	0.00	0.00
Total	+0.61	+0.12	-0.02	0.00	+0.01	0.00
<i>SCAQMD Regional Significance Threshold</i>	55	55	550	150	150	55
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2; Guidance on the Determination of Helicopter Emissions 2015. Refer to *Appendix C1* for Model Data Outputs.

Notes: Automobile emissions projections account for an automotive trip generation rate identified in the Trip Generation Analysis prepared by the Fehr and Peers (2020), and helicopter emissions identified by the 'Sikorsky Black Hawk' emission factors contained in Guidance on the Determination of Helicopter Emissions (Rindlisbacher, Theo & Lucian Chabbey, 2015) (see *Appendix C2*). In order to estimate the highest daily emission rate of helicopter pollutants, fire season flights of up to five flights daily are assumed. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours, thus the median flight time of 3.5 hours per flight is calculated. Helicopter emissions account for takeoff and landings as well. Operational emissions taken from the season (summer or winter) with the highest output.

As shown in Table 4.3-7, the Project's emissions would be generated at very similar rates as currently generated under existing conditions and would not exceed any SCAQMD regional significance thresholds for criteria air pollutants.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project is unique in that it includes onsite aircraft idling during takeoff and landing events. Therefore, in the case of the Proposed Project, the operational phase LST protocol is applied. Operational LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}.

The nearest sensitive receptor to the Project site is the Prado Conservation Camp and Ruben S. Ayla Park as close as 25 meters north of the Project site at the nearest point. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptor to the Project site is located 25 meters distant; therefore, LSTs for receptors located at 25 meters were utilized in this analysis.

The appropriate SRA for the LSTs is the Southwest San Bernardino Valley area (SRA 33). As described, the SCAQMD has produced look-up tables for projects that disturb one, two and five acres. While the proposed Project site is approximately 17 acres, the LST threshold value for a five-acre site was employed from the LST lookup tables. This is conservative since the analysis will only account for the dispersion of air pollutants over five acres before reaching sensitive receptors as opposed to accounting for the dispersion of air pollutants over a greater 17-acre area.

Onsite operational emissions attributable to the Project are identified in Table 4.3-8 and compared to the existing baseline. The difference is compared to the localized operational significance thresholds promulgated by the SCAQMD.

Table 4.3-8. Operational-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Onsite Project Emissions				
Area Source	0.65	0.00	0.00	0.00
Mobile (helicopter takeoffs and landings)	12.60	15.90	0.30	0.00
Total	13.25	15.9	0.30	0.00
Onsite Existing Baseline Emissions				
Area Source	0.06	0.00	0.00	0.00
Mobile (helicopter takeoffs and landings)	12.60	15.90	0.30	0.00
Total	13.25	15.9	0.30	0.00

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Activity	Pollutant (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Difference				
Area Source	+0.59	0.00	0.00	0.00
Mobile (helicopter takeoffs and landings)	0.00	0.00	0.00	0.00
Total	+0.59	0.00	0.00	0.00
SCAQMD Localized Significance Threshold (5 acres)	270	2,193	4	2
Exceed SCAQMD Threshold?	No	No	No	No

CalEEMod version 2016.3.2; Guidance on the Determination of Helicopter Emissions 2015. Refer to *Appendix C1* for Model Data Outputs.

Notes: Automobile emissions projections account for an automotive trip generation rate identified in the Trip Generation Analysis prepared by the Fehr and Peers (2020), and helicopter emissions identified by the 'Sikorsky Black Hawk' emission factors contained in Guidance on the Determination of Helicopter Emissions (Rindlisbacher, Theo & Lucian Chabbey, 2015) (see *Appendix C2*). In order to estimate the highest daily emission rate of helicopter pollutants, fire season flights of up to five flights daily are assumed. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours, thus the median flight time of 3.5 hours per flight is calculated. Helicopter emissions account for takeoff and landings as well. Operational emissions taken from the season (summer or winter) with the highest output.

As shown in Table 4.3-8, the emissions of these pollutants on the peak day of operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during operational activities.

The Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact is less than significant.

		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project					
c) expose sensitive receptors to substantial pollutant concentrations?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. Based on the nature of the health effects associated with exposure to the pollutant, TACs are considered either carcinogenic or noncarcinogenic. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of TACs, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors closest to the Project site include the Prado Conservation Camp and Ruben S. Ayla Park, as close as 25 meters from the Project site, to the north and northeast. Detention facilities are located approximately 200 meters east of the Project site, at the closest point.

4.3.2.3 Short-Term Construction Impacts

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NO_x, CO, and PM₁₀ from the exhaust of off-road, heavy-duty diesel equipment for site preparation, paving, and other miscellaneous activities. However, as shown in Tables 4.3-4 and 4.3-6, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions. The portion of the SoCAB that encompasses the Project area is designated as a nonattainment area for federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM₁₀, and PM_{2.5} (CARB 2018). Thus, existing O₃ and PM₁₀ levels in the SoCAB are at unhealthy levels during certain periods.

The health effects associated with O₃ are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O₃ precursor emissions (ROG or NO_x) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O₃ concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM₁₀ and PM_{2.5}) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. PM exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by the CARB in 1998. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM_{2.5}, considered a surrogate for DPM, would be 1.88 pounds per day (see *Appendix C1*). (PM_{2.5} exhaust is considered a surrogate for DPM

because more than 90 percent of DPM is less than one microgram in diameter and therefore is a subset of PM under 2.5 microns in diameter (i.e., PM_{2.5}). Most PM_{2.5} derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) As with O₃ and NO_x, the Project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed the SCAQMD's thresholds. Additionally, the Project would be required to comply with SCAQMD Rule 403, described above, which limits the amount of fugitive dust generated during construction. Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

4.3.2.4 Operational Impacts

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project. While there would be Project emissions attributable to takeoffs and landings associated with Project helicopters, as identified in Tables 4.3-7 and 4.3-8, these emissions would be the same as currently generated under existing conditions. Therefore, the Project would not generate substantial amounts beyond that currently generated onsite during operations.

For these reasons, the Project is not a source of TACs and less than significant impacts would occur.

Would the project:		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

Individual responses to odors are highly variable and can result in various effects, including psychological (i.e., irritation, anger, or anxiety) and physiological (i.e., circulatory and respiratory effects, nausea, vomiting, and headache). Generally, the impact of an odor results from a variety of interacting factors such as frequency, duration, offensiveness, location, and sensory perception.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass

molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors. As such, no impact would occur.

4.3.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

This section is based on the analysis and recommendations presented in the *Biological Technical Report* prepared for the Proposed Project (ECORP 2020a, *Appendix D*). The general biological resource assessment was conducted on March 20, 2020, by ECORP biologists Carley Lancaster and Adam Schroeder. Vegetation communities were mapped in the field by ECORP biologist Carley Lancaster using an iPad equipped with the ESRI Collector application. The results of the field survey, including site characteristics, plant communities, plants, wildlife, special-status species, and special-status habitats are summarized below.

4.4.1 Environmental Setting

4.4.1.1 Existing Site

Elevations of the 16.78-acre Project site range from 620 to 630 feet amsl. The Project site is located on a developed lot in a commercial and suburban environment. The majority of the parcel has been cleared and graded for parking areas, two helipads, paved access roads, and two portable office buildings. The Project site was recently mowed and tilled for weed abatement and portions of the property contain ruderal vegetation. The dominant plant community within the Project site includes nonnative annual grasses and invasive weedy species.

4.4.1.2 Expansion Site

As part of the Proposed Project, the State is purchasing approximately 116,250 sf of land from CIM, extending the southern border by 150 feet. This land was previously leased by the CIM to California State Polytechnic University, Pomona and used as agricultural land.

4.4.1.3 Vegetation Communities

The Project site and the 500-foot buffer for the Project site are characterized mostly by disturbed habitat with weedy and nonnative vegetation. Common species observed within the disturbed portions of the Project site and 500-foot buffer included annual bursage (*Ambrosia acanthicarpa*), red-stemmed filaree (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), lamb's quarters (*Chenopodium album*), red brome (*Bromus madritensis* ssp. *rubens*), cheatgrass (*Bromus tectorum*), foxtail barley (*Hordeum murinum*), black mustard (*Brassica nigra*), and annual yellow sweetclover (*Melilotus indicus*). The Project site and the 500-foot buffer are also characterized by developed and landscaped land cover types. A complete list of plant species observed on the Project site and 500-foot buffer is included in Attachment B of *Appendix D*.

Table 2 of *Appendix D* lists the associated acreage for the land cover types that occur within the Project site, and Table 3 of *Appendix D* lists the associated acreages for the land cover types that occur within the 500-foot buffer.

Disturbed

Disturbed is not a vegetation classification, but rather a land cover type. Areas mapped as disturbed were largely devoid of native vegetation due to human disturbance and were dominated by open areas or nonnative weedy and ruderal vegetation. Areas of bare dirt and areas covered with nonnative annual plants that appeared to have been previously graded were also mapped as disturbed. Disturbed areas occurred mostly throughout the southern and western portions of the Project site and throughout the southern and eastern portions of the 500-foot buffer for the Project site. In addition, a small area near the northwestern corner of the 500-foot buffer was mapped as Disturbed. Plants present in this land cover type included nonnative weedy species such as red-stemmed filaree, cheeseweed, lamb's quarters, nonnative grasses, black mustard, and annual yellow sweetclover, but occasionally also included a few native plant species such as annual bursage. Approximately 8.557 acres of disturbed areas are present within the Project site and ± 26.745 acres are present within the 500-foot buffer for the Project site.

Landscaped

Landscaped is not a vegetation classification, but rather a land cover type. Areas mapped as Landscaped had landscaping plants present including various fruit trees, black poui (*Jacaranda mimosifolia*), Taiwanese photinia (*Photinia serratifolia*) and sheoak (*Casuarina* sp.). Landscaped areas were mapped in the northeast corner of the Project site near housing facilities and in the northern portion of the 500-foot boundary surrounding Prado Conservation Camp. Approximately 0.943 acres of Landscaped areas are present within the Project site and ± 7.954 acres are present within the 500-foot buffer for the Project site.

Developed

Developed is not a vegetation classification, but rather a land cover type. Areas mapped as developed were largely devoid of any vegetation due to human development. Several paved areas, including Central Avenue and the Prado Conservation Camp facilities were mapped as developed. Approximately 7.910 acres of developed areas are present within the Project site and ± 23.562 acres are present within the 500-foot buffer for the Project site.

4.4.1.4 Wildlife

The flora and fauna observed during the field reconnaissance survey included those typical of the aforementioned vegetation communities. Bird species observed within the Project site and the 500-foot buffer included gull sp. (*Larus* sp.), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), western kingbird (*Tyrannus verticalis*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), bushtit (*Psaltiriparus minimus*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), white-crowned sparrow (*Zonotrichia leucophrys*), and house finch (*Haemorhous mexicanus*). One raptor species, American kestrel (*Falco sparverius*), was detected during the survey, and evidence of one other raptor species, barn owl (*Tyto alba*), was detected. Although none were observed, reptile species expected to occur are those

that can thrive amid disturbance, including western fence lizard (*Sceloporus occidentalis*) and side-blotched lizard (*Uta stansburiana*). Two mammal species, desert cottontail (*Sylvilagus audubonii*) and California ground squirrel (*Otospermophilus beecheyi*), were observed during the survey and evidence of one other mammal species, Botta's pocket gopher (*Thomomys bottae*), was detected. Small mammal burrows were detected throughout the Project site. A list of wildlife species observed during the field survey is included in *Appendix D*.

Special-Status Plants

No listed or special-status plant species have been documented on the Project site. No special-status plant species were determined to have a high potential to occur within the Project site. Four special-status plant species were determined to have a moderate potential to occur within the Project site. Thirty-nine special-status plant species were determined to have a low potential to occur and/or are unlikely to occur on the site itself. Listed and special-status plant species that were determined to have a moderate potential to occur are described in more detail below. Attachment D of *Appendix D* provides the list of special-status plant species with potential to occur (based upon the literature review in combination with habitat that occurs onsite) and an evaluation of their potential to occur.

Special-Status Plant Species with a Moderate Potential to Occur

Braunton's milkvetch (*Astragalus brauntonii*) is a federally listed endangered and California Native Plant Society (CNPS) 1B.1 plant species. This species is known to occur at elevations less than 650 meters (2,133 feet) and flowers between January and August. Braunton's milkvetch occurs in chaparral, coastal sage scrub, and valley and foothill grassland habitats. It is often found in recently burned or disturbed areas. The Disturbed portions of the Project site provide marginally suitable habitat for this species. Multiple records were returned during the literature review, including within five miles of the Project site.

Smooth Tarplant (*Centromadia pungens* ssp. *laevis*) is federally listed as endangered, state-listed as endangered, and a CNPS 1B.2 plant species. This species is known to occur at elevations lower than 640 meters (2,100 feet) and flowers between April and September. Smooth tarplant occurs in a variety of habitats, including chenopod scrub, meadows and seeps, riparian woodlands, and valley and foothill grassland habitats. It is often found on disturbed sites and along roadsides. The Disturbed portions of the Project site provide marginally suitable habitat for this species. Multiple records were returned during the literature review, including within five miles of the Project site.

Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*) is a CNPS 4.3 plant species. This species is known to occur at elevations between one and 885 meters (three and 2,904 feet) and flowers between January and July. Robinson's pepper-grass is known to occur in chaparral and coastal scrub habitats, often in disturbed areas. The Disturbed portions of the Project site provide marginally suitable habitat for this species. Multiple records were returned during the literature review, including within five miles of the Project site.

San Bernardino aster (*Symphyotrichum defoliatum*) is a CNPS 1B.2 plant species. This species is known to occur at elevations less than 2,050 meters (6,726 feet) and flowers between July and November. San Bernardino aster occurs in a variety of habitats including cismontane woodland, coastal sage scrub, lower

montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland, and disturbed areas. The Disturbed portions of the Project site provide marginally suitable habitat for this species. Multiple records were returned during the literature review, including within five miles of the Project site.

4.4.1.5 Special-Status Wildlife

No listed or special-status wildlife species have been documented on the Project site or within the 500-foot buffer. Three special-status wildlife species were determined to have a high potential to occur within the Project site and/or 500-foot buffer and are described in detail below. Seven special-status wildlife species were determined to have a low potential to occur and/or are unlikely to occur on the site itself. Eleven special-status wildlife species were presumed absent from the Project site. Attachment E of *Appendix D* provides the list of special-status wildlife species with potential to occur based upon the literature review, in combination with onsite habitat and an evaluation of their potential to occur.

Special-Status Wildlife Species with a High Potential to Occur

Cooper's hawk (*Accipiter cooperii*) is a California Department of Fish and Wildlife (CDFW) Watch List species. This species is typically associated with forests and woodlands but is often found in suburban areas such as parks and neighborhoods. It typically nests in pines, oaks, Douglas-firs, beeches, spruces, and other tree species, often on flat ground rather than hillsides, and in dense woods. Suitable trees for nesting occur along the northern edge of the site. Foraging habitat is present throughout much of the disturbed and landscaped portions of the site. One California Natural Diversity Database (CNDDDB) record occurred within four miles of the site in 2012. Due to the presence of nesting and foraging habitat and a recently documented occurrence, this species was determined to have a high potential to occur.

Burrowing owl (*Athene cunicularia*) is a U.S. Fish and Wildlife Service (USFWS) bird of conservation concern and a CDFW species of special concern (SSC). It is typically found in dry open areas with few trees and short grasses; it is also found in vacant lots near human habitation. It uses uninhabited mammal burrows for roosts and nests, oftentimes in close proximity to California ground squirrel colonies. It primarily feeds on large insects and small mammals but will also eat birds and amphibians. The open disturbed habitat provides potential habitat throughout the site and survey area. Ground squirrel burrows that could be utilized by owls were detected throughout the site, but no owl sign was detected at the burrow entrances. Multiple observations of this species have been documented within five miles of the Project site. Due to the presence of suitable habitat and several known records within five miles of the site, this species was determined to have a high potential to occur.

Special-Status Wildlife Species with a Moderate Potential to Occur

White-tailed kite (*Elanus leucurus*) is a CDFW Fully Protected species. The species is associated with open habitat in lowlands including savanna, open woodlands, marshes, and agricultural fields. Suitable trees for nesting occur onsite; however, marsh habitat does not occur on or near the site. Foraging habitat is present throughout the disturbed portions of the site. Three CNDDDB records occurred within four miles of the site in 2009. Due to the presence of foraging habitat and recently documented occurrences, this species was determined to have a moderate potential to occur.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than significant impact with mitigation incorporated.

Special-Status Plants

No listed or special-status plant species have been documented on the Project site. No special-status plant species were determined to have a high potential to occur within the Project site. Four special-status plant species were determined to have a moderate potential to occur within the Project site. Thirty-nine special-status plant species were determined to have a low potential to occur and/or are unlikely to occur on the site itself. The following plants were found to have the potential to occur onsite: Braunton's milkvetch, Smooth Tarplant, Robinson's pepper-grass, and San Bernardino aster. As such, impacts to special-status plants is considered potentially significant. Implementation of Mitigation Measure **BIO-1** would mitigate this impact to less than significant.

Special-Status Raptors/Migratory Birds

The Project site and surrounding 500-foot buffer contains potential nesting habitat for numerous migratory bird species. Native bird species and their nests are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 United States Code 703-712). Potential nesting habitat within the Project site is present for birds that nest on the ground and in open scrub habitat. In addition, several mature pine trees are also present along the northern edge of the Project site and can provide nesting substrate for various songbirds and raptors. The disturbed habitats that occur within the 500-foot buffer for the Project site provide potential raptor foraging habitat. The site also provides nesting habitat for ground-nesting species as well as species that nest low in shrubs and trees. The trees along the northern edge of the Project site provide potential nesting habitat for raptors in addition to passerine species. Clearing of vegetation would need to comply with MBTA regulations and should avoid the nesting bird season to the maximum extent possible, typically February 1 through September 15. As such, impacts to special status birds and nesting activity is considered potentially significant. Implementation of Mitigation Measure **BIO-2** would mitigate this impact to less than significant.

Burrowing Owl

The disturbed, relative flat areas provide potential breeding and overwintering habitat for the ground-dwelling burrowing owl. As such, impacts to burrowing owls is considered potentially significant. Implementation of Mitigation Measure **BIO-3** would mitigate this impact to less than significant.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The Project site and the 500-foot buffer for the Project site are characterized mostly by disturbed habitat with weedy and nonnative vegetation. The proposed project does not contain riparian habitat and due to the highly disturbed nature of the site, is also void of other natural communities. Therefore, the Proposed Project will have no impact to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project does not contain federally protected wetlands. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

Due to the highly disturbed nature of the Project site as well as the fences and other development, the potential for wildlife to use the Project site for movement is low. Therefore, Project implementation would

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not constitute a significant loss of the available migration habitat in the area. Impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project is located on land that is highly disturbed and is regularly mowed/disc'd. Additionally, the Proposed Project does not include tree removal, nor does it conflict with any local policies or ordinances protecting biological resources. Therefore, no impact will occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The Project Site is not located within or adjacent to a habitat conservation plan or Natural Community Conservation Plan. There would be no impact, and no mitigation is required.

4.4.3 Mitigation Measures

BIO-1: Pre-Construction Sensitive Plant Surveys. The following shall be conducted prior to initiation of Project construction:

- Perform focused plant surveys according to USFWS, CDFW, and CNPS protocols. Surveys should be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria should be visited prior to surveys to confirm the appropriate phenological state of the target species. If special-status plant species are found during surveys within the Project site and avoidance of the species is not possible, seed collection, transplantation, and/or other conservation approaches may be developed in consultation with appropriate resource agencies to reduce impacts to special-status plant populations. If no special-status plants are found on the Project Site, no further measures pertaining to special-status plants are necessary.

BIO-2: Pre-Construction Bird Nesting Surveys. The following shall be conducted prior to initiation of Project construction:

- Conduct a pre-construction nesting raptor and bird survey of all suitable habitat on and adjacent to the Project Site as described below within 14 days of commencement of construction during the nesting season (February 1 – September 15). Surveys should be conducted within 300 feet of the Project Site for nesting raptors, including sharp-shinned hawk (*Accipiter striatus*), and 100 feet of the Project Site for nesting birds.
- A no-disturbance buffer around the nest shall be established if active nests are found. The buffer distance shall be established by a qualified biologist and is recommended to be 300 feet for raptors and 50 feet for non-raptor songbirds. If an active sharp-shinned hawk, yellow-breasted chat (*Icteria virens*), or yellow warbler (*Setophaga petechia*) nest is found, the no-disturbance buffer shall be determined through consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. No further measures are necessary once the young are independent of the nest. Pre-construction nesting surveys are not required for construction activity outside the nesting season.

BIO-3: Pre-Construction Burrowing Owl Surveys. The following shall be conducted prior to initiation of Project construction:

- Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (e.g., grading, grubbing, construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the Project site during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFG 2012) for avoidance and/or passive relocation shall be followed.

4.5 Cultural Resources

4.5.1 Environmental Setting

A *Cultural Resources Inventory and Evaluation* was prepared by ECORP Consulting, Inc. (ECORP 2020b, *CONFIDENTIAL Appendix E*) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project area and assess the sensitivity of the Project area for undiscovered or buried cultural resources. The cultural context of the Project area including regional and local prehistory, ethnography, and regional and Project area histories can be found in the report in *Appendix E*. The confidential report can be made available to qualified individuals on a need to know basis by contacting DGS Real Estate Services Division.

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The analysis of cultural resources was based on a records and literature search conducted at the South Central Coastal Information Center of the California Historic Resources Information Center (CHRIS) at California State University, Fullerton, on February 27, 2020, a literature review, and a field survey on April 22, 2020. The literature search included the results of previous surveys within a 0.5-mile (800 meters) radius of the Proposed Project location.

In addition to the record search, ECORP Associate Archaeologist Julian Acuña contacted the California Native American Heritage Commission (NAHC) on February 12, 2020, to request a search of the Sacred Lands File for the Project Area.

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

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

No Impact.

Records, Map, and Aerial Photo Search Results

The records search results indicated that 35 previous cultural resources investigations have been conducted within one mile of the property, covering approximately 25 percent of the total area surrounding the property within the record search radius.

ECORP conducted a records search for historical resources using various sources. Of the 35 previous cultural studies conducted within the one-mile search radius, only one study crossed a portion of the Project Area. The records search also determined that 12 previously recorded resources are located within one mile of the Project Area. These consist of three pre-contact resources and nine historic-period resources. Pre-contact resources consist of one site and two isolated finds. The pre-contact site contains three rock features and human remains. The two pre-contact isolated finds consist of one mano and one modified faunal bone. Of these 12 previously recorded resources, one resource, a pre-contact isolated find consisting of one mano, was recorded within the Project Area.

The National Register Information System (National Park Service [NPS] 2020) failed to reveal any eligible or listed properties within the Project Area.

ECORP reviewed resources listed as *California Historical Landmarks* (Office of Historic Preservation [OHP] 1996) and by the OHP (OHP 2020) on April 4, 2020. As a result, it was determined that no California Historical Landmarks are located within the Project Area.

A search of historic General Land Office land patent records from the Bureau of Land Management's (BLM's) patent information database did not reveal the names of any previous owners of the property (BLM 2020).

A review of historical aerial photographs and maps of the Project Area provided information on the past land uses of the property and potential for buried archaeological sites. Based on this information, the 1942 U.S. Geological Survey (USGS) 15-minute "Corona, California" quadrangle map shows the property unchanged except for a light-duty road that runs parallel to Central Avenue. The Institute for Men is also depicted southeast of the project area. These conditions remain unchanged in the 1950 USGS 7.5-minute "Prado Dam, California" quadrangle map. The 1967, 1973 and 1981 USGS 7.5-minute "Prado Dam, California", quadrangle maps show the property remains unchanged with increasing growth in the vicinity, including directly north at the Prado Conservation Camp.

Field Survey Results

ECORP archaeologist Robert Cunningham surveyed the Project Area for archaeological and historic-period resources on April 22, 2020. At the time of the survey, the parcel contained a portable office building, a guard shack, a vehicle maintenance area, a storage container, two helipads, and a parking area all associated with the CAL FIRE Prado Helitack Base. Areas around the office buildings and helipads are landscaped and ground visibility was good (85-95 percent). The parking area is covered in imported gravel, and outlying areas are overgrown with dense vegetation and have poor ground visibility (0-10 percent). Approximately 30 percent of the property contained dense vegetation and poor ground visibility. The property is bounded on all sides by a chain link fence. A small electrical substation is located near the northwest corner of the Project Area, extending into the property from Central Avenue. The substation is separated from the Project Area by a chain link fence. A shed is located along the eastern boundary of the substation and within the Project Area. South of the shed, a north-south-trending chain link fence extends approximately 250 feet south. At the south end of the fence, a line of four historic-period fire trucks, covered with black tarps, are parked end-to-end in a line extending west.

Cultural Resources

One previously recorded pre-contact isolated find (P36-029352) was identified within the Project Area; however, ECORP was unable to locate previously recorded isolated find P36-029352 during the field visit. During the survey, the ECORP archaeologist identified one newly recorded resource (PH-001) within the Project Area.

Previously Recorded Resources

P36-029352 is a pre-contact isolated find originally recorded in 2015. The isolated find was described as a potential mano fragment found on the surface in a disturbed context within a landscaping feature in an area containing imported gravel and cobblestones. The site record states that the fragment may have been imported into this location with the gravel and cobblestone material (Velasquez 2015).

The resource location was revisited by an ECORP archaeologist on April 22, 2020. During this visit, the ECORP archaeologist inspected the area and was unable to locate the artifact.

Newly Recorded Resources

PH-001 is a single-feature historic-period site consisting of one concrete standpipe measuring five feet three inches tall and 42 inches in diameter. The pipe is coated with white paint. The standpipe is first visible in historic-period aerial photographs from 1949.

The pipe may be associated with the nearby previously recorded CIM, Chino State Prison complex (P36-033081). P36-033081 was first recorded in 2016 and described as the first prison in California constructed to represent a deliberate departure from the Auburn style of prison architecture to one reflecting an open campus with the primary focus being on the training and rehabilitation of prisoners. From 1941 through the mid-twentieth century, the prison farm was the principal rehabilitation and employment program offered by the prison. Starting in the 1970s, the emphasis of the California prison system moved away from a focus on rehabilitation and the farming program gradually waned. Today, the remaining agricultural fields are leased to California State Polytechnic University, Pomona. In 2016, the prison complex was evaluated for the National Register of Historic Places (NRHP) and was found not eligible for listing in the NRHP under any criteria (Cunningham 2016). However, because the association between the standpipe (PH-001) and the prison is tenuous, the standpipe was recorded as a separate resource for the purposes of this study.

Evaluation/Conclusions

One historic-period cultural resource (PH-001) was identified within the Project Area as a result of this study. The previously recorded pre-contact isolated find (P36-029352) was not visible during the field survey and is no longer extant in that location. PH-001 was evaluated using California Register of Historical Resources (CRHR) eligibility criteria and was evaluated as not eligible for listing in the CRHR under any criteria. Therefore, the Proposed Project would not impact any known Historical Resources as defined by CEQA. However, until the Lead Agency concurs with the identification and evaluation of eligibility of cultural resources, including archaeological sites and standing structures, no ground-disturbing activity or demolition should occur.

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

Less than Significant with Mitigation Incorporated.

Three pre-contact resources were previously recorded within a one-mile radius of the Project. These consist of one site and two isolated finds. Of these, one isolated find was found in a disturbed context, on the surface and was likely imported into the area. The other two pre-contact resources contain subsurface components; however, they are located near Chino Creek, nearly one mile south of the Project Area.

Surface sediments within the Project area consist of Holocene alluvial gravel and sand (Qa) (Dibblee and Ehrensbeck 2001). Holocene sediments are often considered to have the potential to contain subsurface

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cultural resources because they were deposited concurrently with human occupation of the region. The Project Area is a former agricultural field that has been repeatedly plowed since the 1940s and has been partially developed and landscaped in the immediate past. Thus, any near-surface pre-contact sites that may have been present have likely been mixed, removed, or destroyed by agricultural and development activities. Therefore, although sediments within the Project Area have the potential to contain cultural material, the likelihood for the presence of subsurface archaeological deposits within the Project Area is considered low to moderate.

In all cases, the Lead Agency will require that any unanticipated (or post-review) discoveries found during Project construction be managed through a procedure designed to assess and treat the find as quickly as possible and in accordance with applicable state laws. The following mitigation measure shall be adopted and implemented by the Lead Agency to reduce potential adverse impacts to less than significant. Implementation of Mitigation Measure **CUL-1** would reduce this potential impact to less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than significant with mitigation incorporated.

No formal cemeteries are located within or near the Project site and no human remains have been reported in the Project vicinity. Therefore, the Proposed Project has low potential to disturb human remains. The potential exists however for previously unknown remains to be unearthed during construction. The impact on such resources would be less than significant with the implementation of Mitigation Measure **CUL-1**.

4.5.3 Mitigation Measures

CUL-1: Implement Measures to Protect Unanticipated Cultural Resources Discoveries.

- If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:
 - If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
 - If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify CAL FIRE. The agency shall consult on a finding of eligibility and implement appropriate

treatment measures, if the find is determined to be an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the site either: 1) is not an Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate CHRIS; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

4.6 Energy

4.6.1 Environmental Setting

Electricity/Natural Gas Services

SCE provides electrical services to Chino through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southern California Gas Company provides natural gas services to the Project area. Southern California Gas services approximately 21.6 million customers, spanning roughly 20,000 square miles of California.

Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel and helicopter fuel use is typically measured in gallons (e.g. of gasoline, diesel fuel, or aviation fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all non-residential uses in San Bernardino County from 2014 to 2018 is shown in Table 4.6-1. As indicated, the demand has increased since 2014.

Table 4.6-1. Non-Residential Electricity Consumption in San Bernardino County 2014-2018

Year	Non-residential Electricity Consumption (kWh)
2018	10,189,923,519
2017	10,079,280,332
2016	9,972,705,757
2015	9,826,231,162
2014	9,998,887,200

Source: California Energy Commission (CEC) 2019

The natural gas consumption associated with all non-residential uses in San Bernardino County from 2014 to 2018 is shown in Table 4.6-2. As indicated, the demand has increased since 2014.

Table 4.6-2. Non-Residential Natural Gas Consumption in San Bernardino County 2014-2018

Year	Non-residential Natural Gas Consumption (therms)
2018	268,614,328
2017	257,879,077
2016	259,752,692
2015	245,499,027
2014	238,061,850

Source: CEC 2019

Automotive fuel consumption in San Bernardino County from 2015 to 2019 is shown in Table 4.6-3. As shown, automotive fuel consumption has remained relatively constant in the county since 2015.

Table 4.6-3. Automotive Fuel Consumption in San Bernardino County 2015–2019

Year	Automotive Fuel Consumption (gallons)
2019	3,334,922,526
2018	3,385,160,075
2017	3,427,137,695
2016	3,469,323,122
2015	3,336,730,022

Source: CARB 2017

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Helicopters currently used at the Prado Helitack Base consume approximately 160 gallons of fuel per hour of flight. Based on current operations at the existing helitack based, during a peak-season (214 days from April through November) fire event the number of daily flights to and from the base could be five or more. Rescue events are more varied. Planned training events generally generate one to three flights daily under current conditions, and these are expected to be the same under the Project. Off-season (151 days from November through April) fire events generally generate two to three flights daily, but more can be required depending on need. The estimated five flights daily during the peak fire season equate to 1,070 flights over this time span and the estimated three flight daily during the off-season equate to 453 flights, resulting in an annual total of 1,523 flights. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours. Assuming a median flight time of 3.5 hours per flight, provides an estimate of 5,330.5 hours of annual flight time and 852,880 gallons of aviation fuel consumed.

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in 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"/>

Less than significant impact.

The impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the fuel use (for both ground vehicles and helicopters) which will result from Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Project is quantified and compared to that consumed by non-residential land uses in San Bernardino County. Similarly, the amount of fuel necessary for Project construction and vehicle use during operations is calculated and compared to that consumed in San Bernardino County. Fuel use for the helicopter is quantified but is anticipated to change very little from the baseline level of helicopter fuel use required for current helicopter operations.

The analysis of electricity and natural gas usage is based on CalEEMod modeling conducted by ECORP (*Appendix F1* quantifies energy use for Project operations). The amount of operational automotive fuel use was estimated using the CARB's EMFAC2017 computer program, which provides projections for typical daily fuel usage in San Bernardino County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. Helicopter fuel was estimated based on the anticipated average hours of flight per day and anticipated flights per year as a function of 160 gallons of fuel use per hour. As with existing conditions, the anticipated number of Project flights daily is largely dependent on the type of

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activity and season. The number and duration of helicopter flights occurring with implementation of the Proposed Project is anticipated to be similar to existing conditions. Energy consumption associated with the Proposed Project is summarized in Table 4.6-4.

Table 4.6-4. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide (percent)
Electricity Consumption ¹	155,739 kWh	0.0015
Natural Gas Consumption ¹	773 therms	0.0002
Fuel Consumption		
Automotive - Project Construction ²	73,596 gallons	0.0022
Automotive - Project Operations ³	31,974 gallons	0.0009
Helicopter - Project Operations	852,880 gallons	Same as Existing Conditions

Source: ¹ECORP Consulting (see *Appendix F1*); ²Climate Registry 2016; ³EMFAC2017 (CARB 2017).

Notes: The Project increases in electricity and natural gas consumption are compared with all of the non-residential uses in the respective service provider's service area in 2018, the latest data available.
The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2019, the most recent full year of data.
In order to estimate annual helicopter emissions, fire season flights of up to five flights daily are assumed and off-season flights of up to three flights daily are assumed. Fire season = April – November (214 days). 214 days x 5 flights = 1,070 flights. Off-Season = November – April (151 days). 151 x 3 = 453 flights. 1,070 + 453 = 1,523 annual flights. Median flight duration is 3.5 hours. 1,523 x 3.5 = 5,330.5 flight hours. Sikorsky S70 helicopters consume 160 gallons of fuel per hour of flight. 5,330.5 hours x 160 gallons = 852,880 gallons consumed annually.

As shown in Table 4.6-4, the increase in electricity usage as a result of the Project would constitute 155,739 kWh, or a 0.0015 percent increase in the typical annual electricity consumption attributable to non-residential uses in San Bernardino County. Energy use by the Project during operation would be attributable primarily to use of the aircraft hangar, barracks, warehouse, and other buildings. Additionally, Project increases in non-residential natural gas usage across the County would be negligible, 773 therms, which equates to a 0.0002 percent increase in use. For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

As further indicated in Table 4.6-4, the Project's fuel consumption during the construction period is estimated to be 73,596 gallons of fuel, which would increase the annual gasoline fuel use in the County by 0.0022 percent. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would conserve the use of their supplies to minimize costs and maximize profit. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and require recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

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As indicated in Table 4.6-4, the Project is estimated to consume 31,974 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.0009 percent. The amount of operational automotive fuel use was estimated using CARB's EMFAC2017 computer program, which provides projections for typical daily fuel usage in San Bernardino County. This analysis conservatively assumes that all 73 anticipated automobile trips projected to be generated by the project (Fehr and Peers 2020) would be novel to San Bernardino County. The Project would not result in any unusual characteristics that would result in excessive long-term operational automotive fuel consumption. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

As previously described, the anticipated number of daily helicopter flights daily is largely dependent on the type of activity and season. During a peak-season fire event, the number of flights to and from the base could be five or more. A rescue event is more difficult to predict because the types of activities are more varied, but similar flight volume could be anticipated. Planned training events generally generate one to three flights daily. Off-season fire events generally generate two to three flights daily, but more can be required depending on need. It is estimated that flights would average 3.5 hours in length and 1,523 flights would occur per year. Considering the Sikorsky S70 Firehawk helicopter uses 160 gallons of fuel per hour, the Project would consume an estimated 852,880 gallons of fuel per year for helicopter operations, which is estimated to be the same amount of aviation fuel currently consumed due to existing operations at the Prado Helitack Base and thus would not result a substantial increase of fuel use beyond current conditions. The objective of the proposed Project is to construct a new, modern helitack facility that would allow CAL FIRE to continue to provide high quality fire protection and emergency response service for the region. All helicopter fuel use would be utilized for emergency response and emergency preparedness, and as such the use of fuel by the Project for helicopter operation would not constitute an inefficient, wasteful, or unnecessary consumption of energy.

For these reasons, this impact would be less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than significant impact.

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project site is designated *Urban Reserve* by the Chino General Plan and is currently operating as a CAL FIRE helitack base. The Project is consistent with the General Plan designation and is the expansion of an existing use. As such, the Project is consistent with the development projections for the area and would not induce population growth. The Project would comply with relevant energy conservation policies included in the City of Chino General Plan (City of Chino 2010a), many of which are included in the *Open Space and Conservation* Element, as all Project buildings would be designed to meet the U.S. Green Building

Council's LEED Silver rating requirements, which equate to the highest echelon of green building standards in the United States. A major overarching goal of this element is to ensure that development in the City aligns with the City's resource conservation goals. Relevant goals include Goal OSC-4, which is to minimize the consumption of energy and nonrenewable resources, and promote environmental sustainability, and Goal OSC-5, which is to reduce greenhouse gas emissions by 15 percent below 2008 levels by 2020. The Project would not conflict with or obstruct any local or state plans for renewable energy or energy efficiency.

For these reasons, this impact would be less than significant.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

This section of the checklist addresses the potential impact of the Proposed Project on geological and soil resources within the Project Area. The information and analysis presented here is based, in part, on the report entitled *Geotechnical Investigation Prado Helitack Base: New Facility* by SCST, LLC (2019). The Geotechnical Investigation is included with this Initial Study as *Appendix G*.

4.7.1 Environmental Setting

4.7.1.1 Geomorphic Setting

The Project site is located within the Peninsular Ranges Geomorphic Province of California, which stretches from the Los Angeles basin to the tip of Baja California. This province is characterized as a series of northwest-trending mountain ranges separated by subparallel fault zones, and a coastal plain of subdued landforms. The mountain ranges are underlain primarily by Mesozoic metamorphic rocks that were intruded by plutonic rocks of the southern California batholith, while the coastal plain is underlain by subsequently deposited marine and non-marine sedimentary formations. The Project site is located in the coastal plain portion of the province and is underlain by fill and young alluvium.

4.7.1.2 Soils

According to the NRCS Web Soil Survey database, the Project site is composed of one soil unit, Merrill silt loam, which makes up 100 percent of the Project area. The Web Soil Survey also identifies drainage, flooding, erosion, runoff, and the linear extensibility potential for Project area soils. This soil has the following properties:

- Somewhat poorly drained
- Flooding frequency class: Rare
- Hydrologic Soil Group: C

Hydrologic Soil Groups

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation.

- Group A: Soils having a high infiltration rate (low runoff potential) when thoroughly wet.
- Group B: Soils having a moderate infiltration rate when thoroughly wet.
- Group C: Soils having a slow infiltration rate when thoroughly wet.
- Group D: Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet.

4.7.1.3 Radon

Radon is a colorless, odorless, tasteless, and radioactive gas that is produced as a natural decay product of uranium. Because of its radioactivity, studies have shown that at elevated concentrations there is a link between radon and lung cancer. Persons living in a building with elevated radon concentrations may have an increased risk of contracting lung cancer over a period of years. The Project site is located in an area of medium radon potential with levels of radon typically below the USEPA radon threshold limit of 4.0 picocuries per liter of air (pCi/L). Potentially high radon levels are typically associated with geologic uplift, the uranium/lignite belt, or granite or shale outcrops. San Bernardino County is an USEPA Radon Zone 2, a county with predicted average indoor radon screening levels between 2 and 4 pCi/L. The Project site is underlain by the coastal plain portion of the Peninsular Ranges Geomorphic Province of California; therefore, radon is not anticipated to be a geologic hazard.

4.7.1.4 Naturally Occurring Asbestos

The Project site is located within the Peninsular Ranges Geomorphic Province, which consists of a series of mountain ranges separated by long valleys formed from faults branching from the San Andreas Fault. The topographic trend is similar to the Coast Ranges, but the geology is more like the Sierra Nevada, with granitic rocks intruding the older metamorphic rocks. This formation is not generally known to have asbestos-laden rocks. No outcrops of serpentinite ultramafic rocks were observed at the Project site during the site reconnaissance conducted for the Geotechnical Investigation.

4.7.2 Regulatory Setting

Laws and regulations relevant to the Proposed Project are presented below.

4.7.2.1 State

Alquist-Priolo Earthquake Fault Zoning Act (PRC, §§ 2621-2630).

This Act requires that "sufficiently active" and "well-defined" earthquake fault zones be delineated by the State Geologist and prohibits locating structures for human occupancy on active and potentially active surface faults. (Note that since only those potentially active faults that have a relatively high potential for

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ground rupture are identified as fault zones, not all potentially active faults are zoned under the Alquist-Priolo Earthquake Fault Zone, as designated by the State of California.)

California Building Code (CCR, Title 23)

The California Building Code (CBC) provides a minimum standard for building design, which is based on the Uniform Building Code, but is modified for conditions unique to California. The CBC is selectively adopted by local jurisdictions, based on local conditions. The CBC contains requirements pertaining to multiple activities, including excavation, site demolition, foundations and retaining walls, grading activities including drainage and erosion control, and construction of pipelines alongside existing structures.

4.7.3 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant impact.

i) and ii)

The closest known active faults are the Central Avenue and Chino faults, which are located about ½ and 1 mile southwest of the site, respectively. The faults are part of the Elsinore fault zone, which is anticipated to produce a 6.8 magnitude earthquake. The site is not located in an Alquist-Priolo Earthquake Fault Zone. No active faults are known to underlie or project toward the site. However, due to the site's proximity to an Alquist-Priolo Earthquake Fault Zone, the probability of fault rupture-related damage should be considered.

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iii)

Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose, saturated, fine- to medium-grained, cohesionless soils. Effects of severe liquefaction can include sand boils, excessive settlement, bearing capacity failures and lateral spreading. The site has not been evaluated for liquefaction potential on the State of California Seismic Hazards Zones Map (California Geological Survey [CGS] 2001). Due to the lack of shallow groundwater, SCST anticipates the liquefaction potential to be negligible. However, there are layers of medium dense cohesionless materials that are prone to dynamic settlement. Project construction will follow the recommendations of the geotechnical report and impacts of the Project will be less than significant. No mitigation is required.

iv)

The site has not been evaluated for the potential of earthquake-induced landslide movement on the State of California Seismic Hazards Zones Map (CGS 2001). No evidence of landslides or slope instabilities was observed. The potential for landslides or slope instabilities to occur at the site is considered less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

BMPs are included as part of the SWPPP prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (see Section 4.10 *Hydrology and Water Quality*). Soil erosion impacts would be reduced to a less than significant impact. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The current soil and ground conditions are not likely to be susceptible to liquefaction and coseismic compaction. Construction would be consistent with the Project's geotechnical report, which includes

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recommendations designed to address and mitigate site-specific soil conditions. Therefore, related impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The onsite materials tested by SCST possess a low to medium expansion potential. Project construction will follow geotechnical report recommendations that address these conditions. Related impacts are considered less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No impact.

The Project site currently has sewer lines already in place and would tie into the City's system. The Proposed Project will not require the use of septic tanks or alternative waste water disposal systems. Therefore, there would be no impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact with Mitigation Incorporated.

The entire Project site has surface deposits that consist of younger Quaternary Alluvium, derived broadly as alluvial fan deposits from the San Bernardino Mountains to the north. These deposits typically do not contain significant vertebrate fossils in the uppermost layers, but at relatively shallow depth there are likely older Quaternary deposits that may well contain significant vertebrate fossils. The closest fossil vertebrate localities from older Quaternary deposits south-southwest of the Proposed Project area are in

the hills just south of Los Serrano. Both produced specimens of fossil horse (*Equus*). In English Canyon almost due west of the Proposed Project area, an older Quaternary locality produced fossil specimens of horse, and camel (*Camelops*), at a depth of 15 feet southwest of the intersection of the Pomona Freeway (SR 60) and the Corona Freeway (SR 71), the older Quaternary locality produced a fossil specimen of bison (*Bison bison*). Slightly further to the southwest of the Proposed Project area, in the uppermost reaches of Soquel Canyon, an older Quaternary locality produced fossil specimens of ground sloth (*Nothrotheriops*), and horse (*E. giganteus*). Just south of due east of the Proposed Project area, west of Mira Loma, east of Archibald Avenue along Sumner Road, north of Cloverdale Road, an older Quaternary locality produced a fossil specimen of whipsnake (*Masticophis*), at a depth of nine to 11 feet below the surface. Just northeast of that locality, west of Mira Loma and just north of due east of the Proposed Project area, an older Quaternary locality produced fossil specimens of undetermined elephant (*Proboscidea*), bear (*Ursus*), dog (*Canis dirus*), horse (*Equus*), camel, and bison, at shallow but unstated depth.

Shallow excavations in the younger Quaternary Alluvium exposed throughout the Proposed Project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations there that extend down into the older Quaternary sediments, however, have the potential to encounter significant vertebrate fossils. Therefore, because unknown paleontological resources could be discovered during excavation, this impact is considered potentially significant. Implementation of Mitigation Measure **GEO-1** would reduce this impact to a less than significant level.

4.7.4 Mitigation Measures

GEO-1: Discovery of Unknown Paleontological Resources.

- If any paleontological resources (i.e., fossils) are found during Project construction, construction shall be halted immediately in the subject area and the area shall be isolated using orange or yellow fencing until CAL FIRE is notified and the area is cleared for future work. A qualified paleontologist shall be retained to evaluate the find and recommend appropriate treatment of the inadvertently discovered paleontological resources. In addition, in the event of an inadvertent find, sediment samples should be collected and processed to determine the small fossil potential on the Project Site. If CAL FIRE resumes work in a location where paleontological remains have been discovered and cleared, CAL FIRE will have a paleontologist onsite to observe any continuing excavation to confirm that no additional paleontological resources are in the area. Any fossil materials uncovered during mitigation activities should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse gases (GHGs) are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a

naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps more than 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e). Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted. The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the SoCAB, industry groups, and environmental and professional organizations. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. On September 28, 2010, SCAQMD Working Group Meeting #15 provided further guidance, including a numeric "bright-line" threshold of 3,000 metric tons of CO₂e annually and an efficiency-based threshold of 4.8 metric tons of CO₂e per service population (defined as the people who work, study, live, patronize and/or congregate on the Project site) per year in 2020 and 3.0 metric tons of CO₂e per service population per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, PRC § 21003(f) provides it is a policy of the state that:

"[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment."

The Supreme Court-reviewed study noted:

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"[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The Lead Agency may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation, for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO₂e per year screening threshold is used as the significance threshold in addition to Project comparison to the City of Chino Climate Action Plan (CAP, 2013), as expanded upon under Issue b. The 3,000 metric tons of CO₂e per year screening threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO₂e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of the future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This screening threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO₂e per year level would fall within the 90 percent of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. (SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, at pp. 3-2 and 3-3; Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called the California Green Building Standards (CALGreen) or Title 24 energy-efficiency building standards (Crockett 2011).

The Project's GHG emissions would occur during the duration of construction and would consist primarily of emissions from equipment exhaust. Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project.

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Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO₂e (Metric Tons/Year)
Construction in 2021	553
Construction in 2022	194
Total:	747

Source: CalEEMod version 2016.3.2. Refer to *Appendix C1* for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 747 metric tons of CO₂e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Projected GHGs from construction have been quantified and amortized over the life of the Project (30 years). The amortized construction emissions are added to the annual average operational emissions consistent with SCAQMD recommendations (see Table 4.8-2).

There would also be long-term regional emissions associated with Project-related new vehicular trips, and indirect source emissions, such as electricity usage for lighting. It is noted that the new buildings would be designed to meet the U.S. Green Building Council's (USGBC's) Leadership in Energy and Environmental Design (LEED) requirements to attain a Silver rating. Therefore, it is plausible that implementation of the Proposed Project would actually generate less demand for energy and thus less GHG emissions than identified.

Helicopter operations would also generate GHG emissions. As previously described, the anticipated number of flights daily is largely dependent on the type of activity and season. Based on current operations at the existing helitack base, during a peak-season fire event, the number of flights to and from the base could be five or more. Off-season fire events generally generate two to three flights daily, but more can be required depending on need. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours. The number and duration of helicopter flights occurring with implementation of the Proposed Project is anticipated to be similar to existing conditions.

Long-term operational GHG emissions attributable to the Project are identified in Table 4.8-2 and compared to the existing baseline. The difference in annual GHG emissions are compared to the SCAQMD's 3,000 metric tons of CO₂e per year numeric threshold.

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Table 4.8-2. Operational-Related Greenhouse Gas Emissions

Emissions Source	CO₂e (Metric Tons/ Year)
Proposed Project	
Construction Emissions (Amortized over 30 years)	25
Area Source Emissions	0
Energy Source Emissions	43
Mobile (automotive)	85
Mobile (helicopter operation)	10,183
Solid Waste Emissions	13
Water Emissions	29
Total Emissions:	10,378
Existing Baseline	
Area Source Emissions	0
Energy Source Emissions	9
Mobile (automotive)	82
Mobile (helicopter operation)	10,183
Solid Waste Emissions	1
Water Emissions	3
Total Emissions:	10,278
Difference	
Construction Emissions (Amortized over 30 years)	+25
Area Source Emissions	0
Energy Source Emissions	+34
Mobile (automotive)	+3
Mobile (helicopter operation)	0
Solid Waste Emissions	+12
Water Emissions	+26
Total Emissions:	+100
SCAQMD Screening Threshold	3,000
Exceed SCAQMD Threshold?	No

CalEEMod version 2016.3.2; Guidance on the Determination of Helicopter Emissions 2015. Refer to *Appendix F1* for Model Data Outputs.

Notes: Automobile emissions projections account for an automotive trip generation rate identified in the Trip Generation Analysis prepared by the Fehr and Peers (2020), and helicopter emissions are based on emission rates (CO₂e per gallon of fuel consumed) contained in Emission Factors for Greenhouse Gas Inventories (USEPA 2018, see *Appendix F2*). In order to estimate annual helicopter emissions, fire season flights of up to five flights daily are assumed and off-season flights of up to three flights daily are assumed. Fire season = April – November (214 days). 214 days x 5 flights = 1,070 flights. Off-Season = November – April (151 days). 151 x 3 = 453 flights. 1,070 + 453 = 1,523 annual flights. Median flight duration is 3.5 hours. 1,523 x 3.5 = 5,330.5 flight hours. Sikorsky S70 helicopters consume 160 gallons of fuel per hour of flight. 5,330.5 hours x 160 gallons = 852,880 gallons consumed annually.

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As shown in Table 4.8-2, operational-generated emissions would be generated at very similar rates as currently generated under existing conditions and would not exceed the SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO₂e annually. This impact is less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The City of Chino adopted a CAP in 2013 and serves as a component of the City Municipal Code for the City to address GHG emissions (Municipal Code Section 15.45). 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 was determined to be consistent with the GHG emissions reduction mandates of AB 32 and as recommended in the AB 32 Scoping Plan. Since the Project will not be operational until after the year 2020, a Project consistency comparison to the City CAP on its own is not considered an appropriate threshold under CEQA. Nonetheless, the CAP does provide a focused roadmap for advancing environmental sustainability and reducing GHG emissions in the City and contains GHG-reducing policy provisions that place the City on the trajectory to achieve future GHG-reducing goals. Therefore, Project consistency with the CAP is considered for disclosure purposes. 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 new development projects (Chino 2013). 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:

- 1) Exceed by three percent the mandatory California Energy Code (Title 24, Part 6) standards in effect at the time of development application submittal;
- 2) Achieve an equivalent reduction through voluntary measures in the California Green Building Standards Code (Title 24, Part 11, CALGreen) in effect at the time of development application submittal;

OR

- 3) Provide other equivalent GHG reductions through design measures that would result in GHG emissions reductions of 0.04 metric ton of CO₂e per residential dwelling unit per year and/or 0.11 metric ton of CO₂e per thousand square feet of commercial/industrial use per year.

The Chino CAP is a strategic planning document that identifies sources of GHG emissions within the City's boundaries, presents current and future emissions estimates, identifies a GHG reduction target for future

years, and presents strategic programs, policies, and projects to reduce emissions from the energy, transportation, land use, water use, and waste sectors. The GHG-reduction strategies in the CAP build on inventory results and key opportunities prioritized by City staff and members of the public. The CAP strategies consist of strategies that identify the steps the City will take to support reductions in GHG emissions. The City will achieve these reductions in GHG emissions through a mix of voluntary programs and new strategic standards. All standards presented in the CAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

Both the existing and the projected GHG inventories in the CAP were derived based on the land use designations and associated densities defined in the City of Chino General Plan 2025. The Proposed Project is consistent with the land use designation and development density presented in the City of Chino General Plan 2025 (City of Chino 2010a). As previously stated, the Project site is designated by the City's General Plan as *Urban Reserve*, and the Project is the construction of a new helitack base (in place of the existing base) and associated facilities/structures. The General Plan states the *Urban Reserve* designation is for land where urban development is planned to take place. The Project site would continue to be utilized for CAL FIRE operations as it is under existing conditions. Since the Project is consistent with the General Plan it is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by the City to develop the CAP.

In addition, a specific Project proposal is considered consistent with the Chino CAP if it complies with the "required" GHG reduction measures in the adopted CAP. The CAP establishes performance standards for new development projects to reduce GHG emissions through implementation of one or a combination of the following three options:

- 1) Exceed by three percent the mandatory California Energy Code (Title 24, Part 6) standards in effect at the time of development application submittal;
 - 2) Achieve an equivalent reduction through voluntary measures in CALGreen (Title 24, Part 11) in effect at the time of development application submittal;
- OR
- 3) Provide other equivalent GHG reductions through design measures that would result in GHG emissions reductions of 0.04 metric ton of CO₂e per residential dwelling unit per year and/or 0.11 metric ton of CO₂e per thousand square feet of commercial/industrial use per year.

As previously described, all Project buildings would be designed to meet the USGBC's LEED Silver rating requirements, which equate to the highest echelon of green building standards in the United States. The LEED Silver rating would equate to Option 1) above. Therefore, the Project would comply with the Chino CAP, and would not conflict with an applicable plan intended to reduce GHG emissions. As such, no impact would occur.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, § 25501 as follows:

"Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in 22 CCR § 662601.10 as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Transporters of hazardous waste in California are subject to many federal and state regulations. They must register with the California Department of Health Services (DHS) and ensure that vehicle and waste container operators have been trained in the proper handling of hazardous waste. Vehicles used for the transportation of hazardous waste must pass an annual inspection by the California Highway Patrol (CHP). Transporters must allow the CHP and/or the DHS to inspect its vehicles and must make certain required inspection records available to both agencies. The transport of hazardous materials that are not wastes is regulated by the U.S. Department of Transportation through national safety standards.

Other risks resulting from hazardous materials include the use of these materials in local industry, businesses and agricultural production. The owner or operator of any business or entity that handles a hazardous material above threshold quantities is required, by state and federal laws, to submit a business plan to the local Certified Unified Program Agency (CUPA). The Hazardous Materials Division of the San Bernardino County Fire Department is designated by the State Secretary for Environmental Protection as the CUPA for the County of San Bernardino in order to focus the management of specific environmental programs at the local government level. The CUPA is charged with the responsibility of conducting compliance inspections for over 7000 regulated facilities in San Bernardino County.

As a CUPA, San Bernardino County Fire Department manages six hazardous material and hazardous waste programs. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits, inspection activities, and enforcement activities throughout San Bernardino County. This approach strives to reduce overlapping and sometimes conflicting requirements of different

governmental agencies independently managing these programs. Large cases of hazardous materials contamination or violations to the Santa Ana Regional Water Quality Control Board (RWQCB) (Region 8) and the California Department of Toxic Substances Control (DTSC). It is not at all uncommon for other agencies, such as federal and state Occupational Safety and Health Administrations (OSHA), to become involved when issues of hazardous materials arise.

Under Government Code Section 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. The Project site is not listed by the DTSC or SWRCB as a hazardous substances site on the list of hazardous waste sites compiled pursuant to Government Code § 65962.5 (Cortese List).

4.9.1 Environmental Setting

The Project site is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue at 14467 Central Avenue, Chino, in San Bernardino County, and is currently used by CAL FIRE as a helitack base. The site contains two helicopter pads, several small storage structures, and a modular building used for office space and barracks. The majority of the existing site is characterized as undeveloped open land with grass and gravel as the main ground cover. The property is bounded on all sides by a chain link fence. There is an SCE electrical substation in the northwest portion of the site adjacent to Central Avenue, separated from the Project site by a chain link fence. The site gently slopes north to south.

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than significant.

Implementation of the Project would result in the development of a new 12,000-gallon above-ground jet fuel tank and a new 2,000-gallon self-contained above-ground fuel tank. The tanks would be specifically designed and certified for the purpose of fuel storage. Routine transportation of these fuels would occur in order to refill the tanks. Transportation of these fuels would be via an approved fuel transport trucks that have been licensed specifically for this purpose. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The CHP is responsible for tanker truck inspections and permitting within the state. Because of existing requirements for the use, transport, and disposal of propane, diesel and gasoline, as well as jet fuel, the potential for significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous fuels is less than significant.

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Additionally, CAL FIRE would comply with all federal, state, and local regulations regarding the storage of hazardous waste and all onsite hazardous waste handling and storage would occur within the specially designed hazardous waste storage building which would be equipped with secondary containment.

Other hazardous material use may include lubricants, fuels, and solvents in relatively small quantities. Because all on- and offsite storage and use of would be conducted consistent with applicable regulations, use of these materials would not create a significant hazard to the public and impacts would be less than significant. No mitigation would be required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than significant.

As stated above in (a), the Proposed Project site will include a new 12,000-gallon above-ground jet fuel tank and a new 2,000-gallon self-contained above-ground fuel tank. Therefore, hazardous materials, such as diesel fuel and oil, would be used during construction, demolition, and operation and maintenance at the Project site. The release of any hazardous substance to the environment would be prevented through the implementation of BMPs listed in the SWPPP and SPCC Plan. As described above in the discussion under a), routine use, storage, and handling of hazardous substances would be conducted in accordance with applicable federal, state, and local regulations. Hazards related to building and vehicle maintenance materials would be present at the Project site.

Because of existing requirements for the use, transport, and storage, of diesel and gasoline, as well as jet fuel, the potential for significant hazards to the public, construction workers, and environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be reduced to a less than significant impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant.

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There are no schools located within ¼ mile of the Project site. The nearest school to the Project site is Edwin Rhodes Elementary School, located approximately two miles to the northeast and Glenmeade Elementary School, located approximately 2.5 miles southwest. Please see the response to b) above. Impacts would be less than significant. No mitigation would be required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

ECORP conducted a search of the DTSC's Hazardous Waste and Substance List (Cortese List), EnviroStor online database, and the SWRCB's GeoTracker online database for the Project Area and did not identify any potential or confirmed active state or federal Superfund sites located within or immediately adjacent to the Project site. Therefore, the Proposed Project would not be located on a site which is included on a list of hazardous material sites. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

The closest airport to the Project site is Chino Airport, approximately three miles southeast of the Project site. The Project site currently has helicopter operations onsite and has flight plans associated with the function and service of the existing helicopters and helipads. The Proposed Project will not change these existing flight patterns or the function of the onsite helicopter operations. Due to the distance of the Proposed Project Site to a public use airport and the ongoing nature of helicopter operations, no hazards to people residing or working in the Proposed Project Area would result. No impact would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The San Bernardino County Fire Office of Emergency Services *Emergency Operations Plan* (2018) sets forth policies to address and respond to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies affecting San Bernardino County. Construction of the Proposed Project would not interfere with the above-listed emergency response and recovery plan and would enhance ability to respond to emergency situations locally. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant.

According to the *Draft Fire Hazard Severity Zones* in State and Local Responsibility Area Maps published by CAL FIRE, the Project site is not located in a high hazard severity zone. Additionally, as described in the Project Description, the facility is designed and equipped to respond to both natural and manmade disasters (including fire). Therefore, the Proposed Project will have a less than significant impact on increasing the wildfire risk within the area or further exposing people or structures to additional significant risk of loss, injury, or death involving wildland fires.

4.9.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

The site is located within the Chino Groundwater Basin which is one of the largest groundwater basins in southern California and contains approximately 5,000,000 acre-feet (AF) of water and has an unused storage capacity of approximately 1,000,000 AF. The Chino Basin consists of approximately 235 square miles of the upper Santa Ana River watershed and lies within portions of San Bernardino, Riverside, and Los Angeles counties. Approximately five percent of the Chino Basin is located in Los Angeles County, 15

percent in Riverside County, and 80 percent in San Bernardino County. The Chino Basin is bounded by Cucamonga Basin and the San Gabriel Mountains to the north, the Temescal Basin to the south, Chino Hills and Puente Hills to the southwest, San Jose Hills, Pomona and Claremont Basins on the northwest and the Rialto/Colton Basins on the east. The legal boundaries of the Chino Basin are defined in the Judgment.

4.10.1.2 Site Hydrology and On-Site Drainage

The Project site would maintain existing grades. The site currently slopes from north to south. There is an existing storm drain located on the north side of the Project site that collects offsite runoff from the north. This drain would be protected in place.

Stormwater BMPs might include the following:

- Underground infiltration dependent on soil percolation test results
- Vegetated swales

Design options will be fully evaluated once the site plan and soil report are fully developed.

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant.

The majority of the precipitation for the area occurs during the winter months; however, adverse storm events can also occur outside of the winter. During construction of the Proposed Project, impacts to water resources could occur without proper controls to protect water quality and reduce impacts to soil erosion. Soil can be loosened during demolition, fill and grading, paving, and tree removal processes. Loosened soils and spills of fluids or fuels from construction vehicles and equipment or miscellaneous construction materials and debris could degrade surface and ground water quality. A heavy rainfall event could cause pollutants to flow offsite and reach nearby surface water drainage facilities. The Project Site and area impacted would be more than one acre, making the Proposed Project subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) storm water permit for construction (Order 98-08-DWQ). A SWPPP, a required element of the NPDES, includes a listing of BMPs to prevent construction pollutants and products from violating water quality standards or waste discharge requirements. The SWPPP would be required for the Proposed Project.

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Stormwater BMPs might include the following:

- Underground infiltration dependent on soil percolation test results
- Vegetated swales

Additionally, all operational activities would be performed consistent with water quality regulations and all hazardous material special use areas would be designed to protect against surface and groundwater contamination. CAL FIRE would comply with all federal, state, and local regulations regarding the storage of hazardous waste and all onsite hazardous waste storage would occur within the specially designed hazardous waste storage building, which would be equipped with secondary containment. Therefore, the proposed project will have a less than significant impact on water quality. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than significant.

Domestic water for the Proposed Project would be provided by the City. Project implementation will result in an increase of impervious surfaces on the site; therefore, a stormwater treatment system would be provided in compliance with local stormwater quality regulations. The onsite runoff would be collected and treated on the south side of the site consistent with current site conditions. The Proposed Project would not substantially increase the amount of impervious surface regionally nor substantially interfere with groundwater recharge. The onsite runoff would be collected and treated on the south side of the site consistent with current site conditions. As such, the Proposed Project would have a less than significant impact on groundwater. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 that 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"/>

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<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"/>

Less than significant.

The Proposed Project will not substantially alter the existing drainage pattern of the site; however, improvements to the drainage system will be made to better convey stormwater runoff. Site drainage would be designed for the 85th percentile storm event and therefore would not exceed the capacity of downstream existing or planned drainage systems. The Proposed Project will have a less than significant impact to flood flows. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than significant.

The Project Site is not located in an area protected by levees. According to the Federal Emergency Management Agency maps, the Project Site is located in Zone X (area of minimal flood hazard). Additionally, The Project Site is neither located near any large bodies of water nor located inland, and not within a seiche, tsunami, or mudflow hazard area. Therefore, the Proposed Project would not be subject to inundation by seiche, tsunami, or mudflow. A less-than-significant impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact.

As stated above, the Proposed Project would be required to comply with SWPPP and NPDES regulations and would not obstruct or conflict with water quality control or sustainable groundwater management plans. No mitigation is required.

4.10.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Project site is located at 14467 Central Avenue in the City of Chino. The site is zoned as Commercial Service and has a General Plan designation of Urban Reserve. Immediately east and south of the Project site is open space associated with the CIM facility. This area is characterized by flat terrain with minimal vegetative cover. Prison facilities are located farther to the east and south. The western side of Central Avenue opposite the site contains commercial and industrial uses. The Prado Conservation Camp and Ruben S. Ayla Park occupy the land north and northeast of the Project site. The nearest residential use is 4,500 feet east of the Project site.

The majority of the Project site is currently operated as a helitack base, and that use will remain after the completion of the Proposed Project.

The State of California and State-owned land, such as the CAL FIRE parcel, are not subject to local city or county land use and zoning regulations. However, the state is subject to the requirement under CEQA to assess Project-related impacts that may occur as a result of conflicts between existing and proposed land uses.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

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

No Impact.

Projects such as a railroad line, major highway, or water canal may result in physically dividing an established community by removing existing roadway connections, walkways and bike paths and other types of links between community areas. This may result in the division of an existing community by removing those connections. The Proposed Project involves upgrading an existing helitack base on the same site with a small expansion into vacant former CIM property. No removal of roadways or other connections to the surrounding community would occur. No impact will occur, and no mitigation is required.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The State of California and State-owned land, such as a CAL FIRE facility, are not subject to local city or county land use and zoning regulations. Although the State is not subject to local land use and zoning regulations, local land use regulations were considered in this IS/MND, and the Project as proposed does not appear to conflict with any local regulations. Therefore, the Proposed Project would have no impact in this area. No mitigation is required.

4.11.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. Mined minerals or an 'ore deposit' is defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining and processing the mineral and reclaiming the Project area. Mineral resources are an integral part of development and the economic well-being of San Bernardino County. The conservation, extraction and processing of those mineral resources is essential to meeting the needs of society. In San Bernardino County minerals are a foremost natural resource, with the Desert Planning Area accounting for over 90 percent of all County mining activities. There are 92 mines within the County, [including] several large calcium carbonate mining operations. The County is home to the largest cement producer in the state. It also has the largest rare earth mine in North America. Extensive aggregate mining is also a major component of the mining industry within the County (San Bernardino County General Plan EIR, 2006).

4.12.2 Regulatory Setting

4.12.2.1 Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA) states that cities and counties must adopt an ordinance(s) "which establishes procedures for the review and approval of reclamation plans and the issuance of a permit to conduct surface mining operations" (PRC Section 2774). The intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) , according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into Mineral Resource Zone (MRZ) categories that reflect varying degrees of mineral potential:

- MRZ-1: Areas of no mineral resource significance
- MRZ-2: Areas of identified mineral resource significance
- MRZ-3: Areas of undetermined mineral resource significance
- MRZ-4: Areas of unknown mineral resource significance

Goals, Programs, and Policies that are applicable to the Proposed Project are listed below.

4.12.2.2 San Bernardino County

Policy LU 7.1: Ensure that land use developments within the state-delineated Mineral Resource Zones (MRZs) are in accordance with the adopted mineral resources management policies of the County.

Policy CO 7.2 Implement the state Mineral Resource Zone (MRZ) designations to establish a system that identifies mineral potential and economically viable reserves.

4.12.3 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

According to Mineral Land Classification maps located on the DOC website, the Project Site is not located in an MRZ. The Proposed Project would not 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. There are no mining activities being conducted on or near the site and no mining activities are planned for the site. Therefore, no impact would occur.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The Proposed Project would not 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, because no mining operations exist on or adjacent to the Project site (San Bernardino County 2006). The Project site is currently used as a helitack base and will remain so following Project implementation. Therefore, no impact would occur.

4.12.4 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

4.13.1.1 Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in $L_{dn}/CNEL$). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the

hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source (USEPA 1971). Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived by humans.
- Outside of the laboratory, a three-dBA change is considered a just-perceivable difference.
- A change in level of at least five dBA is required before any noticeable change in community response would be expected. An increase of five dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The Project is proposing the renovation of an existing Helitack Base and associated facilities/structures on the existing Prado Conservation Camp, as well as offsite improvements on Central Avenue. The offsite improvements are located directly adjacent to the Project site, as such onsite and offsite improvements will be discussed collectively. The nearest noise sensitive receptors to the Project site are the barracks located on the existing Prado Conservation Camp, directly adjacent to the Proposed Project. However, because the barracks are associated with the Proposed Project and are currently impacted by operations on the Project site, they will not be included in this analysis. The nearest offsite sensitive receptors to the Project site are residences to the south located approximately 1,400 feet distant. Additionally, as previously mentioned, prison facilities are located to the east and south. These facilities include dormitories that are considered noise sensitive receptors with the closest one being approximately 1,500 feet distant. As previously described, the existing Helicopter approach and departure is northeast-southwest of the facility (see Figure 2-5), which would remain under the Proposed Project. The nearest sensitive receptors along the flight path are residences located approximately 0.26 mile in each direction.

4.13.1.2 Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.1.3 Existing Ambient Noise Environment

The City of Chino and the Project vicinity are impacted by various noise sources. It is subject to typical urban noise such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout Chino that generate stationary source noise. According to the City of Chino General Plan EIR Noise Element (2010b), the most significant source of noise in the City is produced by traffic on area roadways and aircraft operations from the Chino Airport and Ontario International Airport, located 2.4 miles to the east and six miles to the northeast, respectively. Central Avenue, classified as a major arterial street in the City, serves as the western boundary of the Project site. Major arterial

streets serve major activity centers within the City, carrying the majority of intra-City trips, and providing access to high volume corridors, such as freeways. The Project site is surrounded by the existing Prado Conservation Camp to the north; vacant land, the prison and industrial uses to the east; vacant land with residents beyond to the south; and industrial and commercial uses to the west. The Project site currently consists of two existing helicopter pads, several small storage structures and a modular building used for office space and barracks, located south of the Prado Conservation Camp, that are mainly used by CAL FIRE first responders.

4.13.1.4 Existing Ambient Noise Measurements

The Project site can be characterized mainly as undeveloped open land with grass and gravel as the main ground cover, though it does include two helicopter pads, proposed for removal, several small storage structures and a modular building used for office space and barracks. In order to quantify existing ambient noise levels in the Project area, ECorp conducted three short-term noise measurements on February 2, 2020. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site; specifically, Ruben S. Ayala Park to the north and the residential neighborhood located under the northeast flight path (see *Appendix H* for a visual depiction of the Noise Measurement Locations). No helicopter activity (i.e., takeoff, flyover, or landing) occurred when measurements were being conducted. The 10-minute measurements were taken between 9:51 a.m. and 11:02 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the daytime. The average noise levels and sources of noise measured at each location are listed in Table 4.13-1. Additionally, ECorp has conducted various noise measurements in areas surrounding the Project site for a variety of other land use projects. Two project sites located in the City of Chino Hills approximately 1.4 miles and 1.2 miles southwest of the Proposed Project site and under the southwest flight path are also presented in Table 4.13-1.

Table 4.13-1. Existing (Baseline) Noise Measurements

Location Number	Location	L_{eq} dBA	L_{min} dBA	L_{max} dBA	Time
1	At Ruben S. Ayala Park adjacent to the fenced golf area.	46.9	44.4	51.4	9:51 a.m. – 1:05 a.m. February 2, 2020
2	Residential neighborhood east of the Project site at the intersection of Satterfield Way and Notre Dame.	53.3	40.9	68.2	10:16 a.m. – 10:26 a.m. February 2, 2020
3	Residential neighborhood east of the Project site at the intersection of Magnolia Avenue and La Grange.	59.7	36.3	78.5	10:52 a.m. – 11:02 a.m. February 2, 2020
4	Along Los Serranos Boulevard, due south of Lake Los Serranos.	56.3	39.6	72.0	1:16 p.m. – 1:26 p.m. February 12, 2020
5	Pipeline/Glen Ridge Drive Intersection, west of Lake Los Serranos.	72.9	56.0	92.8	1:38 p.m. – 1:48 p.m. February 12, 2020
6	El Molino/Los Serrano Boulevard Intersection, south of Lake Los Serranos.	62.8	44.2	83.9	1:54 p.m. – 1:04 p.m. February 12, 2020
7	Valley Vista and Ramona Avenue Intersection, east of Lake Los Serranos.	67.9	49.3	90.8	2:07 p.m. – 2:17 p.m. February 12, 2020

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Location Number	Location	Leq dBA	Lmin dBA	Lmax dBA	Time
8	On the southeastern corner of Ramona Avenue and SR 71 interchange.	64.9	54.4	77.6	11:26 a.m.-11:36 a.m. February 12, 2020
9	On the southeastern corner of Chino Hills Parkway and SR 71 interchange	63.0	55.7	74.2	11:46 a.m. – 11:56 a.m. February 12, 2020
10	Terminus of Timberwood Court, adjacent to Village Drive	50.9	43.6	73.2	1:54 p.m. – 2:04 p.m. February 12, 2020

Source: Measurements were taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See *Appendix H* for noise measurement outputs.

As shown in Table 4.13-1, the ambient recorded noise levels at Ruben S. Ayla Park and the residential neighborhood located under the northeast flight path range from 49.6 to 59.7 dBA. The ambient recorded noise levels to the southwest of the Proposed Project site and under the southwest flight path range from 50.9 to 72.9 dBA. The most common noise in the Project vicinity is produced by automotive vehicles on adjacent roadways as well as normal neighborhood activity (e.g., dogs barking, yard maintenance activity). Helicopter noise associated with the existing operations of the Prado Helitack Base also contributes to the overall ambient noise environment in these areas.

4.13.2 Regulatory Setting

City of Chino General Plan Noise Element

The Proposed Project is located in the City of Chino; therefore, Chino noise standards are referred to in this analysis. The Noise Element of the General Plan is a comprehensive program for including noise management in the planning process, providing a tool for planners to use in achieving and maintaining land uses that are compatible with existing and future environmental noise levels. The Noise Element identifies current noise conditions within Chino, and projects future noise impacts resulting from continued growth allowed by the General Plan *Land Use Element*. The Noise Element identifies noise-sensitive land uses and noise sources and defines areas of noise impact for the purpose of developing programs to ensure that residents in Chino will be protected from excessive noise intrusion.

As development proposals are submitted to the City, each is evaluated with respect to the policy provisions in the Noise Element to ensure that noise impacts are reduced through planning and project design. Through implementation of the policies and programs of the Noise Element, Chino seeks to reduce or avoid adverse noise impacts for the purposes of protecting the general health, safety, and welfare of the community.

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the City that would negatively affect noise sensitive land uses. Uses such as schools, hospitals, child care, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by the City of Chino Interior and Exterior Noise Standards. These standards provide exterior and

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interior noise standards within the City and provide restrictions on the amount of noise generated at a property line and are shown in Table 4.13-2.

Table 4.13-2. Interior and Exterior Noise Standards

Land Use Category	Specific Land Use	Interior Noise Standard dBA (CNEL/L _{dn}) ^a	Exterior Noise Standard dBA (CNEL/L _{dn}) ^b
Residential	Single-Family, Duplex, Multi-Family	45c	65
	Mobile Home	--	65d
Commercial, Industrial, Institutional	Hotel, Motel, Transient Lodging	45	65
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research & Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools, Classroom	45	65
	Church, Library	45	--
Open Space	Park	--	65

Source: City of Chino 2010b

Notes:

dB(A): (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

a. Indoor environment excluding bathrooms, toilets, closets, corridors.

b. Outdoor environment limited to private yard of single-family or multi-family private patio or balcony which is served by a means of exit from inside, mobile home park, hospital patio, park's picnic area, school's playground, and hotel and motel recreation area.

c. Noise level requirement with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided per the California Building Code.

d. Exterior noise level should be such that interior noise levels will not exceed 45 dB L_{dn}.

The Noise Element also contains objectives and policies that must be used to guide decisions concerning land uses that are common sources of excessive noise levels. The following relevant and applicable goals and policies from the City's Noise Element have been identified for the Project.

Objective N-1.1: Ensure appropriate exterior and interior noise levels for existing and new land uses.

Policy P2: The City shall require measures to ensure noise-sensitive uses have appropriate interior noise environments when located in areas adjacent to major noise generators.

Policy P6: The City shall only approve projects which comply with adopted noise standards or meet the provisions of the California Environmental Quality Act.

Objective N-1.3: Control sources of construction noise.

Policy P1: The City shall require a noise monitoring plan to be prepared and submitted prior to starting all construction projects. The noise monitoring plan shall identify monitoring locations and frequency, instrumentation to be used, and appropriate noise control measures that will be incorporated.

Policy P2: The City shall limit all construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or senior centers, to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.*
- Ensure that during construction, trucks and equipment are running only when necessary.*
- Shield all construction equipment with temporary noise barriers to reduce construction-related noise impacts.*
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.*
- Utilize "quiet" air compressors and similar equipment, where available.*

City of Chino Municipal Code

The City of Chino's regulations with respect to the direct generation of stationary-source noise are included in Chapter 9.40 of the Municipal Code, also known as the Noise Ordinance. The Noise Ordinance provides noise standards within the City and the following references are those portions of the Noise Ordinance that may be applicable to the Project. These standards provide restrictions on the amount and duration of noise generated by stationary sources at a property. The City's stationary-source noise limits are shown in Table 4.13-3.

Table 4.13-3. City of Chino Stationary-Source Noise Standards at Residential Receptors

Maximum time of Exposure	Level Not to Exceed 7:00 am to 10:00 pm (dBA)	Level Not to Exceed 10:00 pm to 7:00 am (dBA)
30 minutes/hour (L ₅₀)	55	50
15 minutes/hour (L ₂₅)	60	55
5 minutes/hour (L ₀₈)	65	60
1 minutes/hour (L ₀₂)	70	65
Any Period of Time (L _{max})	75	70

Source: City of Chino 1995; 2010b

Section 9.40.060 of the Noise Ordinance exempts certain activities from the noise standards presented in Table 4.13-3. For example, noise created by construction, repair, remodeling or grading of any real property are exempt provided said activities do not take place outside the hours for construction as defined by Policy P2 of the Noise Element. Construction related ground vibration is also exempt. Additionally, any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within thirty minutes in any hour of its being activated.

4.13.3 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in 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"/>

Less than Significant Impact.

4.13.3.1 Project Construction

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., demolition, building construction). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of

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acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site.

Noise levels associated with individual construction equipment are summarized in Table 4.14-4.

Table 4.14-4. Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 Feet from Source	
	L _{max}	L _{eq}
Air Compressor	77.7	73.7
Backhoe	77.6	73.6
Concrete Mixer Truck	78.8	74.8
Concrete Saw	89.9	82.6
Crane	80.6	72.6
Dozer	81.7	77.7
Excavator	80.7	76.7
Generator	80.6	77.6
Gradall (Forklift)	83.4	79.4
Grader	85.0	81.0
Other Equipment	85.0	82.0
Pavement Scarifier	89.5	82.5
Paver	77.2	74.2
Roller	80.0	73.0
Scraper	83.6	79.6
Tractor	84.0	80.0
Welder	74.0	70.0

Source: FHWA, Roadway Construction Noise Model (FHWA-HEP-05-054), dated January 2006.

Notes: L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or night, L_{max} is the maximum noise level during the measurement period.

Nearby noise-sensitive land uses consist of residents 0.3 mile (1,400 feet) to the south and prison dormitories 1,500 feet east of Proposed Project construction. Based on the construction equipment noise levels listed in Table 4.14-4 and assuming an average noise attenuation rate of 6 dB per doubling of distance from the source, predicted maximum eight-hour noise levels at the nearest sensitive receptor would range from approximately 44.1 dBA L_{eq} to 54.7 dBA L_{eq}.

The City of Chino does not promulgate numeric thresholds pertaining to the noise associated with construction. Instead, the City exempts all noise associated with by construction, repair, remodeling or

grading as long as it is conducted during daylight hours or 7:00 a.m. to 7:00 p.m. Additionally, the following construction noise control measures are required at all construction sites in the City per *General Plan Noise Element* Policy P2 in order to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Ensure that during construction, trucks and equipment are running only when necessary.
- Shield all construction equipment with temporary noise barriers to reduce construction-related noise impacts.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize “quiet” air compressors and similar equipment, where available.

The City is a developing urban community and construction noise is generally accepted as a reality within the urban environment. Furthermore, construction would occur throughout the Project site and would not be concentrated at one point. Therefore, noise generated during construction activities, as long as conducted within the permitted hours and following the construction noise control measures presented in the General Plan, would not exceed City noise standards. Thus, a less than significant impact would occur in this regard.

4.13.3.2 Project Operations

Operational Automobile Traffic Noise

Project operation would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the Project area. According to Caltrans’ *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013a), doubling of traffic on a roadway is necessary in order to result in an increase of 3 dB (a barely perceptible increase, as previously described). According to the Transportation Assessment prepared by Fehr & Peers (2020), Central Avenue, which traverses the western boundary of the Project site, accommodates approximately 10,143 to 16,398 trips per day. The Project is estimated to generate approximately 20 new trips per day. This amount of additional traffic would not result in a doubling of traffic on any of the vicinity roadways, and thus the Project’s contribution to existing traffic noise would not be perceptible. Traffic noise as a result of Project operations would be less than significant.

Operational Stationary Noise

As previously mentioned, the Project proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp. This includes the construction of 26-bed barracks (with four offices), mess hall, and resources management office building. Other improvements would include two new helipads, warehouse, training tower, helicopter hangar, garage, electrical building, and storage building. In this analysis, each constructed use is grouped into their dominant noise sources and analyzed collectively. The most prominent noise source on the Project site will be that of helicopter activities (i.e., takeoff, flyover, or landing) however, the Project site currently contains two helipads and supports full CAL FIRE helicopter

operations. As previously discussed, the nearest offsite sensitive receptors to the Project site are residents to the south located approximately 0.3 mile (1,400 feet) away. Additionally, there are dormitories located on prison property that are located approximately 1,500 feet away.

Barracks, Mess Hall, Resource Management Office Building, Electrical Building and Storage Building

The main operational stationary noise source associated with the barracks, mess hall, resource management office building, electrical building and storage building would include mechanical equipment associated with the buildings. According to field noise measurements conducted by ECORP, mechanical heating, ventilation, and air conditioning equipment generates noise levels less than 45 dBA at 20 feet, which is less than the City's daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise standards presented in the City's Municipal Code (Table 4.13-3). Additionally, the ambient recorded noise levels range from 49.6 to 59.7 dBA near the Project site. The noise produced by the mechanical equipment associated with the Proposed Project would be less than that currently experienced and have an imperceptible effect on the current noise environment. These uses are similar to those on the current Prado Conservation Camp, located directly north of the development site, and would not result in a substantial increase in ambient noise levels.

Warehouse, Helicopter Hanger, and Garage

The main operational noise that could result from Project operations at the warehouse, helicopter hanger and garage would be primarily generated from the use of power tools. Additionally, it is likely that large vehicles such as fire engines would be visiting these buildings and maneuvering around the Project site. According to field noise measurements conducted by ECORP, power tools and general activity from a large autobody shop generates noise levels of 66.3 dBA L_{eq} at approximately 15 feet. A Loading Dock Noise Study conducted in the City of San Jose (2014) found that a truck backup alarm is the loudest aspect of a maneuvering truck and generates noise up to 79 dB at 30 feet. Assuming an average noise attenuation rate of 6 dB per doubling of distance from the source, noise levels from these uses could generate noise levels up to 46.1 dBA at the nearest residence. This noise level falls below the day and nighttime noise standards presented in the City's Municipal Code.

Emergency Sirens

Residential receptors in the immediate vicinity of the Project would experience periodic exposure to siren noise. The potential adverse effects of noise associated with the use of emergency vehicle sirens on the quality of life of nearby residents is often a concern in development of new fire stations, which is not the case with the Proposed Project and the noise events from sirens experienced at nearby sensitive receptors would be similar to events that they are currently experiencing.

Federal regulation limits emergency siren noise at 123 dBA at 10 feet. Factoring an attenuation rate of approximately 6 dBA per doubling of distance from the source equates to a noise level of approximately 103.5 dBA at 100 feet. Since emergency vehicle response is by nature rapid, the duration of exposure to this peak noise level is estimated to last for a maximum of 10 seconds as emergency vehicles pause at the driveway exit, engage the siren and turn onto Central Avenue and accelerate rapidly away from the station. Thus, receptors would be exposed to very short-duration high noise levels for approximately 10

seconds for each emergency response event. Further, the typical practice for CAL FIRE-related emergency vehicle use is to use sirens to break traffic at intersections or warn drivers of the emergency vehicle approach when traffic is congested. Responses to nighttime emergency calls routinely occur without the use of sirens, when nuisance noise is most noticeable. It is also noted that the manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. [HMMH] 2006).

A key focus of analysis with regard to noise is the potential for long-term exposure to higher noise levels (i.e., continuous, involuntary exposure for many hours per day over a long period of time) that may adversely affect human health. As a result of this emphasis, noise standards focus on increases in long-term exposure to ongoing average noise levels rather than infrequent short-duration peak effects. Siren noise from intermittent emergency vehicle trips sourced from the Project site would not substantially change the L_{dn} or CNEL, described above, for the Project vicinity as the intermittent siren use would not constitute a significant change in the existing noise environment. Additionally, per Section 9.40.060 of the City's Municipal Code, all noise related to any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell is exempt from the City noise standards. All noise producing activity related to emergency response siren noise would be produced from CAL FIRE due to emergency and training operations as well as from the Chino Valley Fire Department. As such, all noise related to sirens as a result of the Proposed Project is exempt from City noise standards.

Helipads and Training Tower

As previously mentioned, the most prominent noise source on the Project site would be that of helicopter activities. Improvements proposed for helicopter operations include the construction of two new helipads, to replace the existing two that are proposed to be removed, and a training tower with a helicopter landing platform on the top level. The Sikorsky S70 Firehawk helicopter is used by CAL FIRE first responders at the Prado Helitack Base. The anticipated number of flights daily is largely dependent on the type of activity and season. During a peak-season fire event, the number of flights to and from the base could be five or more. A rescue event is more difficult to predict because the types of activities are more varied, but similar flight volume could be anticipated. Planned training events generally generate one to three flights daily. Off-season fire events generally generate two to three flights daily, but more can be required depending on need. Round-trip flights can range from a few minutes (in the event of a cancellation) to seven hours.

The most noticeable acoustical characteristic of all helicopters is the modulation of sound by the relatively slow-turning main rotor. Concerning nearby sensitive receptors, this noise is more pronounced when the helicopter is on the ground and decreases as the aircraft ascends. According to previous measurements conducted by ECORP staff, a single helicopter taking off generates a noise level of 87.0 dBA at 330 feet distant, and 87.9 dBA L_{max} while landing, with each event lasting less than five minutes in duration. As previously described, the nearest sensitive receptors are single-family residences located 0.3 mile to the south and based on an attenuation rate of 6 dBA per doubling of distance, these receptors would experience L_{max} noise levels of 70.9 dBA L_{max} during take-off and 71.8 dBA during landing. As previously

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mentioned, the Project site currently contains two helipads and accommodates all helitack base activity for the CAL FIRE first responders. Chino Valley Fire also uses the second helipad when available to perform medical air transport. The noise events experienced at the nearby sensitive receptors would be similar to events that they are currently experiencing. Additionally, per Section 9.40.060 of the City's Municipal Code, all noise related to any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell is exempt from the City noise standards. All noise producing activity related to helicopter noise would be produced from CAL FIRE due to emergency and training operations as well as from the Chino Valley Fire Department. As such, all noise related to helicopter activity as a result of the Proposed Project is exempt from City noise standards.

As discussed above, operational noise produced as a result of the Project would result in a less than significant impact.

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

Less than Significant Impact.

4.13.3.3 Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-5.

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Table 4.13-5. Representative Vibration Source Levels for Construction Equipment

Equipment Type	PPV at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003

Source: FTA 2018; Caltrans 2013b

The City's Municipal Code, Section 9.40.060, exempts vibration created by construction, repair, remodeling or grading as long as done within permitted hours and following the construction noise control measures presented in the General Plan explained above. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2013b) recommended standard of 0.2 inch per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings.

It is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. The offsite nearest structure of concern to the construction site is located approximately 50 feet away at the existing Prado Conservation Camp. Based on the vibration levels presented in Table 4.13-5, in the case that pile drivers are employed, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.170 inch per second PPV at 25 feet. Ground vibration would only reach a maximum of 0.089 inch per second in the case that pile drivers are not used. Thus, the structure located 50 feet away would not be negatively affected. Predicted vibration levels at the nearest structures would not exceed recommended criteria and there would be a less than significant impact.

4.13.3.4 Operation-Generated Vibration

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. Impacts would be less than significant.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The National Institute for Occupational Safety and Health, a division of the U.S. Department of Health and Human Services, identifies a worker-related noise level threshold based on the duration of exposure to the source. The worker-related noise level threshold starts at 85 dBA for more than eight hours per day; for every 3 dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day.

The Project site is located approximately 2.5 miles southeast of the Chino Airport and approximately 6.0 miles northeast of the Ontario International Airport. The Project site is located outside of the 65 dBA noise contours for the Chino Airport and Ontario International Airport per the Noise Element of the General Plan. Implementation of the Proposed Project would neither affect airport operations nor result in increased exposure of staff residing at the Project site to aircraft noise. No impact would occur.

4.13.4 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Environmental Setting

The Project site will have the same use after the completion of the Proposed Project. The population of Chino was approximately 91,583 in 2018. (US Census Bureau 2018). Total number of housing units in the city is not available, but Census data shows the average number of persons per household is 3.43 for the approximately 20,536 households city-wide. By comparison, San Bernardino County averages 3.3 persons per household across its 630,633 households county-wide.

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project would not increase the number of homes or provide additional offsite infrastructure in the area. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project would not displace any people or existing housing. CAL FIRE staff would continue to operate from the existing facility throughout construction. No impact would occur.

4.14.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 Police Services

The Chino Police Department provides for the public safety of the community and serves as part of the emergency response for the City. The Department headquarters is located at 5450 Guardian Way, Chino.

4.15.1.2 Fire Services

The Chino Valley Fire District (CVFD) is located in the southwest region of San Bernardino County. CVFD's jurisdiction covers approximately 80 square miles and has an estimated population of 173,000. It is estimated that the CVFD population will be over 200,000 within the next 20 years. The cities of Chino,

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Chino Hills, and surrounding unincorporated areas of San Bernardino County are served by the CVFD (CVFD 2020).

In addition to the CVFD, the CAL FIRE Prado Station serves the City of Chino for fire protection and emergency response. The Prado Base responds to an average of 55 fire calls per year, and provides coverage to Orange, Riverside, and San Bernardino counties and the Cleveland, San Bernardino, and Angeles national forests.

4.15.1.3 Schools

The Chino Valley Unified School District, headquartered at 5130 Riverside Drive in Chino, is home to 21 California Distinguished Schools. There are no schools within one mile of the Project site; however, there are several schools within two miles of the Project site in nearly every direction.

4.15.1.4 Parks

There are several parks in the City of Chino and a couple near the Project site. See Section 4.16 *Recreation* for more information on Chino parks.

4.15.1.5 Other Public Facilities

Other public facilities in the vicinity of the Project site include the CIM, immediately southeast of the Project site, and City of Chino Public Works, City Hall, and the Chino Branch Library, north of the Project site.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

There will be no substantial adverse impacts associated with the Proposed Project, which will replace the existing Prado facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the SRA and would accommodate the changing aviation and event-response parameters of the facility. The Proposed Project does not require an expansion of residential housing and would not induce population growth. No impact would occur to public facilities in the area.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

Chino's Community Services Department manages parks within the City. College Park and Olympic Park are located about one mile east of the Project site. Ruben S. Ayala Park is located immediately north of the Prado Conservation Camp on the north side of College Park Avenue. It is the city's largest community park, located on the corner of Central and Edison avenues, and totals 140 acres in size. Offered amenities include softball, baseball, and soccer fields; picnic structures; barbecues; playground equipment; restrooms and concessions buildings; a skate park; batting cages; horseshoe pits; and a multipurpose trail.

Prado Regional Park lies 3.75 miles southeast of the Project site; it offers fishing, a shooting range, archery, camping, hiking, horseback riding, and a golf course. Prado Regional Park is managed by San Bernardino County.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The Proposed Project would not generate a substantial increase in the area population; therefore, it would not significantly increase the use of existing neighborhood or regional parks and recreational facilities. There would be no impact.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) 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"/>

No Impact.

The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. There would be no impact.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

This section is based on the *Transportation Assessment* by Fehr & Peers (2020), included with this Initial Study as *Appendix I*.

On September 27, 2013, Governor Jerry Brown signed Senate Bill 743 into law and started a process that will fundamentally change transportation impact analysis conducted as part of CEQA compliance. The Governor's OPR was charged with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS).

OPR issued proposed updates to the CEQA guidelines in support of these goals in November 2017 and a supporting technical advisory in December 2018. The updates establish vehicle miles traveled (VMT) as the metric for evaluating a project's environmental impacts on the transportation system.

Lead agencies, including CAL FIRE, had until July 1, 2020, to implement these new requirements. The City of Chino has not yet adopted specific VMT metrics or thresholds of significance for transportation studies.

OPR has recommended that land use projects within metropolitan planning organization areas achieve a 15 percent reduction in VMT per capita or per worker as compared to the existing regional average.

OPR also recommends that impact analysis be streamlined through Project screening. Projects identified as VMT-reducing or VMT-efficient projects have a presumption of a less than significant impact on VMT, and therefore do not require a full VMT assessment. OPR identifies the following project types as appropriate for screening:

- Projects that generate fewer than 110 daily trips
- Projects located in low-VMT areas
- Projects located in a Transit Priority Area (TPA)

- TPAs are defined as areas within ½ mile of an existing major transit stop or existing stop along a high-quality transit corridor with headways of 15 minutes or less.
- Projects that are affordable housing developments

4.17.1 Environmental Setting

4.17.1.1 Existing Street Setting

Central Avenue is a north-south major arterial that connects to SR 71 to the south and runs along the west side of the Project site. Adjacent to the infill site, Central Avenue is a four-lane roadway with left-turn pockets at intersections and bicycle lanes in both directions south of Edison Avenue. According to the City's General Plan, Central Avenue between Schaefer Avenue and SR-71 is categorized as a large truck route.

Eucalyptus Avenue is an east-west primary arterial between Oaks Avenue and the City's eastern border and between Pipeline and Ramona avenues. It is a secondary arterial between Ramona and Central avenues. Eucalyptus Avenue is a four-lane facility with bicycle lanes in each direction. The posted speed limit on Eucalyptus Avenue near the Project is 45 miles per hour. Eucalyptus Avenue is categorized as a truck route between Pipeline and Central avenues according to the City's General Plan.

See Figure 1 of *Appendix I* for an overview of the described roads.

Transit Lines

OmniTrans Route 83

Route 83 serves Upland and Chino and runs along Euclid Avenue. Service headways during weekday peak periods and weekend service headways are approximately 60 minutes.

OmniTrans Route 365

Route 365 provides local service to Chino and Chino Hills. In the Project area, the route runs along Chino Hills Parkway, Schaefer Avenue, and Central Avenue. Service headways during weekday peak periods and weekend service headways are approximately 60 minutes.

Bicycle and Pedestrian Facilities

Central Avenue provides a Class II facility between Edison Avenue and Fairfield Ranch Road. Class II bicycle facilities, known as bicycle lanes, are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signing and pavement markings. Bicycle parking is not currently identified on the site plan. It is not expected that staff or visitors would typically use a bicycle to access the Project site.

Along the western edge of the Project site (Central Avenue), sidewalks between nine and 12 feet wide are present on the western side of Central Avenue. Along the northern edge of the Project site, there is a private driveway access with no sidewalks. The Project proposes to install accessible curb ramps at the southern and eastern crosswalks of the Central Avenue and Eucalyptus Avenue intersection.

Existing Traffic Volumes

Intersection turning movement counts were conducted at the Central Avenue and Eucalyptus Avenue intersection during the weekday AM peak period (between 7:00 and 9:00 a.m.) and weekday PM peak period (between 4:00 p.m. and 6:00 p.m.) in May 2018. AM and PM peak hour intersection LOS analysis was conducted for the intersection. Existing weekday AM peak hours operated at LOS A with a 7.8-second delay and PM peak hour volumes were at LOS B with a 12.1-second delay. The intersection was found to operate acceptably at LOS A and LOS B.

The Project is anticipated to add 20 or fewer trips during the peak hours (10 trips or fewer during the AM peak hour and 10 trips or fewer during the PM peak hour), and Project traffic distribution is assumed to assign traffic in all directions. Therefore, the traffic added to the street network by the Project is not expected to result in significant changes to intersection operations or increases in queuing.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The nearby intersection of Central Avenue and Eucalyptus Avenue operates acceptably during the AM and PM peak hours. The trip generation estimates show that the Project's added vehicular traffic will not result in a conflict with a transportation system performance at the intersection of Central Avenue and Eucalyptus Avenue. Thus, a traffic impact analysis is not required to calculate the Project's effect on the transportation system.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The City of Chino has not yet adopted specific VMT metrics or thresholds of significance for transportation studies in accordance with CEQA Guidelines section 15064.3, subdivision (b). However, OPR has identified projects generating less than 110 daily trips as appropriate for screening from VMT analysis. The project generates less than 110 daily net new trips and would therefore be screened from VMT analysis according to the OPR recommendations.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The onsite circulation pattern is adequate for the proposed use and the site plan provides separate pathways for pedestrian circulation. The Project would not introduce transportation hazards and related impacts are less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

During the City of Chino and County of San Bernardino Fire Department's required review of the Project's applications, the Project's design would be reviewed to ensure that adequate access to and from the site is provided for emergency vehicles. The Project itself provides fire protection and emergency response to other areas. Impacts are expected to be less than significant, and no further analysis is required on this subject.

4.17.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

Ethnographic accounts of Native Americans indicate that the Gabrielino (also known as Tongva) once occupied the region that encompasses the Project Area. At the time of contact with Europeans, the Gabrielino were the main occupants of the southern Channel Islands, the Los Angeles basin, much of Orange County, and extended as far east as the western San Bernardino Valley. The term "Gabrielino" came from the group's association with Mission San Gabriel Arcángel, established in 1771. The Gabrielino are believed to have been one of the most populous and wealthy Native American tribes in southern California prior to European contact. (Bean and Smith 1978; McCawley 1996; Moratto 1984). The Gabrielino spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family.

The Gabrielino occupied villages located along rivers and at the mouths of canyons. Populations ranged from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood. Gabrielino society was organized by kinship groups, with each group composed of several related families who, together, owned hunting and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources (Bean and Smith 1978; McCawley 1996; Miller 1991).

Vegetal staples consisted of acorns, chia, seeds, piñon nuts, sage, cacti, roots, and bulbs. Animals hunted included deer, antelope, coyote, rabbits, squirrels, rodents, birds, and snakes. The Gabrielino also fished and collected marine shellfish (Bean and Smith 1978; McCawley 1996; Miller 1991). By the late eighteenth century, the Gabrielino population had significantly dwindled due to introduced European diseases and dietary deficiencies. Gabrielino communities disintegrated as families were taken to the missions (Bean and Smith 1978; McCawley 1996; Miller 1991). However, current descendants of the Gabrielino are preserving Gabrielino culture.

4.18.2 Regulatory Setting

4.18.2.1 Assembly Bill 52

Effective July 1, 2015, AB 52 amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the PRC defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes.

Section 21074(a) of the PRC defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
 - b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
 - c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of an historical resource under CEQA, a TCR may also require additional consideration as an historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.2.2 Summary of AB 52 Consultation

CAL FIRE notified the Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, San Manuel Band of Mission Indians, and the Soboba Band of Luiseño Indians of the Proposed Project in accordance to AB 52 via letters sent on April 24, 2020. Each recipient was provided a brief description of the Project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation.

On April 22nd the Governor signed Executive Order N-54-20. Section 9 of the Executive Order States:

The time frames set forth in Public Resources Code sections 21080.3.1 and 21082.3, within which a California Native American tribe must request consultation and the lead agency must begin the consultation process relating to an Environmental Impact Report, Negative Declaration, or Mitigated Negative Declaration under the California Environmental Quality Act, are suspended for 60 days.

Based on the EO, the time period for the Tribes to request consultation for this project was extended to July 22, 2020, 30 days after the expiration of the EO occurred (June 22, 2020).

As a result of the initial notification letters, the Rincon Band of Luiseño Indians responded via a letter dated May 15, 2020 stating that the Project is not within the Band's specific Area of Historic Interest, they have no additional information to provide, and recommending that CAL FIRE contact a Tribe closer to the Project.

Tribal Cultural Resources

In the absence of tribes wishing to consult, information about potential impacts to TCRs was drawn from the results of a search of the Sacred Lands File of the NAHC, existing ethnographic information about pre-contact lifeways and settlement patterns, and information on archaeological site records obtained from the CHRIS.

Sacred Lands File Search

The results of the Sacred Lands File records search, as conducted by NAHC staff, were received by ECORP on February 21, 2020. The search results were negative, indicating that a search of the Sacred Lands File by the NAHC did not indicate the presence of Native American Sacred Lands in the Project Area. The NAHC included a list of suggested tribal representatives to contact who may have more information. The San Manuel Band of Mission Indians was included on the list provided by the NAHC.

Ethnographic Information

The ethnographic information reviewed for the Project, including ethnographic maps (Bean and Smith 1978), do not show any Native American villages near the Project Area. There is nothing in the ethnographic literature that suggests that the Project location is either known or suspected to have ethnographic villages or resources within its boundaries.

CHRIS Records Search and Pre-Contact Resources

The CHRIS records search determined that 12 previously recorded resources are located within one mile of the Project Area. These include three pre-contact resources consisting of one site and two isolated finds. The pre-contact site contains three rock features and human remains. The two pre-contact isolated finds consist of one mano and one modified faunal bone. The isolated pre-contact mano was located within the Project Area. This mano was noted in the original 2015 site record as being found within a landscaping feature in an area containing imported gravel and cobblestones. Thus, it was likely not in its original context at that time of discovery and may have been brought to the Project Area as part of the landscaping material. During the 2020 cultural survey for this Project, the archaeologist from ECORP inspected the area and was unable to locate the artifact (ECORP 2020).

4.18.2.3 Significance Criteria

AB 52 established that a substantial adverse change to a TCR has a significant effect on the environment. In assessing substantial adverse change, the CCC must determine whether or not the Project will adversely affect the qualities of the resource that convey its significance. The qualities are expressed through integrity. Integrity of a resource is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, § 4852(c)]. Impacts are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, §15064.5(a)]. Accordingly, impacts to a TCR would likely be significant if the Project negatively affects the qualities of integrity that made it significant in the first place. In making this determination, the CCC need only address the aspects of integrity that are important to the TCR's significance.

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4.18.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Less than Significant with Mitigation Incorporated.

The searches of the Sacred Lands File by the NAHC did not identify sacred lands within or immediately adjacent to the Project Area. The CHRIS records search indicated there are three pre-contact Native American resources within one mile of the Project Area, including one site containing rock features and human remains, and one likely redeposited mano that was located within the Project Area but is no longer present in that location. Therefore, evidence suggests that there is a low to moderate potential for TCRs inside the Project Area.

No TCRs were identified within the Proposed Project Area and the Proposed Project would not cause a substantial adverse action to a known TCR. However, impacts to unknown TCRs that may be discovered during Project construction is considered a potentially significant impact. Implementation of Mitigation Measure **TCR-1** would reduce this impact to less than significant.

4.18.4 Mitigation Measures

TCR-1: Implement Measures to Protect Unanticipated Tribal Cultural Resources Discoveries. If

subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within 100 feet of the discovery. The construction foreman will notify RESD and CAL FIRE, which shall notify culturally affiliated tribe(s) and a qualified professional archaeologist. The responding tribe(s) will be afforded a reasonable opportunity to visit the discovery location to determine whether or not it is a tribal cultural resource. The following actions shall apply, depending on the nature of the find:

- If the culturally affiliated tribe(s) determines that the find does not represent a tribal cultural resource, and the qualified professional archaeologist determines that the find does not represent a potential historical resource, and CAL FIRE concurs, then work may resume immediately, and no further action is required.
- If the culturally affiliated or consulting tribe(s) determines that the find does represent a tribal cultural resource, as defined in PRC Section 21074(a) through (c) of the CEQA Guidelines, RESD and CAL FIRE shall consult with the tribe on appropriate treatment measures. Work may not resume within the no-work radius until RESD and CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, the construction supervisor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641) and shall immediately notify RESD, CAL FIRE, and the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC within 24 hours. The NAHC will designate a Native American Most Likely Descendant (MLD) for the discovery (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with San Bernardino County (AB 2641). Work may not resume within the no-work radius until RESD and/or CAL FIRE, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

The Project site has been operating using the CIM water and sewer systems but will be separating from the water and sewer connections as part of the Proposed Project. The Project will be connecting to the City of Chino water and sewer systems. Proposed utility improvements associated with the Project include the following:

- New sanitary sewer connection in Central Avenue
- New storm drain connection in Central Avenue
- New fire flow connection in Central Avenue
- Reactivation of domestic water connection in Central Avenue
- Reactivation of reclaimed water connection in Central Avenue

It is assumed the new onsite utilities will be owned and operated by CAL FIRE or the State.

4.19.1.1 Water Service

The Project site would be served by separate domestic and fire flow water systems by the City of Chino. Fire flow service laterals would include associated backflow devices, double-check assemblies and CVFD connections. Currently, there is an existing water service line extending from Central Avenue. This existing service would be utilized for domestic water service. A new fire flow service would be established from the City line.

There is an existing reclaimed water system and meter onsite. This system has served the site for irrigation purposes, but it is currently disconnected at the meter located at Central Avenue. The service account would be reactivated.

4.19.1.2 Wastewater

A new gravity sanitary sewer connection and system would be constructed to pick up effluent discharge from the new proposed buildings. The existing sewer system connection to the CIM's sewer main east of the site would be disconnected and capped from the prison's property.

4.19.1.3 Drainage

The Project site would maintain existing grades. Generally, the site currently slopes from north to south. There is an existing storm drain located on the north side of the Project site that collects offsite runoff from the north. This drain would be protected in place.

4.19.1.4 Electricity

SCE will continue to provide electricity for the Project site.

4.19.1.5 Natural Gas

SCE would provide natural gas for the Project site. Gas service will come from an existing gas meter just north of the site within the Prado Conservation Camp property.

4.19.1.6 Solid Waste

Solid waste collection in the City of Chino is provided by Waste Management.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 telecommunications 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"/>

Less than Significant Impact.

Project implementation will result in more impervious surfaces on the site; therefore, a stormwater treatment system would be provided in compliance with local stormwater quality regulations. The onsite runoff would be collected and treated on the south side of the site consistent with current site conditions. A new storm drain connection will be required as well.

Stormwater BMPs might include the following:

- Underground infiltration dependent on soil percolation test results
- Vegetated swales

Design options will be fully evaluated once the site plan and soil report are fully developed.

The City of Chino has the ability to provide water service and wastewater conveyance and treatment for the Proposed Project. The Project would not result in the construction or relocation of new utility infrastructure having significant environmental effects. A less than significant impact would occur. No mitigation is required.

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Proposed Project will include new water and sewer connections to allow abandonment of the existing water and sewer connections from the prison and establish new connections to City facilities. The City has indicated sufficient supply capacity exists to serve Project demands. The City has also preliminarily determined that the existing water line in Central Avenue has sufficient capacity to serve the Project, and a new fire water service connection would also be established from the City line. A less than significant impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The City has agreed to collect and treat wastewater for the Proposed Project. The Proposed Project will include new sewer connections to allow abandonment of the existing sewer connections from the prison and establish a new connection to City facilities. A less than significant impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

Construction activities associated with the Project are not expected to generate substantial amounts of solid waste. The solid waste generated would not exceed the capacity of local infrastructure/landfills and

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would not impair the attainment of solid waste reduction goals. The Project site will largely operate similar to current conditions and produce solid waste quantities similar to those currently generated at the site. Related impacts are less than significant. No mitigation is required.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Less than Significant Impact.

The California Integrated Waste Management (CIWM) Act requires every county to adopt an integrated waste management plan that describes county objectives, policies, and programs relative to waste disposal, management, sources reduction, and recycling. San Bernardino County Department of Public Works, Solid Waste Management Division, reviews and approves all new construction projects required to submit a Construction and Demolition Solid Waste Management Plan that is consistent with the CIWM Act. The disposal of solid waste due to construction activities will comply with all federal, state, and local statutes and regulations. Impacts to solid waste statutes and regulations will be less than significant. No mitigation is required.

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

The Project proposes to upgrade the existing Prado Helitack Base located at the Prado Conservation Camp in Chino, California, thereby allowing CAL FIRE to better serve Chino, the Cleveland, San Bernardino, Angeles national forests, and surrounding areas. The Project objective is to replace the facility with the construction of a new, modern helitack facility that would allow the base to continue to provide high-quality fire protection and emergency-response service within the SRA and that would accommodate the changing aviation and event-response parameters of the facility. The Proposed Project is in an urbanized area and has limited vegetation. It is not located within a heavily wooded area nor is it immediately surrounded by wildlands or forests.

Generally, California fire season extends from spring to late fall. Fire conditions arise from a combination of hot weather, an accumulation of vegetation, and low moisture content in the air. These conditions, when combined with high winds and years of drought, increase the potential for wildfire to occur. CAL FIRE provides wildland fire protection services on private, non-federal lands for the purpose of life, property and resource protection. U.S. Forest Service and BLM provide wildland fire protection services on

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federal lands in Federal Responsibility Areas for watershed and resource protection. Some areas are also identified as Local Responsibility Areas.

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The Proposed Project is not located in or near SRAs or lands classified as very high fire hazard severity zones. Additionally, it will not impair any adopted emergency response plans. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

No Impact.

The Proposed Project is not located in or near SRAs or lands classified as very high fire hazard severity zones. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project is not located in or near SRAs or lands classified as very high fire hazard severity zones. No impact would occur.

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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project is not located in or near SRAs or lands classified as very high fire hazard severity zones. No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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"/>

Less than Significant with Mitigation Incorporated.

As described in Section 4.4 *Biological Resources* of this document, biological resources on the site could be affected by the Proposed Project. Mitigation Measures **BIO-1** through **BIO-3** would be implemented to ensure all potential impacts to sensitive species and their habitats, are mitigated to less than significant levels.

As indicated in Section 4.5 *Cultural Resources* and Section 4.18 *Tribal Cultural Resources*, the Proposed Project is expected to avoid direct impacts to known cultural and tribal resources. Further, implementation of Mitigation Measures **CUL-1** and **TCR-1** will ensure potential impacts to unknown cultural and tribal resources are reduced to less than significant levels. Should any cultural or tribal cultural resources or

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human remains be encountered during construction, all construction activities would be halted, and a professional archeologist consulted. Similarly, implementation of Mitigation Measure **GEO-1** would ensure potential impacts to unknown paleontological resources are mitigated to less than significant.

Does the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant With Mitigation Incorporated.

As described above, impacts to biological, cultural, and paleontological impacts will be reduced with implementation of listed mitigation. All other impacts were found to be less than significant (including traffic, air quality, noise and greenhouse gas). Therefore, cumulative would be less than significant.

Does the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c)	Have environmental effects that 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"/>

Less than Significant Impact.

Potential impacts to human beings include increases in ambient noise during construction and increases in air emissions including PM (dust) during construction. These impacts were found to be temporary and less than significant. Implementation of the Project's Mitigation Monitoring Program will ensure compliance with related measures and would minimize impacts to the greatest extent feasible.

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**Draft Initial Study and Mitigated Negative Declaration
CAL FIRE Prado Helitack Base Replacement**

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SECTION 7.0 LIST OF APPENDICES

Appendix A – Schematic Design Plans, Dean F. Unger, AIA, Inc. May 2019.

Appendix B – Land Evaluation and Site Assessment (LESA) Model Calculation Tables. June 2020.

Appendix C1 – Criteria Air Pollutants, ECORP Consulting, Inc. June 2020.

Appendix C2 – Helicopter Criteria Air Pollutants, ECORP Consulting, Inc. June 2020.

Appendix D – Biological Technical Report, ECORP Consulting, Inc. June 2020.

Appendix E – CONFIDENTIAL Cultural Resources Inventory and Evaluation, ECORP Consulting, Inc. June 2020.

Appendix F1 – Emissions Modeling Outputs, ECORP Consulting, Inc. June 2020.

Appendix F2 – Helicopter Fuel Consumption, ECORP Consulting, Inc. June 2020.

Appendix G – Geotechnical Investigation Prado Helitack Base: New Facility, SCST, LLC. August 2019.

Appendix H – Noise Analysis, ECORP Consulting, Inc. June 2020.

Appendix I – Transportation Assessment Memorandum. Fehr & Peers. May 2020.



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**CAL FIRE Prado Helitack Base
Final Initial Study/Mitigated Negative Declaration**

ATTACHMENT E

Updated Traffic Memo



MEMORANDUM

Date: December 22, 2020
To: Amberly Morgan, ECORP Consulting Inc.
From: Saima Musharrat and Spencer Reed, PE
Subject: **CAL FIRE Prado Helitack Base Replacement; Transportation Assessment**

OC19-0657

This memorandum documents an assessment of trip generation, site access, and collision analysis conducted by Fehr & Peers for a proposed helitack base and associated facilities (Project) located at 14521 Central Avenue in Chino, California. The purpose of this study is to assess the transportation effects of the Project for CEQA compliance.

PROJECT DESCRIPTION

The Project involves the redevelopment of an existing helitack base that provides fire protection and emergency-response service operated by California Department of Forestry and Fire Protection (CAL FIRE). Currently, the base responds to an average of 55 fire calls per year. Project construction is expected to begin in spring 2021 and be completed within a year to a year and a half.

Location

The Project is located at the southeast corner of the intersection of Central Avenue and Eucalyptus Avenue in Chino, San Bernardino County, as shown in **Figure 1**. The site currently has two helicopter pads, several small storage structures, and a modular building used for office space and barracks. The rest of the site is primarily undeveloped open land with vegetative cover.

Proposed Facilities

The 17-acre site is planned for new construction of a 26-bed barracks, mess hall, and resources management office building. The barracks would house approximately 26 and includes 13 dorm-style rooms with bathrooms, a communal kitchen, laundry rooms, activity rooms, and four offices. The barracks will be used as needed during major fire events.



Other facilities will include a warehouse, training tower, helicopter hangar, garage, electrical building, storage building, and several on- and off-site utility improvements for a total building area of approximately 24,175 square feet (SF). Additional utility improvements will be carried out in an expansion area that is currently part of an adjacent prison property of California Institution of Men. A site plan is shown on Error! Reference source not found.. The building sizes and number of full-time staff for each building are outlined in **Table 1**.

Operational Characteristics

Currently, the base has approximately eight full-time staff and 12 seasonal firefighters. The base receives visitors and deliveries with an estimated ten visitors and five deliveries each day.

Once complete, the site will include 18 full-time staff including pilots, fire captains, fire apparatus engineers, administration, and 12 seasonal firefighters. Similar to the existing site, the proposed site will have an estimated ten visitors and five deliveries each day.

Full-time staff and seasonal firefighters commute to the base each day they are working. During major fire events, staff and firefighters may stay on-site.

All full-time staff, seasonal firefighters, and visitors are assumed to drive alone in a personal vehicle and arrive and depart during the peak hours from the site. Delivery vehicles, including USPS, UPS, FedEx, solid waste pick up, and supply and food deliveries, are expected to access the site during off-peak hours.

Table 1: Proposed Project Site Buildings and Staff

Building	Square Footage (SF)	Staff
Barracks	7,465	26
Warehouse	4,800	-
Garage	2,990	-
Training Tower	406	-
Vehicle Wash Rack	1,093	-
Hangar	7,421	-
Total	24,175	26

Source: Fehr & Peers, 2020

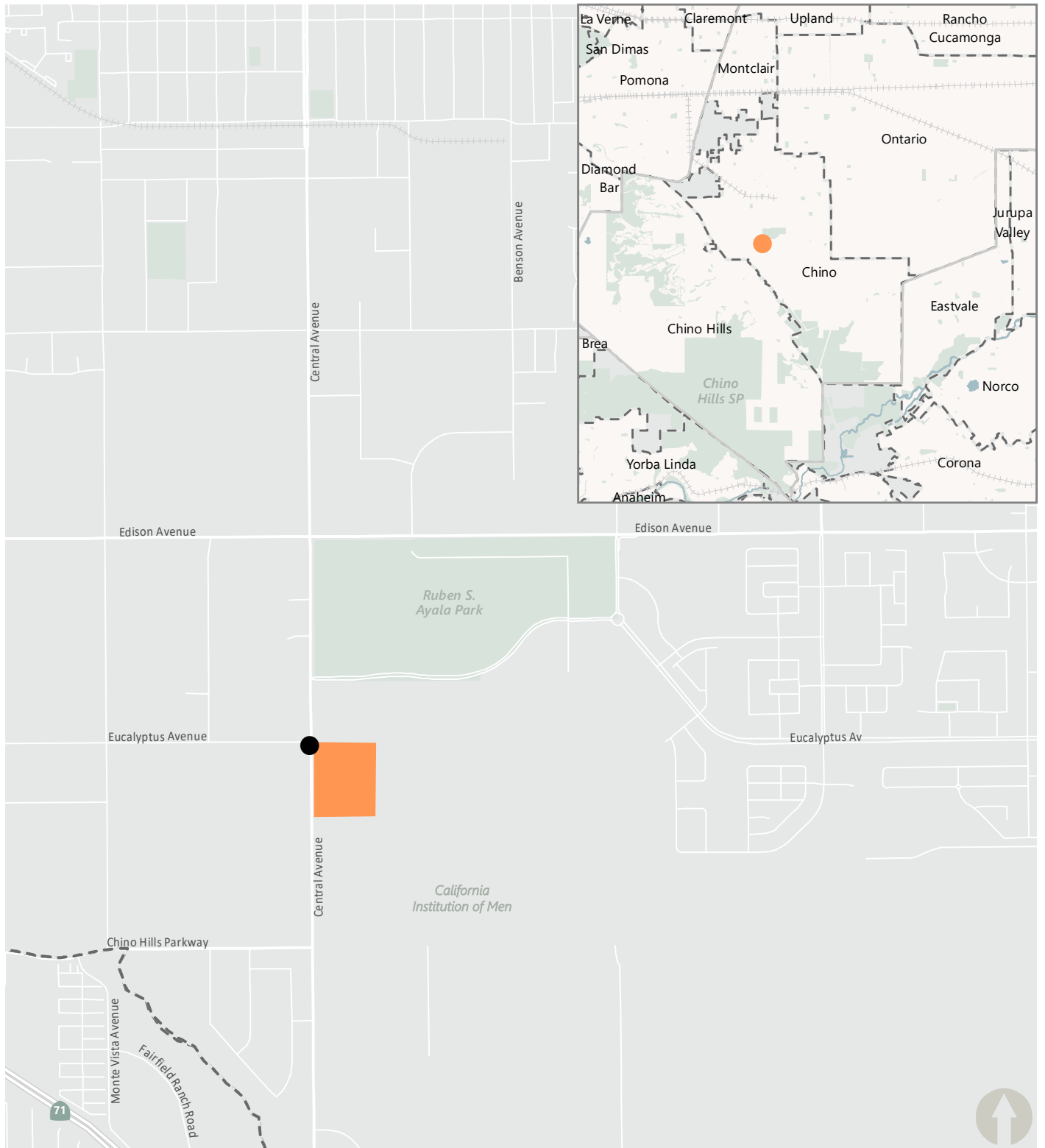
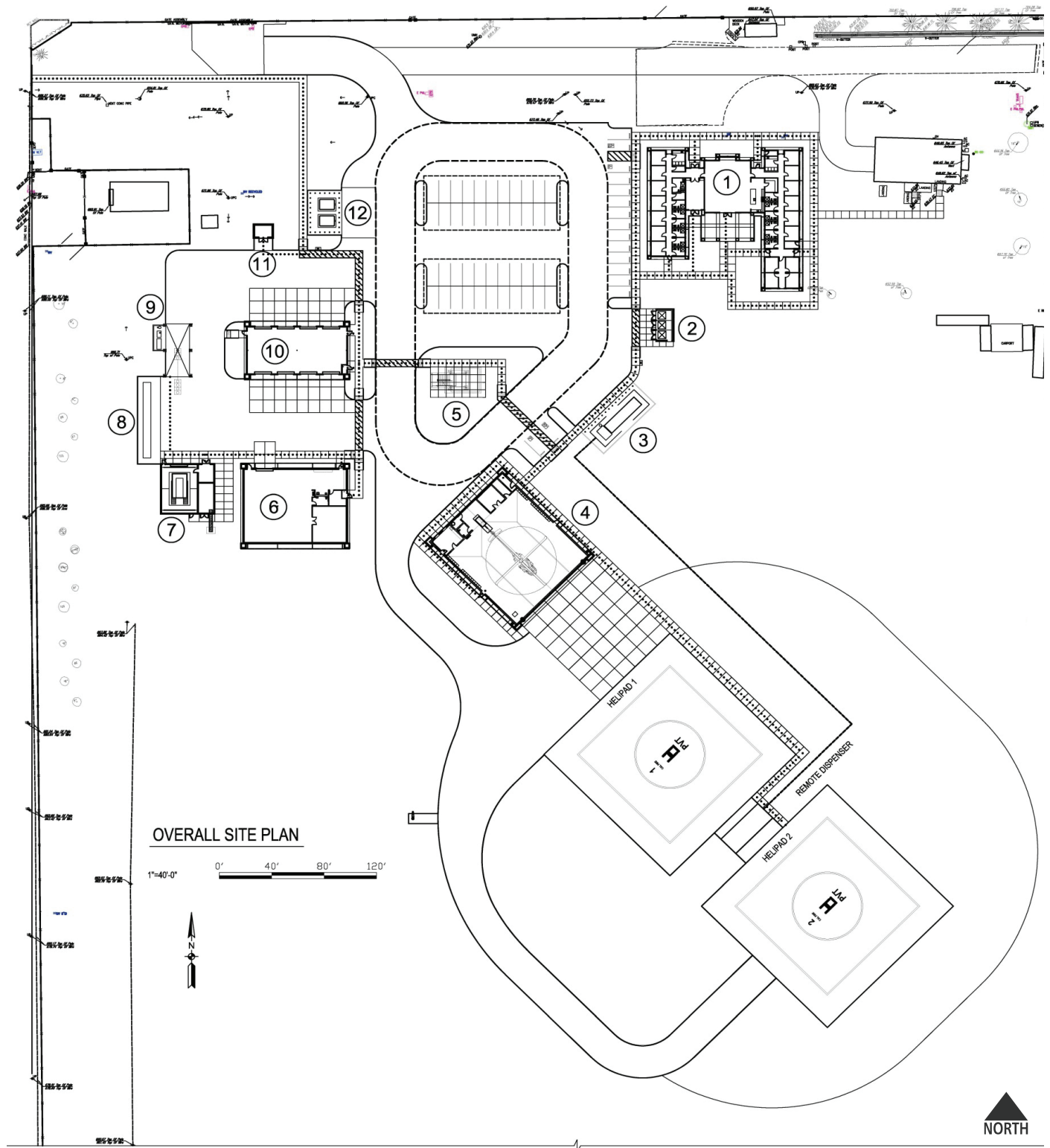


Figure 1

Study Area





- | | | | |
|-------------------|------------------|----------------------------|---------------------|
| ① 26 Bed Barracks | ④ Hangar | ⑦ Generator | ⑩ Garage |
| ② Trash Enclosure | ⑤ Training Tower | ⑧ Hose Rack | ⑪ Storage |
| ③ Jet Fuel Tank | ⑥ Warehouse/Shop | ⑨ Vehicle Wash Rack Canopy | ⑫ Vehicle Fuel Tank |



Figure 2

Site Plan



PROJECT TRIP GENERATION ESTIMATES

Trip generation refers to the process of estimating the amount of vehicular traffic a project would add to the surrounding roadway system. Estimates are created for the daily condition and for the peak one-hour period during the morning and evening commute when traffic volumes on the adjacent streets are typically the highest.

Fehr & Peers developed trip generation estimates for both existing and future use. It is acknowledged that some of the small auxiliary uses in Prado Helitack Base, such as the warehouse, vehicle wash rack, and training tower, are not likely to generate any additional trips as they are going to be used by the staff already working on-site. Due to the unique nature of the Project, the trip generation was based on the proposed operational characteristics of the site, including the number of full-time staff and seasonal firefighters, visitors, deliveries hours of operation, and types of activities that occur on-site. Project trip generation estimates are presented in **Table 2**.

The trip generation estimate takes into consideration of applicable trip credits such as existing use credits. Thus, the Project is expected to generate an estimated net new external 20 daily trips, including 10 trips during the AM peak hour and 10 trips during the PM peak hour.



Table 2: Project Trip Generation Estimate

	Quantity (Vehicles)	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed								
Staff								
Full-time Staff	18	36	18	0	18	0	18	18
Seasonal Staff								
Firefighters	12	12	6	0	6	0	6	6
Other								
Visitors	10	20	10	0	10	0	10	10
Deliveries	5	5	0	0	0	0	0	0
Proposed Sub-total		73	34	0	34	0	34	34
Existing								
Staff								
Full-time Staff	8	16	8	0	8	0	8	8
Seasonal Staff								
Firefighters	12	12	6	0	6	0	6	6
Other								
Visitors	10	20	10	0	10	0	10	10
Deliveries	5	5	0	0	0	0	0	0
Existing Sub-total		53	24	0	24	0	24	24
Net New Total		20	10	0	10	0	10	10

Source: Fehr & Peers, 2020

Note: To be conservative, all trips are assumed as single-occupancy trips (i.e. no reduction in trip generation for carpool or transit use).



VMT Assessment

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process that will fundamentally change transportation impact analysis conducted as part of California Environmental Quality Act (CEQA) compliance. The Governor's Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS).

OPR issued proposed updates to the CEQA guidelines in support of these goals in November 2017 and a supporting technical advisory in December 2018. The updates establish vehicle miles traveled (VMT) as the metric for evaluating a project's environmental impacts on the transportation system. Lead agencies, including the City of Chino, had until July 1, 2020 to implement these new requirements. On June 16th, 2020 the City of Chino passed Resolution 2020-041 which identified VMT as the metric for defining impacts on the transportation system.

The Resolution determined that for land use projects within the City of Chino, a significant impact would occur if the project VMT/Service Population exceeds the Citywide average under General Plan Horizon Year Conditions.

The Resolution also identified that impact analysis be streamlined through Project screening. Projects identified as VMT reducing or VMT efficient projects have a presumption of a less-than significant impact on VMT, and therefore do not require a full VMT assessment. The Resolution identified the following project types as appropriate for screening:

- Projects that generate fewer than 110 daily trips
- Projects located in low-VMT areas (15% less than the baseline level for the County)
- Projects located in a Transit Priority Area (TPA)
 - TPAs are defined as areas within ½ mile of an existing major transit stop or existing stop along a high-quality transit corridor with headways of 15 minutes or less
- Projects that are affordable housing developments
- Local serving retail projects (less than 50,000 square feet)
- Neighborhood schools

The Project meets one of these screening criteria as it generates less than 110 net new daily trips. Therefore, according to OPR guidance, the Project can be considered to have a less-than-significant impact on VMT.



SITE ACCESS REVIEW

A data collection effort was undertaken to develop a detailed description of existing transportation conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the Project site, a review of traffic volumes on these facilities, an assessment of the resulting operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

Existing Street System

Central Avenue is a north-south major arterial that connects to SR-71 to the south and runs along the west side of the project site. Adjacent to the infill site, Central Avenue is a four-lane roadway with left-turn pockets at intersections and bicycle lanes in both directions south of Edison Avenue. According to the City's General Plan, Central Avenue between Schaefer Avenue and SR-71 is categorized as a large truck route.

Eucalyptus Avenue is an east-west primary arterial between Oaks Avenue and the City's eastern border and between Pipeline Avenue and Ramona Avenue. It is a secondary arterial between Ramona Avenue and Central Avenue. Eucalyptus Avenue is a four-lane facility with bicycle lanes in each direction. The posted speed limit on Eucalyptus Avenue near the project is 45 mph. According to the City's General Plan, between Pipeline Avenue & Central Avenue, Eucalyptus Avenue is categorized as a truck route.

Transit Lines

Figure 3 shows the various transit lines providing service in the Project vicinity.

- OmniTrans Route 83 – Route 83 serves Upland and Chino and runs along Euclid Avenue. Service headways during weekday peak periods and weekend service headways are approximately 60 minutes.
- OmniTrans Route 365 – Route 365 provides local service to Chino and Chino Hills. In the study area, the route runs along Chino Hills Parkway, Schaefer Avenue, and Central Avenue. Service headways during weekday peak periods and weekend service headways are approximately 60 minutes.



Bicycle and Pedestrian Facilities

As illustrated in **Figure 4**, Central Avenue provides a Class II facility between Edison Avenue and Fairfield Ranch Road. Class II bicycle facilities, known as bicycle lanes, are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signing and pavement markings. Bicycle parking is not currently identified on the site plan. It is not expected that corps members, staff, or visitors would typically use a bicycle to access the Project site.

Along the western edge of the Project site (Central Avenue), sidewalks between nine and 12 feet wide are present on the western side of Central Avenue. Along the northern edge of the Project site, there is a private driveway access with no sidewalks. The Project proposes to install accessible curb ramps at the southern and eastern crosswalks of the Central Avenue and Eucalyptus Avenue intersection.

Existing Traffic Volumes

Intersection turning movement counts were conducted at the Central Avenue and Eucalyptus Avenue intersection during the weekday AM peak period (between 7:00 and 9:00 AM) and weekday PM peak period (between 4:00 PM and 6:00 PM) in May 2018. Existing weekday AM and PM peak hour volumes at the study intersections are represented in **Figure 5**. AM and PM peak hour intersection Level of Service (LOS) analysis was conducted for the intersection. The results of this analysis are presented in **Table 3**. The intersection was found to operate acceptably at LOS A and LOS B. See the Technical Appendix for intersection summary.

The Project is anticipated to add 10 or less trips during the peak hours, and Project traffic distribution is assumed to assign traffic in all directions. Therefore, the traffic added to the street network by the Project is not expected to result in significant changes to intersection operations or increases in queuing.

Table 3: Existing Year (2018) Intersection Level of Service

Intersection	Traffic Control	Peak Hour	Delay	LOS
Central Avenue & Eucalyptus Avenue	Signal	AM	7.8	A
		PM	12.1	B

Source: Fehr & Peers, 2020

Note: Delay is calculated using Synchro using HCM 6th Edition Methodology.

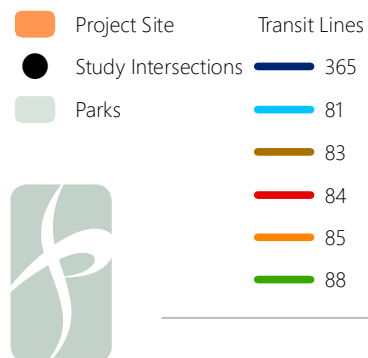
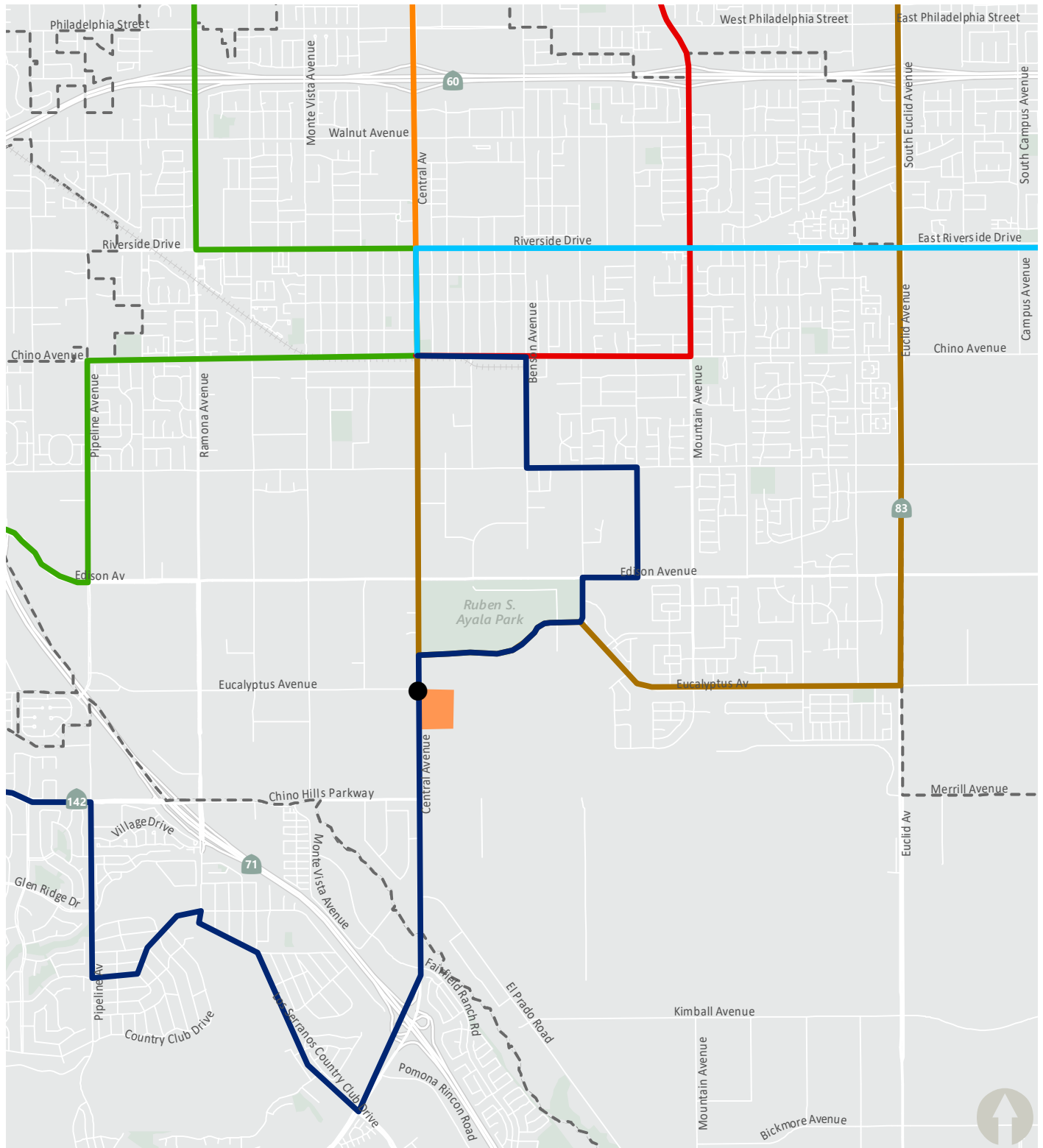
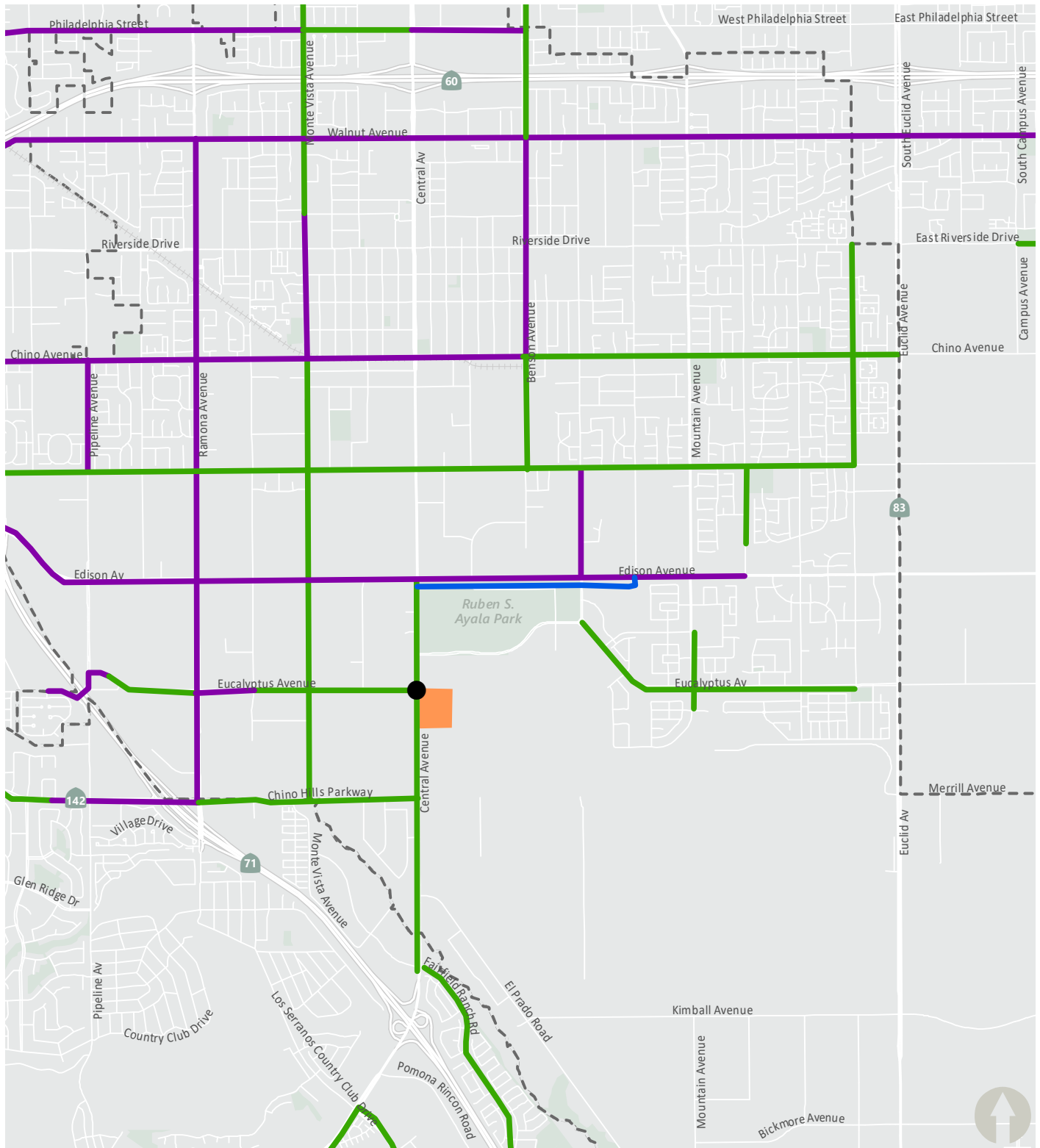


Figure 3

Study Area Transit Service

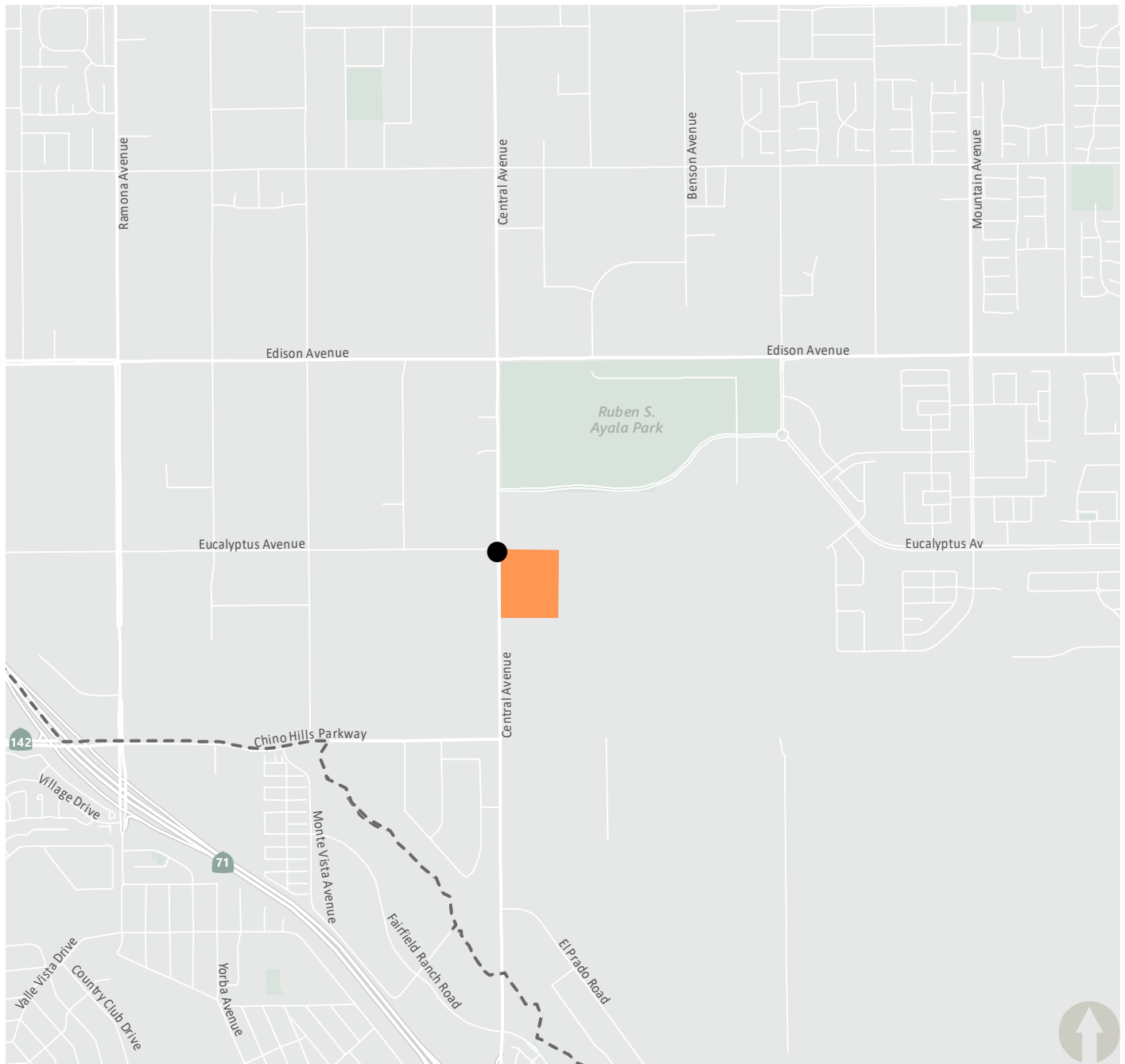


- Project Site
- Study Intersections
- Parks
- Bike Facilities
- Class I
- Class II
- Class III



Figure 4

Study Area Bike Facilities



- Project Site
- Study Intersections
- Cities
- Parks
- Water
- Railroad

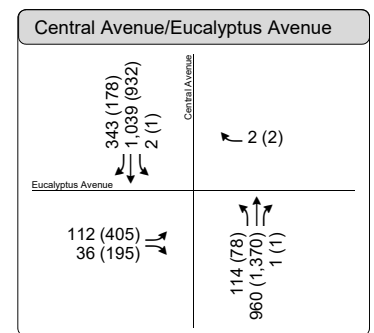


Figure 5

Existing Peak Hour Traffic Volumes (2018)

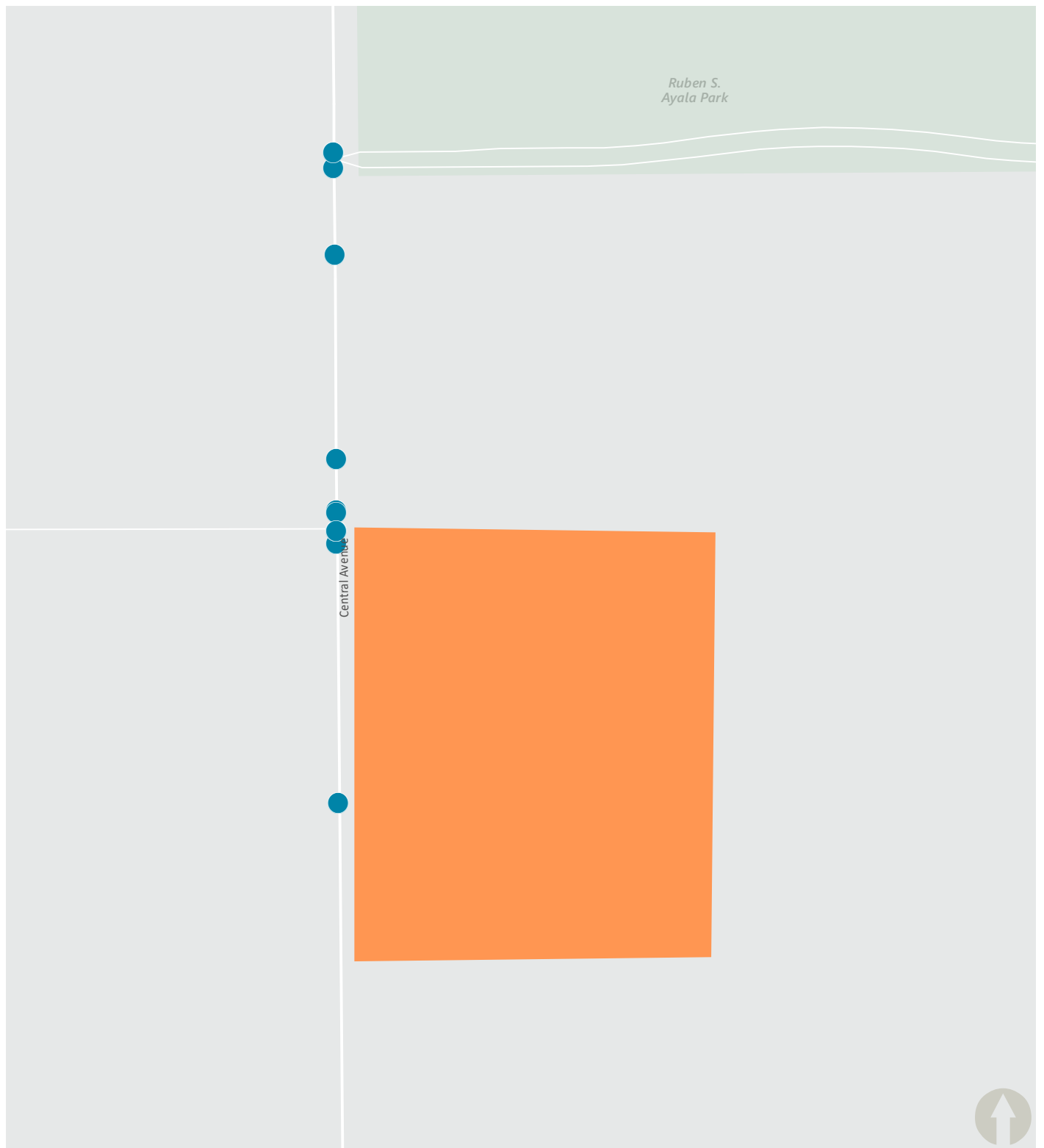




COLLISION ANALYSIS

Five years of collision data within the vicinity of the Central Avenue and Eucalyptus Avenue was collected from the Statewide Integrated Traffic Records System (SWITRS). Collision data between 2015 and 2019 is presented on **Figure 6**. There have been fourteen total collisions on Central Avenue near the Project site during this five-year time period. Two collisions resulted in at least one person being seriously injured. The intersection of Central Avenue and Eucalyptus Avenue has experienced nine out of the fourteen collisions identified in the five years of available data. One pedestrian and one bicyclist have been involved in the collisions during this time period.

The most common collision type was rear-ending, followed by broadside collision, as shown in **Figure 7**. The most common violation category was unsafe speed, followed by other categories such as following too closely, improper turning, traffic signals and signs, and DUI (**Figure 8**).



- Collisions
- Project Site
- Parks

Collisions	2015	2016	2017	2018	2019	Total
Total Collisions	3	5	3	2	1	14
Fatal or Severe Injury	1	1	0	0	0	2

Figure 6

Collisions (2015-2019)





Figure 7: Collision Type (2015-2019)

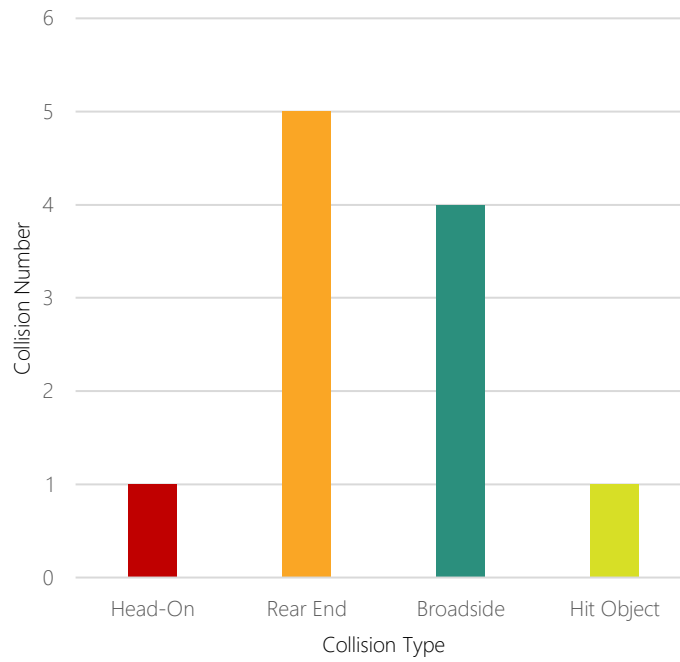
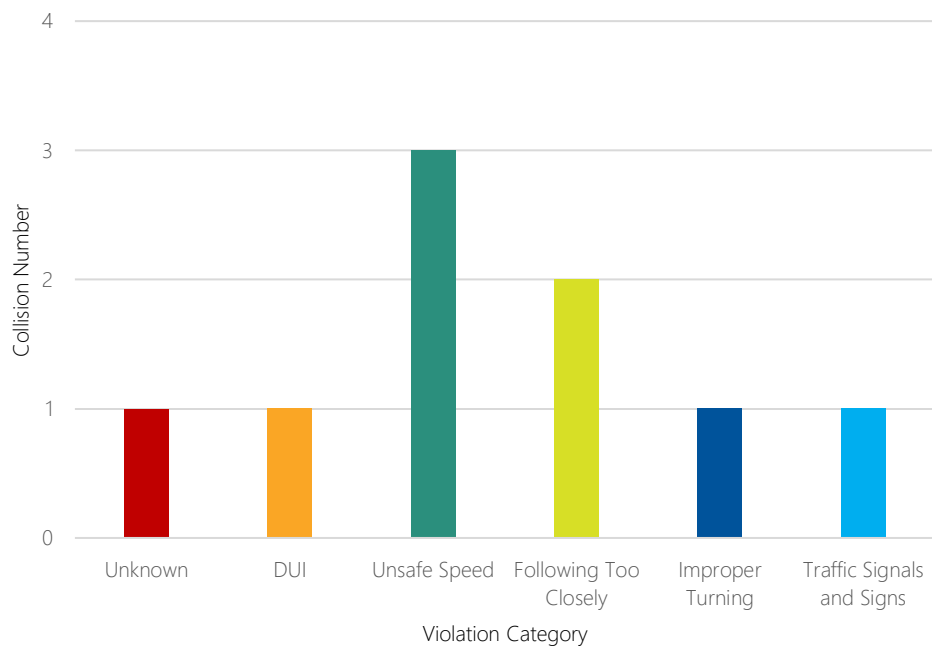


Figure 8: Causes of Collisions (2015-2019)





CEQA CHECKLIST ASSESSMENT

Based on the review, the Project proposes land uses with characteristics that will generate trips that are not likely to result in significant impacts. **Table 4** includes the review and assessment of each of the sections in the Transportation/Traffic factor of the CEQA Checklist.

Table 4: CEQA Checklist of Transportation Assessment

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			x	
The nearby intersection of Central Avenue and Eucalyptus Avenue operates acceptably during the AM and PM peak hours. The trip generation estimates show that the Project's added vehicular traffic will not result in a conflict with a transportation system performance at the intersection of Central Avenue and Eucalyptus Avenue. Thus, a traffic impact analysis is not required to calculate the Project's effect on the transportation system.				
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			x	
On June 16 th , 2020 the City of Chino passed Resolution 2020-041 which identified VMT as the metric for defining impacts on the transportation system. The Resolution has identified projects generated less than 110 daily trips as appropriate for screening from VMT analysis. The project generates less than 110 daily net new trips and would therefore be screened from VMT analysis according to the OPR recommendations.				
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			x	
The on-site circulation pattern is adequate for the proposed use and the site plan provides separate pathways for pedestrian circulation. The Project would not introduce transportation hazards and related impacts are less than significant. No mitigation is required.				
e) Result in inadequate emergency access?			x	
During the City of Chino and County of San Bernardino Fire Department's required review of the Project's applications, the Project's design would be reviewed to ensure that adequate access to and from the site is provided for emergency vehicles. The Project itself provides fire protection and emergency response to other areas. Impacts are expected to be less than significant, and no further analysis is required on this subject.				

Source: Fehr & Peers, 2020























TECHNICAL APPENDIX

HCM 6th Signalized Intersection Summary

Central Avenue & Eucalyptus Avenue

Cal Fire Assessment

Existing AM





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	0	36	0	0	2	114	960	1	2	1039	343
Future Volume (veh/h)	112	0	36	0	0	2	114	960	1	2	1039	343
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1800	0	1800	1800	1800	1728	1800	1772	1701	1800	1772	1800
Adj Flow Rate, veh/h	122	0	5	0	0	0	124	1043	1	2	1129	223
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	0
Cap, veh/h	316	0	0	0	5	0	164	2032	2	5	1670	739
Arrive On Green	0.09	0.00	0.00	0.00	0.00	0.00	0.10	0.59	0.59	0.00	0.50	0.50
Sat Flow, veh/h	3326	122		0	-72000	0	1714	3451	3	1714	3367	1490
Grp Volume(v), veh/h	122	17.0		0	0	0	124	509	535	2	1129	223
Grp Sat Flow(s),veh/h/ln	1663	B		0	1800	0	1714	1683	1771	1714	1683	1490
Q Serve(g_s), s	1.3			0.0	0.0	0.0	2.7	6.8	6.8	0.0	9.7	3.4
Cycle Q Clear(g_c), s	1.3			0.0	0.0	0.0	2.7	6.8	6.8	0.0	9.7	3.4
Prop In Lane	1.00			0.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	316			0	5	0	164	991	1043	5	1670	739
V/C Ratio(X)	0.39			0.00	0.00	0.00	0.76	0.51	0.51	0.42	0.68	0.30
Avail Cap(c_a), veh/h	434			0	893	0	582	2155	2267	224	3606	1596
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3			0.0	0.0	0.0	16.9	4.6	4.6	19.1	7.3	5.7
Incr Delay (d2), s/veh	0.8			0.0	0.0	0.0	6.9	0.4	0.4	50.9	0.5	0.2
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4			0.0	0.0	0.0	1.1	0.7	0.7	0.1	1.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0			0.0	0.0	0.0	23.8	5.0	5.0	69.9	7.8	5.9
LnGrp LOS	B			A	A	A	C	A	A	E	A	A
Approach Vol, veh/h	0						1168			1354		
Approach Delay, s/veh	0.0						7.0			7.6		
Approach LOS							A			A		
Timer - Assigned Phs	1	2			5	6	7	8				
Phs Duration (G+Y+Rc), s	4.1	26.5			7.7	23.0	7.6	0.0				
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	5.0	49.0			13.0	41.0	5.0	19.0				
Max Q Clear Time (g_c+I1), s	2.0	8.8			4.7	11.7	3.3	0.0				
Green Ext Time (p_c), s	0.0	7.3			0.2	7.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.8											
HCM 6th LOS	A											

HCM 6th Signalized Intersection Summary

Central Avenue & Eucalyptus Avenue

Cal Fire Assessment

Existing PM

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Traffic Volume (veh/h)	405	0	195	0	0	2	78	1370	1	1	932	178						
Future Volume (veh/h)	405	0	195	0	0	2	78	1370	1	1	932	178						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach	No			No			No			No								
Adj Sat Flow, veh/h/ln	1800	0	1800	1800	1800	1728	1800	1772	1701	1800	1772	1800						
Adj Flow Rate, veh/h	440	0	79	0	0	1	85	1489	1	1	1013	88						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92						
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	2	0	2	0						
Cap, veh/h	606	0	0	0	0	2	117	2026	1	3	1750	775						
Arrive On Green	0.10	0.00	0.00	0.00	0.00	0.00	0.07	0.59	0.59	0.00	0.52	0.52						
Sat Flow, veh/h	3326	440		0	0	1077	1714	3453	2	1714	3367	1490						
Grp Volume(v), veh/h	440	28.0		0	0	1	85	726	764	1	1013	88						
Grp Sat Flow(s),veh/h/ln	1663	C		0	0	1077	1714	1683	1771	1714	1683	1490						
Q Serve(g_s), s	5.0			0.0	0.0	0.0	2.5	16.0	16.0	0.0	10.6	1.5						
Cycle Q Clear(g_c), s	5.0			0.0	0.0	0.0	2.5	16.0	16.0	0.0	10.6	1.5						
Prop In Lane	1.00			0.00		1.00	1.00		0.00	1.00		1.00						
Lane Grp Cap(c), veh/h	606			0	0	2	117	988	1040	3	1750	775						
V/C Ratio(X)	0.73			0.00	0.00	0.48	0.72	0.73	0.73	0.30	0.58	0.11						
Avail Cap(c_a), veh/h	606			0	0	400	301	1612	1696	167	2960	1310						
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	23.7			0.0	0.0	25.5	23.4	7.7	7.7	25.5	8.4	6.3						
Incr Delay (d2), s/veh	4.3			0.0	0.0	113.2	8.1	1.1	1.0	43.4	0.3	0.1						
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	2.7			0.0	0.0	0.1	1.1	3.3	3.4	0.1	2.4	0.4						
Unsig. Movement Delay, s/veh																		
LnGrp Delay(d),s/veh	28.0			0.0	0.0	138.7	31.5	8.8	8.7	69.0	8.7	6.3						
LnGrp LOS	C			A	A	F	C	A	A	E	A	A						
Approach Vol, veh/h					1		1575				1102							
Approach Delay, s/veh					138.7		10.0				8.6							
Approach LOS					F		A				A							
Timer - Assigned Phs	1	2			5	6	7	8										
Phs Duration (G+Y+Rc), s	4.1	34.0			7.5	30.6	9.0	4.1										
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0	4.0	4.0										
Max Green Setting (Gmax), s	5.0	49.0			9.0	45.0	5.0	19.0										
Max Q Clear Time (g_c+I1), s	2.0	18.0			4.5	12.6	7.0	2.0										
Green Ext Time (p_c), s	0.0	12.0			0.1	7.1	0.0	0.0										
Intersection Summary																		
HCM 6th Ctrl Delay					12.1													
HCM 6th LOS					B													