

CHINO 4 MULTI-FAMILY RESIDENTIAL DEVELOPMENT CLASS 32 EXEMPTION REPORT

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CATEGORICAL EXEMPTION REPORT

This Report serves as the summary of the environmental analysis performed by HANA RESOURCES, INC. for the proposed Chino 4 Multi-Family Residential Project at 6033-6041 Riverside Drive in the City of Chino (City). This document documents whether the Project is eligible for a Class 32 Categorical Exemption pursuant to the *State of California Environmental Quality Act (CEQA) Guidelines Section 15332*. This Report provides an Introduction, Project Description, and Evaluation of the Project's consistency with Class 32 exemption requirements. This includes an analysis of the Project's potential impacts in the areas of Traffic, Air Quality, Water Quality, and Noise. This Report concludes that the Project is eligible for a Class 32 Categorical Exemption pursuant to *CEQA Guidelines Section 15332*.

Table of Contents

Introduction.....	1
Project Description	3
Existing Project Site Conditions	4
Consistency Analysis	5
Criterion A.....	5
Criterion B.....	11
Criterion C	12
Criterion D	15
Criterion E.....	25
Exceptions to Categorical Exemption.....	26
Summary.....	28
References	31

Figures

Figure 1 – Project Regional Location Map	29
Figure 2 - Project Site Plan.....	30

Introduction

The California Environmental Quality Act (CEQA) Guidelines Section 15332 states that a Class 32 Categorical Exemption (CE) is allowed when an in-fill development project meets the following conditions:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services.

In addition, State CEQA Guidelines Section 15300.2 lists six exceptions to a categorical exemption. The exemptions include the following conditions:

- a. Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c. Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e. Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

- f. Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

HANA RESOURCES evaluated the Chino 4 Multi-Family Residential Project (Project) located at 6033-6041 Riverside Drive in the City of Chino (City) with respect to consistency with the above requirements, including its potential impacts in the areas of habitat for endangered, rare or threatened species, air quality, noise, traffic, water quality, and cultural resources, as well as the six exceptions to a categorical exemption, to confirm Project eligibility for the Class 32 Categorical Exemption pursuant to the California State *CEQA Guidelines* Section 15332.

Project Description

The Project proposes a Site Plan and Tentative Tract Map that would allow development of 100 multi-family residential units in a series of building extending to maximum heights of 40 feet, an open space area/park, parking, landscaping, and wall construction on a 4-acre site on Riverside Drive in the City of Chino. This equates to a Project density of approximately 26 dwelling units per acre, which is an allowed density on this site. The Project will include 213 parking spaces (200 garage spaces; 13 guest spaces). Open space will total 10,800 square feet combined in two areas of the Project as depicted on the attached **Figure 2**. Vehicular entries to the Project will be via Magnolia, which borders Project site to east, and from Riverside Drive, which borders Project site to north.

The Project site Assessor's Parcel Numbers are: 1020-111-01 (6033 Riverside Drive); 1020-111-02 (6041 Riverside Drive).

Project development will involve demolition of 2 residential and a stable currently existing in the central and southwesterly portions of the Project site, site preparation, grading, building and wall construction, paving, and architectural coating.

Existing Project Site Conditions

The existing General Plan designation for the Project site is General Commercial.

The existing Zoning designation for the Project site is Commercial General, with an Affordable Housing Overlay that would allow 26 dwelling units per acre on one APN on the Project site. The second APN would contain 10,800 square feet of open space and recreational would be located.

The rectangular-shaped Project site is developed with two residences and a stable. The Project site is surrounded by residential uses, with some commercial use existing northwesterly of the site. Zoning on adjacent properties is Commercial General to the North and West, Residential RD-20 and RD-12 to the East, and Residential RD-4.5 to the South.

The Project site elevation ranges from 771-770 feet above mean sea level. Historic aerial imagery is available from 1938, which indicates the Project site originally was occupied by a single-family residence on its western-most portion and by agricultural structures and tree groves. By 1946, an additional structure was added to the western portion of the property. The farming structure in the southern portion of the property was constructed by 1948. Some groves were removed by 1959, and a second single-family residence was constructed in the western portion of the property. The groves were completely removed by 1964. By 2020, additional farming structures were added in the eastern portion of the site. The Project site has remained largely unchanged since 2020. A block wall exists along the southern property line that limits surface runoff from entering the single-family residential lots south of the Project site.

There are no existing or planned pbicycle routes within the Project site vicinity. Paved pedestrian sidewalks are located along all roadways of area intersections with the exception of the northwest corner of the Riverside Drive/Mountain Avenue in the westbound direction.

Riverside Drive west of the Project site is designated a Corridor in the Chino General Plan. Corridors are major thoroughfares that connect the city's neighborhoods and centers. They link residents to key destinations around town with safe, convenient connections and provide opportunities for a range of housing types. The Chino General Plan indicates that Central Avenue, Riverside Drive, and Euclid Avenue are Chino's key transportation routes, and all have significant capacity for infill development, which can be leveraged over time to help transform these areas into attractive corridors lined with an integrated mix of housing, employment, educational, cultural, and recreational options.

Consistency Analysis

Criterion A

Criterion A: The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project site General Plan designation is General Commercial. However, the Project site has an Affordable Housing Overlay. General Plan Land Use Overlays modify requirements of the underlying land use designation to achieve specific planning goals or address unique characteristics of a location. They allow for flexibility in land use regulations to better support community goals.

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

The proposed density would closest equate to that allowed in Affordable Housing Overlay, which provides for a range of multifamily housing product types, including townhomes, triplexes, fourplexes, garden apartments, and small-scale multifamily apartments and condominiums.

GENERAL PLAN POLICY	CONSISTENCY ASSESSMENT
LAND USE AND COMMUNITY CHARACTER ELEMENT	
LCC-1.1 Foster a balanced mix of housing, employment, commercial, educational, civic, entertainment, and recreational uses in the city to support a complete community.	CONSISTENT – The Project involves construction of 100 units under an Affordable Housing Overlay, consistent with the City General Plan designation and allowance for the Project site. This development on a vacant infill site would complete residential development in the Project area.
LCC-1.3 Direct new growth so as to promote a land and resource efficient development pattern, strengthen north-south connections, and enhance the quality of life in Chino.	CONSISTENT – The Project will not result in significant environmental impacts as demonstrated in the following narratives in this Report, and will provide needed and efficient multi-family residential opportunities on a largely vacant site.
LCC-1.4 Promote infill development in opportunity areas along Central Avenue, Riverside Drive, and Philadelphia Street in	CONSISTENT – The Project site is an infill site occupying 4 largely vacant acres (with 2 older single-family residences to be

<p>order to create a network of lively activity centers that provide for community needs, capitalize on market opportunities, and are well-integrated with the surrounding neighborhoods.</p>	<p>demolished). The Project site is adjacent to Riverside Avenue.</p>
<p>LCC-1.6 Support the continued buildout of planned residential areas as needed to meet the community’s housing needs.</p>	<p>CONSISTENT – The Project involves construction of 100 units under an Affordable Housing Overlay, consistent with the City General Plan designation and allowance for the Project site. This development on a vacant infill site would complete residential development in the Project area.</p>
<p>LCC-1.12 Ensure that private development provides sufficient funding for infrastructure and public services to support the development.</p>	<p>CONSISTENT – The Project developer will be required to remit development impact fees, as required by the City of Chino, prior to issuance of Building Permits or at a development stage determined by the City.</p>
<p>LCC-5.1 Promote a range of residential densities throughout the community to encourage a mix of housing types at varying price points and rents.</p>	<p>CONSISTENT – The Project site has an Affordable Housing Overlay. The Affordable Housing Overlay (AHO) is intended to promote the development of affordable housing for low, very low-, and moderate-income households in specific areas identified in the City General Plan where high density residential uses would not otherwise be allowed. The AHO is intended for standalone affordable and mixed income housing projects at densities of up to 30 dwelling units per acre. The Project will be built out at a density of 26 dwelling units per acre.</p>
<p>LCC-5.2 Facilitate the development of a greater variety of housing types and sizes in Chino neighborhoods to meet the needs of future demographics and changing household sizes, including single-family homes on small lots, accessory dwelling units, townhomes, cottage/bungalow courts, duplexes, triplexes, alley-facing units, and senior and student housing.</p>	<p>CONSISTENT – The Project will involve 100 multi-family dwelling units with varied size floor plans that will provide residential opportunities for single-person and family residences.</p>
<p>LCC-5.5 Within individual residential subdivision projects, a variety of floor plans and elevations should be offered.</p>	<p>CONSISTENT – The Project will involve 100 multi-family dwelling units with varied size floor plans that will provide residential</p>

	opportunities for single-person and family residences.
HEALTH AND ENVIRONMENTAL QUALITY ELEMENT	
HEQ-5.11 Through the development review process, ensure that hazardous material-affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.	CONSISTENT – Although the Project site in the past was home to agricultural uses, the Environmental Site Assessments conducted for the Project site determined any agriculturally-related chemicals used on the Project site were not Recognized Environmental Conditions (RECs).
HEQ-6.6 Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.	CONSISTENT – Project developer will comply with State and City requirements pertaining to water conservation.
HEQ-6.8 Conserve water through the planting and maintenance of trees and landscaping, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any ‘community greening’ projects utilize water-efficient landscape.	CONSISTENT – The Tree Inventory prepared for the Project contains specific recommendations pertaining to planting and maintenance of trees on the Project site, as noted in this Report.
HEQ-7.1 Reduce the amount of solid waste disposed in landfills by promoting source reduction and recycling throughout Chino and by expanding the range of programs and information available to residents and businesses, consistent with State requirements.	CONSISTENT – The Project will comply with all State and City of Chino requirements pertaining to solid waste reduction.
HEQ-7.2 Strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2025 forward, consistent with State targets.	CONSISTENT – The Project will comply with all State and City of Chino requirements pertaining to solid waste reduction.
HEQ-8.7 Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.	CONSISTENT – A Historical Resources Assessment and Archaeological and Paleontological Assessment have been prepared for the Project/Project site. Information from these Assessments is contained in this Report.
HEQ-8.9 Ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to	CONSISTENT – The Biological Constraints Report prepared for the Project/Project site concluded that there were no sensitive biological resources,

the greatest extent feasible as development takes place.	sensitive natural communities, sensitive habitat or wetlands on the Project site.
HEQ-8.10 In areas where development (including trails or other improvements) has the potential for adverse effects on special-status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.	CONSISTENT – The Biological Constraints Report prepared for the Project/Project site concluded that there were no sensitive biological resources, special status species, sensitive natural communities, sensitive habitat or wetlands on the Project site.
HAZARDS, SAFETY, AND NOISE ELEMENT	
HSN-1.1 Require that new development be sited and designed to minimize risks from seismic events, including fault rupture and seismic shaking.	CONSISTENT – Project development and building construction will comply with all required State and City Building Code requirements pertaining to safety from seismic events.
HSN-1.3 Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.	CONSISTENT – Project development and building construction will comply with all required State and City Building Code requirements pertaining to safety from seismic events.
HSN-1.4 In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.	CONSISTENT – Project cut and fill grading will be balanced on site and stabilized according to City of Chino Engineering and Public Works requirements.
HSN-1.6 Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows and comply with federal and State requirements, employing “green infrastructure” techniques as feasible and appropriate.	CONSISTENT – As indicated in this Report, the Project storm drain system will mimic existing drainage patterns and be sized accordingly to accommodate storm flows, as required by the City of Chino.
HSN-1.9 Require that development projects employ low impact development	CONSISTENT – As indicated in this Report, the Project storm drain system will

<p>(LID) design techniques that manage stormwater so as to infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall in order to reduce stormwater runoff and minimize increases in downstream runoff and/ or impacts resulting from new development.</p>	<p>mimic existing drainage patterns and be sized accordingly to accommodate storm flows, as required by the City of Chino. All Low Impact Development techniques required by the City will be implemented.</p>
<p>HSN-1.28 Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.</p>	<p>CONSISTENT – The Noise Assessment prepared for the Project indicated that Project development-related noise would be temporary in nature and not be considered a significant impact, according to City of Chino standards. Project operational noise will not increase ambient noise levels in the Project area to significant levels, as indicated also in the Noise Assessment.</p>
<p>HSN-1.32 Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the “normally acceptable” standard and for any other projects that are likely to generate noise in excess of these standards.</p>	<p>CONSISTENT – The Noise Assessment prepared for the Project indicated that Project development-related noise would be temporary in nature and not be considered a significant impact, according to City of Chino standards. Project operational noise will not increase ambient noise levels in the Project area to significant levels, as indicated also in the Noise Assessment.</p>
<p>HSN-1.33 Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, notification of neighbors, and sound attenuation devices.</p>	<p>CONSISTENT – The Noise Assessment prepared for the Project indicated that Project development-related noise would be temporary in nature and not be considered a significant impact, according to City of Chino standards. Project operational noise will not increase ambient noise levels in the Project area to significant levels, as indicated also in the Noise Assessment.</p>
<p>HSN-2.7 Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout Chino.</p>	<p>CONSISTENT – Project utility lines will be placed underground.</p>
<p>HSN-3.4 Require new residential subdivisions to have at least two ingress and egress routes that account for existing</p>	<p>CONSISTENT – The primary vehicular access to the Project will be via Magnolia Avenue. Secondary access will be via</p>

CHINO 4 MULTI-FAMILY RESIDENTIAL DEVELOPMENT
CLASS 32 EXEMPTION REPORT

and proposed traffic evacuation volumes at buildout. Design of ingress/ egress must comply with Chino Valley Fire District standards.	Riverside Drive. The Chino Valley Fire Department will require approved plans for such prior to issuance of a Building Permit.
PARKS, RECREATION, AND COMMUNITY SERVICES ELEMENT	
PRC-4.6 Continue to require that new development contribute funds to ensure the provision of adequate police and fire services.	CONSISTENT – The Project developer will remit all required park fees in an amount determined by the City of Chino.

Criterion B

Criterion B: The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project proposes to develop 100 multi-family residential units on a 4-acre site on Riverside Drive in the City of Chino (reference **Figure 2**). The Project will include 213 parking spaces (200 garage spaces; 13 guest spaces) and landscaping. Open space will total 10,800 square feet combined in two areas of the Project. Vehicular entries will be via Magnolia, which borders Project site to east, and from Riverside Drive, which borders Project site to north. Project development will involve demolition of 2 residential and a stable currently existing in the central and southwesterly portions of the Project site, site preparation, grading, building and wall construction, paving, and architectural coating.

The Project is located on a 4-acre site within a developed urban neighborhood. The Project site is surrounded by urban uses (reference **Figure 1**). Furthermore, zoning designations for properties bordering the Project site are as follows: Commercial General to the West and North; Residential RD-20 and RD-12 to the East; and Residential RD-4.5 to the South.

The Project would meet this Criterion.

Criterion C

Criterion C: The project site has no value as habitat for endangered, rare, or threatened species.

A Biological Constraints Report was conducted for the Project site that involved a general plant and wildlife survey and mapped vegetation. Following are the findings of the Report.

- The two types of vegetation that occur on the Project site are Developed/Ornamental and Disturbed/Ruderal.
- There are no drainage features, ponded areas, wetlands, or riparian areas subject to United States Army Corps of Engineers, California Department of Fish and Wildlife, or the Regional Water Quality Control Board on the Project site. No fish, amphibians, reptiles, or mammals were observed on the Project site during the biological resources survey. No habitat for fish or amphibians exists on the Project site.
- The Project site is surrounded by urban development and fenced on all sides and thereby does not connect areas of open space, is within a fragmented landscape, and does not support any native habitat. Therefore, the Project site would not be considered a regional or local wildlife movement corridor.
- The Project site lacks potentially suitable habitat or is outside the current known geographic or elevation range for all California Rare Plant (Ranks 1 and 2) species and none of these species would be expected to occur on the Project site.
- No Special Status Wildlife Species are expected to occur on the Project site due to absence of suitable habitat or because the Project site is outside the current known range of the species. In addition, the Project site is not located in areas designated or proposed as Critical Habitat.

The City of Chino Director of Community Development or his designee must give written permission prior to removing any mature trees.

The City Code also states that an arborist certified by the ISA (International Society of Arboriculture) must provide an arborist report at the property owner's expense for any tree(s) proposed to be removed that are 10 inches or larger in diameter, document the health and viability of the tree(s), and make a recommendation about the feasibility of maintaining or removing the tree(s).

A Tree Inventory was performed for the Project site, in compliance with City of Chino requirements. Trees on the Project site are subject to City Municipal Code Section 20.19.040(F), which codifies the City's tree protection ordinance protecting "mature trees." Mature Trees are defined as oak trees (*Quercus* spp.) with trunks more than 8 inches in diameter at breast height; other trees with trunks more than 10 inches in diameter at breast height; and multi-trunk trees with a total circumference of 38 inches or more at breast height. Trees that would meet the City's Tree Ordinance occur on the Project site.

Birds have potential to nest throughout the Project site and adjacent areas. The Migratory Bird Treaty Act (MBTA) protects the taking of migratory birds and their nests and eggs. Section 3503 of the California Fish and Game Code makes it unlawful to take, possess, or destroy any bird's nest or any bird's eggs. Section 3513 of the California Fish and Game Code prohibits the take and possession of any migratory nongame bird, as designated in the MBTA. Regulations prohibit activities that "take, possess, or destroy" any raptor nest or egg (California Fish and Game Code §3503, 3503.5, and 3513).

Ground-nesting species also have potential to nest throughout the Project site. Ornamental vegetation on the Project site and immediate vicinity can be used by nesting birds and raptors. In addition, birds and raptors can nest on adjacent developed structures.

A variety of indirect impacts may occur during construction and/or during Project implementation. This includes noise impacts affecting wildlife species in surrounding areas, impacts of night lighting (if new lighting is proposed) on adjacent habitat areas, and increased human activity near adjacent habitat areas. Given the existing ambient conditions (e.g., existing development, traffic noise, night lighting, and human activity), indirect impacts are not anticipated to be a substantial change from the existing conditions in the area.

The following measures are recommended in the Tree Inventory to avoid and minimize impacts on biological resources:

1. The City's tree preservation ordinance in Municipal Code Section 20.19.040(F) states that "Mature trees shall not be removed without prior written approval of the Director of Community Development or his designee." The ordinance specifies replacement requirements for any Mature Trees to be removed. A tree inventory report should be prepared by a qualified Arborist to determine the size of all trees occurring on the Project site, and to determine the corresponding replacement requirements.

2. In order to avoid impacts on nesting birds and raptors, construction should be scheduled to begin between September 1 and January 31, which is outside the peak nesting season, if possible. If construction activities must occur during the peak nesting season (i.e., generally between February 1 and June 30 for raptors and between March 1 and August 31 for other nesting birds), a pre-construction nesting bird survey must be conducted by a qualified Biologist within three days prior to vegetation removal/construction activities. If the Biologist finds an active nest within or adjacent to the construction area, the Biologist will identify an appropriate protective buffer zone around the nest depending on the sensitivity of the species, the nature of the construction activity, and the amount of existing disturbance in the vicinity. Construction may be temporarily restricted in the vicinity of the nest until nesting is complete, as determined by the Biologist.

The Tree Inventory Report prepared for the Project site by a certified arborist indicates “there are 21 mature trees on the Project site, none of which are oak trees and all of which are requested to be removed as part of site preparation for Project development. Three of the 21 trees were deemed to be undesirable species and thereby not count as mature trees.” In addition, there are four street trees along Riverside Drive adjacent to the Project site. If the City requires mitigation for all 21 trees, the replacement should be the following: Twenty 36-inch-box trees; Thirty 48-inch-box trees; and Two 60-inch-box trees.

The Applicant/Property Owner/Developer has indicated he would like to proceed with payment of in-lieu fees if they cannot fit required trees at the property, as specified in the City Code Section 20.19.040.F.6.

The Arborist Report provides Tree Protection Measures that have the following components:

- Tree Protection Zone to be respected and observed during all construction activities near protected trees to facilitate root protection.
- Monitoring all changes to the Project, which must be reviewed by the Project Arborist.
- Grubbing, Clearing, and Grading must be done manually to protect tree roots, with specified techniques.
- Root Pruning, which must be done manually only by Project Arborist.
- Paving and Perimeter Walls/Fencing must be reviewed carefully with the Project Arborist.
- Mulching that includes retaining all existing leaf litter within the protected zone of trees.
- Landscaping Around Native Trees with irrigation limitations .
- No new trees shall be planted within the maximum radius of the dripline of any protected trees, except as approved by the Project Arborist.

The Project would meet this Criterion, as supported by the information in the technical studies conducted for the Project/Project site.

Criterion D

Criterion D: Approval of the project would not result in any significant effects relating to air quality, noise, traffic, or water quality.

Traffic

The following narrative is based on information provided in the Traffic Impact Analysis and the VMT Screening Memo prepared for the Project.

The Traffic Impact Analysis studied the following five intersections adjacent to or near the Project site:

- Riverside Drive/Oaks Avenue
- Riverside Drive/Ross Avenue
- Riverside Drive/Magnolia Avenue
- Riverside Drive/Mountain Avenue
- Project Driveway/Magnolia Avenue

The Traffic Impact Analysis included Level of Service determinations for the following current and future traffic conditions: Existing Traffic Conditions; Existing Plus Project Traffic Conditions; Opening Year Traffic Conditions; Opening Year Plus Project Traffic Conditions; Horizon Year Traffic Conditions; and Horizon Year Plus Project Traffic Conditions. Conclusions in the Analysis stated all the above study intersections "...are projected to operate at an acceptable LOS during the AM and PM peak hours..." for all noted traffic conditions. The City of Chino General Plan establishes that an average level of service (LOS) "D" or better shall be achieved at all intersections.

The Traffic Impact Analysis used the industry standard *Institute of Transportation Engineers Trip Generation Manual* trip generation and pass-by rates to determine Project trip generation. It was determined that on weekdays, the Project is projected to generate 674 daily trips, which includes 40 AM peak hour and 51 PM peak hour trips. Distribution of these daily trips was determined based on anticipated travel patterns to and from the Project site, as provided in the Traffic Impact Analysis. Based on projected Project AM and PM peak hour trips, the intersection analysis indicated all study intersections would operate at acceptable Levels of Service for the Existing Plus Project condition.

The Chino General Plan does not identify any existing or planned bicycle facilities adjacent to the Project site. Also, paved pedestrian sidewalks exist along all roadways of the study intersections with the exception of the northwest corner of the Riverside Drive/Mountain Avenue intersection in the westbound direction. In addition, Omnitrans Route 84 provides bus service to the Riverside Drive/Oaks Avenue and the Riverside Drive/Magnolia Avenue intersections.

VMT Screening

City of Chino Traffic Impact Analysis Guidelines provides screening criteria and requirements for Vehicle Miles Traveled (VMT) assessment of land use projects. The Low VMT Area Screening criteria indicates land use projects are presumed to have a less than significant impact on VMT when located in a Low VMT traffic analysis zone (TAZ). A Low VMT TAZ generates 15% less than the baseline level. Per the City *Guidelines*, the San Bernardino County Transportation Authority VMT Screening Tool may be used to determine when a project is located within a Low VMT TAZ. The Project location was entered into the VMT Screening Tool, which determined the Project is in a Low VMT TAZ. Therefore, the Project is exempt from a VMT analysis.

Conclusion

The Project would not significantly impact City intersection or roadway systems based on results of Project incremental changes in vehicular trips or vehicle miles traveled. Project approval would not result in any significant effects pertaining to traffic. Therefore, the Project would meet this Criterion.

Air Quality

The following narrative is based on the Focused Air Quality and Greenhouse Gas studies prepared for the Project. State *CEQA Guidelines* provides that a project would result in potentially significant impacts related to Air Quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or,
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

A summary of findings of the Focused Air Quality study is provided below.

The Focused Air Quality study was conducted to evaluate the air quality, greenhouse gas, and energy construction and operational emissions generated by the Project and to compare Project emissions to South Coast Air Quality Management District (SCAQMD) thresholds of significance as related to residential and commercial uses and consistency with the City General Plan.

The Air Quality consultant (MD Acoustics) utilized the latest version of CalEEMod to calculate Project construction and operational emissions. Project construction was modeled to commence no earlier than January 2026 and be completed by February 2027. "Construction" (i.e., Project development) assumes demolition of the existing structures on the Project site, site preparation, grading, building construction, paving, and architectural coating. CalEEMod defaults were utilized.

The Air Quality Study conducted for the Project compared Project emissions to regional and localized SCAQMD thresholds of significance for Project development (construction) and operational emissions of the following pollutants:

- Ozone
- Nitrogen Dioxide
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide
- Sulfur Dioxide

Regional Construction Emissions – The Study found that construction emissions for the Project would not exceed SCAQMD daily emission thresholds at the regional level, and therefore the impact would be less than significant.

Localized Construction Emissions – None of the analyzed criteria pollutants would exceed the LST emission thresholds at the nearest sensitive receptors, based on a 25-meter threshold as the nearest sensitive receptor is located 9 meters to the south. Therefore, the impact would be less than significant.

Regional Operational Emissions – Calculations of summer and winter emissions in the Analysis indicate none of the studied emissions would exceed SCAQMD thresholds.

Localized Operational Emissions – Calculations of on-site emissions indicate none of the studied emissions would exceed SCAQMD thresholds.

Furthermore, the Project will be subject to Chino General Plan policies and ordinances pertaining to air quality and climate change.

Greenhouse Gas Emissions (GHG)

The Greenhouse Gas Emissions study conducted for the Project concluded that Project operational GHG emissions do not exceed the San Bernardino County threshold (as provided in the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*) of 3,000 metric tons of Carbon Dioxide equivalent (MTCO_{2e}) annually. Therefore, Project operational GHG levels substantiate that the Project is consistent with the County Plan pursuant to CEQA Guidelines Section 15183.5 and will not conflict with California Assembly Bill 32 or California Senate Bill 32 GHG reduction goals.

Also, the Project analysis indicates that “given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the Executive Orders [S-03-05 and B-30-15] horizon year goal.”

Consistency with Applicable Plans

County of San Bernardino Greenhouse Gas Emissions Reduction Plan

According to the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan*, “all development projects, including those otherwise determined to be exempt from CEQA will be subject to applicable Development Code provisions, including the GHG performance standards, and state requirements, such as the California Building Code requirements for energy efficiency.”

Projects that do not exceed 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) annually will be considered consistent with the County Emissions Reduction Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. Project operational GHG emissions do not exceed this County threshold and therefore the Project is consistent with the County Plan pursuant to State CEQA Guidelines Section 15183.5 and will not conflict with AB 32 or SB 32 goals.

Executive Orders S-03-05 and B-30-15

The Project analysis indicates “given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the Executive Order’s horizon year goal.” Therefore, the Project is consistent with these executive orders.

California Air Resources Board Scoping Plan

The Greenhouse Gas Study conducted for the Project states that the Project is consistent with all applicable Scoping Plan Strategies pertaining to 2022 Scoping Plan Measures and Recommended Actions to Reduce Greenhouse Gas Emissions. The Scoping Plan Measures pertain to the following:

- California Light-Duty Vehicle Greenhouse Gas Standards – These are CARB enforced standards; vehicles that access the Project are required to comply with the standards and comply with the stated strategy.
- Energy Efficiency – The Project will be compliant with the current Title 24 and CalGreen standards and will not impede City of Chino efforts to increase energy efficiency.
- Low Carbon Fuel Standard – These enforced standards; vehicles that access the Project are required to comply with the standards and comply with the stated strategy.
- Vehicle Efficiency Measures - These are CARB enforced standards; vehicles that access the Project are required to comply with the standards and comply with the stated strategy.
- Medium-Heavy Duty Vehicles – These are CARB enforced standards; vehicles that access the Project are required to comply with the standards and comply with the stated strategy.
- Green Building Strategy – The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards (that are mandatory in the 2022 edition of the Code) on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code

requirements), water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards.

- High Global Warming Potential Gases – CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the Project are required to comply with the measures and will be subject to these standards.
- Recycling and Waste – The state currently is developing a regulation to reduce Methane emissions from municipal solid waste landfills. The Project will be required to comply with City of Chino programs, such as the City Recycling and Waste Reduction Program, which is consistent with the 75 percent reduction required by 2020 (per Assembly Bill 341).
- Water – The Project will comply with all applicable City of Chino ordinances and CALGreen requirements.
- Implement Mobile Source Strategies - These are CARB enforced standards; vehicles that access the Project are required to comply with the standards and comply with the stated strategy.
- Implement SB 350 by 2030 – The Project will be compliant with the current Title 24 and CALGreen standards and will not impeded City of Chino efforts to increase energy efficiency.
- Development of Regulations and Programs to Support Organic Waste Landfill Reduction Goals in the SLCP and SB 1383 – The Project will be required to comply with City of Chino programs, such as the City Recycling and Waste Reduction Program, which is consistent with the 75 percent reduction required by 2020 (per Assembly Bill 341).
- Deploy ZEVs and Reduce Driving Demand – The Project is in an urbanized area within ¼ mile of transit.
- Coordinate Supply of Liquid Fossil Fuels with Declining California Fuel Demand – The Project will be compliant with current Title 24 standards.
- Generate Clean Electricity – The Project will be compliant with current Title 24 standards and will not interfere with clean energy generation.
- Decarbonize Industrial Energy Supply – The Project will be compliant with the current Title 24 standards and will be residential in nature; therefore, the Project will not interfere with this goal.
- Decarbonize Buildings – The Project will be compliant with the current Title 24 standards.
- Reduce Non-Combustion Emissions - The Project will be compliant with the current Title 24 standards.

Furthermore, the Greenhouse Gas Study states that the Project is consistent with the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Land Use and Transportation Strategies, as indicated below.

- Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels

- The Project will construct affordable housing on a 4-acre site that now contains only two dwellings.
- Focus new growth around transit – The Project residential development would be within ¼ mile of transit facilities.
- Plan for growth around livable corridors, including growth on the Livable Corridors Network – The Project is a residential development consistent with the 2020 RTP/SCS focus on growth along the 2,980 miles of Livable Corridors in the Project region.
- Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities – The Project would help further jobs/housing balance objectives and is consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
- Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and climate action plans – The Project would not interfere with this policymaking.
- Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies – The Project is a residential development that will minimize congestion impacts in the region because of its proximity to public transit.
- Promote zero-emissions vehicles – Although this action/strategy is not necessarily applicable on a project-specific basis, the City of Chino Building Code requires the proposed buildings to provide conduit for on-site electric vehicle charging stalls, which the Project is to provide in the proposed parking garage.
- Promote neighborhood electric vehicles – Although this action/strategy is not necessarily applicable on a project-specific basis, the City of Chino Building Code requires the proposed buildings to provide conduit for on-site electric vehicle charging stalls, which the Project is to provide in the proposed parking garage.

Furthermore, the Greenhouse Gas Study states that the Project is consistent with the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Land Use and Transportation Strategies.

Conclusion

Project development and operation have the potential to create Air Quality impacts through heavy-duty vehicle and construction equipment use and through vehicle trips from construction worker vehicles. Also, fugitive dust emissions would emanate from grading and other Project development activities. However, compliance with Rule 403 requirements pertaining to dust control will minimize air emissions. No SCAQMD daily significance thresholds would be exceeded. Therefore, Project development impacts would be less than significant. In addition, the Air Quality Analysis prepared for the Project concluded that Project operational emissions would not exceed SCAQMD daily significance thresholds. Furthermore, the Project would be consistent with applicable air quality plans and policies. Therefore, impacts pertaining to Project operational emissions and consistency with applicable air quality management plans, policies, or regulations would be less than significant.

Water Quality

The Project involves construction of 100 multi-family residential units, parking, fencing, landscaping, and an open space recreational area on approximately 4 acres. None of these components would be point source generators of water pollutants. As an urban development, the Project would add typical urban, nonpoint-source pollutants to storm water runoff. Urban runoff can have water quality impacts, such as containing various metals and pollutants from paved roadways, access drives, and parking lots.

Specifically, agricultural activities occurred on the Project site in the past. Organochlorine pesticides and/or herbicides may have been used on the Project site and thereby near-surface soils may have potentially contained these compounds. Also, the Environmental Site Assessments conducted on the Project site indicated that minor vehicle maintenance activities took place in the center of the Project site, which could have resulted in minor surficial petroleum releases. Furthermore, the two existing residences on the Project site have the potential for containing asbestos materials and lead-based paint. The Phase II Environmental Site Analysis involved an analysis of on-site soils, which further specified that historical agricultural use is not considered a Recognized Environmental Condition (REC) and specified that no further assessment was warranted.

It is likely that the City of Chino will require the Project developer to prepare a Storm Water Pollution Prevention Plan (SWPPP) because more than one acre of the Project site would be graded. The Project will be required to manage storm water drainage during development activities through City-specified methods. This could include use of retention basins on the Project site to retain storm water on the site; filtering storm water prior to its conveyance to a public drainage system; and compliance with other City of Chino Public Works requirements. The Water Quality Management Plan prepared for the Project indicates that runoff on the Project site drains toward the site southwest corner, where the runoff discharges through an underground system into existing culverts that funnel the runoff to Chino Avenue, then Chino Creek (which is part of the Santa Ana Regional Water Quality Control Board) and eventually to the San Antonion Channel, Santa Ana River, and ultimately to the Pacific Ocean. This pattern is historic.

The Hydrologic Analysis conducted for the Project indicates "...the design proposed conditions of the site satisfies the City of Chino design standards...The proposed outflow of the site follows the general direction of the existing drainage condition. During an event exceeding the design storm event, the emergency overflow path is designed to preserve historical drainage conditions."

The Water Quality Management Plan prepared for the Project has Project development and Project operational related Best Management Practices that the Project developer will implement to ensure water quality is maintained.

Conclusion

Project development and operation would not adversely affect underground aquifers, drainage patterns, or surface water quality. Therefore, the Project would meet this Criterion.

Noise

The Noise Impact Assessment prepared for the Project demonstrates Project compliance with applicable noise regulations and lack of significant noise impacts.

CEQA Guidelines establish that a project would have a potential significant noise impact if it resulted in the following:

- a) Generation of a substantial temporary or permanent increase in ambient noise level 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.
- b) Generation of excessive groundborne vibration or groundborne noise levels.
- 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?

The City of Chino Municipal Code (Chapter 9.40) outlines the following as it relates to noise regulation:

- Per Section 9.40.030, all residential properties are considered Noise Zone I, commercial properties are considered Noise Zone II, and manufacturing or industrial properties re considered Noise Zone III.
- Per Section 9.40.040, the ambient noise level limit for residential properties is 55 dBA from 7 AM to 10 PM and 50 dBA from 10 PM to 7 AM. This Section also defines additional noise level limits depending on characteristics and duration of the noise. If the existing ambient exceeds the defined noise standards, the existing ambient level becomes the noise level limit.
- Per Section 9.40.060, construction is exempt from the noise standards if construction occurs within the allowable hours (7 AM to 8 PM, excluding Sundays and federal holidays), and if the construction noise on residential properties meets 65 dBA plus the limits defined in Section 9.40.0040.

Traffic is the primary noise source that would impact the Project site and Project site vicinity. Ambient noise level is 52 dBA and 50 dBA near the Project site and surrounding area. The exterior ambient noise level is estimated to be 55 dBA CNEL.

Project development noise was analyzed based on different construction phases. According to the Project Traffic Scoping Agreement, the Project site is located in a low-VMT area and therefore screens from a VMT analysis, as explained above. Therefore, traffic noise level projections were not analyzed for this Project. However, a change of 3

dB or more is the minimum increase to hear an audible difference, which would occur with a doubling of traffic. As indicated in the Traffic Study for the Project, approximately 943 daily trips would be generated by Project operation, which is less than double of traffic volumes along nearby roadways. Therefore, the noise impact from Project traffic will be less than significant.

A likely worst-case scenario for construction noise assumes equipment is operating as close as 15 feet from the closest sensitive receptor (nearest the Project site to the south). The Noise Assessment indicates that construction noise during each phase of Project development will range from 50 to 63 dBA at the nearest sensitive receptor to the south. Project construction activities are required to occur within permitted times and follow the noise limits as outlined in the Chino Municipal Code Section 9.40.060. Project construction noise levels meet the construction noise level limit of 65 dBA when abiding by the Best Practices listed below. Project construction noise therefore will comply with the City ordinance. The resultant level of impact will be less than significant.

Project operational noise includes HVAC units, which are assumed to be located on the ground level. Equipment will be at least 10 feet from the nearest residences to the south and west of the Project site. The maximum sound power level from an HVAC unit is assumed to be 78 dBA. Assuming the 8 closest units are operating simultaneously at 10 feet from the residences, the sound level would be 64 dBA at the nearest residences to the south. The Project wall along the south and west Project site property lines would be assumed to reduce noise from the HVAC units by approximately 15 dB. Therefore, the noise level from the HVAC units will be up to 49 dBA at the nearest residences. Per Section 9.40.040 of the City of Chino Municipal Code, the nighttime noise level limit at residential uses is 50 dBA. There, the noise due to the HVAC units operating simultaneously will comply with the nighttime residential noise standard. The resultant level of impact is less than significant.

The primary vibration source during Project development may be from a vibratory roller. Rollers will not get closer than 25 feet to the nearest residential buildings surrounding the Project site. At a 25-foot distance, the vibration would be perceptible but below any risk of damage. Therefore, the resultant level of impact would be less than significant.

Construction Noise and Vibration Reduction Best Practice Policies

Project construction must comply with the City of Chino Noise Ordinance, which states that construction must occur within permissible hours and meet construction noise level limits. To further ensure construction activities do not disrupt adjacent land uses, the following Best Management Practices should be taken, as indicated in the Noise Impact Assessment prepared for the Project:

1. Construction shall occur during the hours of 7 AM to 8 PM on weekdays and Saturdays.
2. All construction equipment shall be equipped with the appropriate mufflers or noise attenuation devices with a minimum of 15 dB noise reduction.
3. Vibratory rollers will not get closer than 25 feet to adjacent buildings.

4. The contractor shall locate equipment staging areas as far as possible away from the sensitive receptors.
5. Idling equipment shall be turned off when not in use.
6. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

Conclusion

Project development has the potential to generate an increase in temporary or periodic noise through use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project site. However, the Project will comply with the City of Chino Noise Ordinance and CEQA Guidelines with implementation of the Best Construction Practices listed above. This would ensure construction noise impacts would be less than significant. Also, Project construction-generated vibration would be below thresholds at sensitive receptors. As a result, construction vibration impacts would be less than significant. The Project will not generate a significant noise impact along area roadways during operational activities. Project operations would include typical residential-grade HVAC equipment for multi-family residential buildings. However, noise and vibration from such equipment would be less than significant. Furthermore, the Project site is not located within 2 miles of any airport.

Therefore, the Project would meet this Criterion.

Criterion E

Criterion E: The site can be adequately served by all required utilities and public services.

The Project site is located in an urbanized area and is surrounded by residential and other development, all served by existing utilities and public services including the following:

- Water – City of Chino Public Works
- Sewer – City of Chino Public Works
- Electricity – Southern California Edison
- Natural Gas – Southern California Gas Company
- Telephone – Spectrum
- Cable – Direct TV and Spectrum
- Trash/Waste – Waste Management Company
- School District – Chino Valley Unified School District

The City of Chino water and service area has the following utility lines adjacent to the Project site: Riverside Drive – 8” ACP Water Main and 8” VCP Sewer Main; and Magnolia Avenue – 8” ACP Water Main and 10” VCP Sewer Main. The Assistant City Engineer has stated in writing that based on the existing adjacent water lines “...the City should be able to provide water and sewer service to the proposed development, provided the applicant obtains all necessary project approvals through the City and complies with all applicable conditions of approval ... [which] may include, but are not limited to the payment of relevant fees and the construction of off-site public utility improvements, as determined by City staff and/or any required technical studies to address potential project impacts.”

Conclusion

The Project thereby is considered to be an infill project on approximately 4 acres. A considerable increase in demand for public services or utilities would not be anticipated to result from Project operation. All utilities and public services will be provided to the Project site as is provided to all surrounding development.

Therefore, the Project meets this Criterion.

Exceptions to Categorical Exemption

The California *CEQA Guidelines* Section 15300.2 lists six exceptions to a categorical exemption. As discussed below none of the exceptions apply to the Project.

Location

This exception applies to Classes 3,4, 5, 6, and 11. This exception does not apply to a Class 32 exemption. Therefore, this exception does not apply to the Project. In addition, the Project site is not located in a sensitive environment and is located in an urban infill location surrounded by existing urban uses.

Cumulative Impact (State CEQA Guidelines Section 15300.2(b))

Under this exception, exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant. There is no evidence of a potentially significant cumulative impact because successive projects of the same type in the same place have not been approved and are not proposed. As discussed above, the Project Transportation and VMT analyses did not identify significant cumulative traffic impacts regarding Project buildout and other related projects. The Project would not contribute to significant cumulative noise impacts with regard to the Project and other related projects. Also, the Project would not result in significant cumulative air quality/greenhouse gas emissions or water quality impacts. As a result, there is no evidence of significant cumulative impacts from successive projects of the same type in the same place over time. Therefore, this exception does not apply to the Project.

Significant Effect (State CEQA Guidelines Section 15300.2c)

This exception applies when there is a reasonable possibility that the Project will have a significant effect on the environment due to unusual circumstances. As described above, the Project would consist of 100 multi-family residential units constructed within buildings over parking garages and extending to 40-foot heights, more than 10,000 square feet of open space/recreation area, surface parking spaces, and landscaping on a 4-acre property. Project development would require demolition of two existing residences and adjunct structures on the Project site. The Project is consistent with provisions of an Affordable Housing Overlay on the Project site and is not unusual for its location. The Project/Project site is located in a developed urban neighborhood and is surrounded by urban uses in all directions, including residential and commercial uses. There are no features that distinguish the Project from others in the exempt class. There are no unusual circumstances. Therefore, this exception does not apply to the Project.

Scenic Highways (State CEQA Guidelines Section 15300.2(d))

This exception applies to a project that may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a State Scenic Highway. Based on a review of the California Scenic Highway Mapping System and the City of Chino General Plan, the Project site is not located on or near an officially designated scenic highway. The Project would have no impact on an officially designated scenic highway. Therefore, this exception does not apply to the Project.

Hazardous Waste Sites (State CEQA Guidelines Section 15300.2e)

This exception applies to a project located on a site included on any list compiled pursuant to Government Code Section 65962.5, which refers to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). The ESA Phase I and Phase II did not identify the Project site as on a list of hazardous materials sites. Therefore, this exception does not apply to the Project.

Historic Resources (State CEQA Guidelines Section 15300.2(f))

State *CEQA Guidelines Section 15300.2* states that a categorical exemption “shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.” The Historic Resources Memo for the Project/Project site concludes that the existing residences on the Project site (6033 and 6041 Riverside Drive) are not associated with events or persons that have made a significant contribution to the broad patterns of national, state, or local history; they do not embody distinctive characteristics of an architectural type, period, or method of construction, nor do the residences represent the work of a master, nor possess high artistic values. Therefore, the residences are not significant under any of the established eligibility criteria for listing in the National Register of Historic Places or the California Register of Historical Resources and are not eligible for designation as historic resources. Neither residence has been identified as historically significant in any previous study. Therefore, the residences would not be considered historical resources as defined by CEQA. Therefore, the Project would not result in a substantial adverse change in the significance of a historic resource. As a result, this exception does not apply to the Project.

Summary

A project qualifies for a Class 32 Categorical Exemption (CE) if it is developed on an infill site and meets conditions described in this Report. The five (5) conditions that the Project must meet to qualify for the Class 32 Categorical Exemption are the following: A) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (B) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (C) The project has no value as habitat for endangered, rare or threatened species; (D) Approval of the project would not result in any significant effects pertaining to traffic, noise, air quality, or water quality; and (E) The site can be adequately served by all required utilities and public services.

Based on the results of the “Traffic Impact Analysis” and the Vehicle Miles Traveled Screening Memo prepared by TJW Engineering, Inc., the “Cat 32 Exemption Noise Impact Assessment” and “Focused Air Quality, Greenhouse Gas, and Energy Impact Study” prepared by MD Acoustics, LLC, and the “Water Quality Management Plan” and “Preliminary Hydrology Study” prepared by C&V Consulting, Inc., as well as the consistency analysis with respect to criteria specified in the State *CEQA Guidelines* Section 15332, the proposed multi-family residential Project at 6033 and 6041 Riverside Drive qualifies for a Class 32 Categorical Exemption. The 4-acre Project site will be adequately served by required utilities. Furthermore, none of the exceptions to a Categorical Exemption listed in the State *CEQA Guidelines Section* 15300.2 apply to the Project. Therefore, it can be found that the Project meets the qualifications of the Class 32 Categorical Exemption.

Figure 1 – Project Regional Location Map

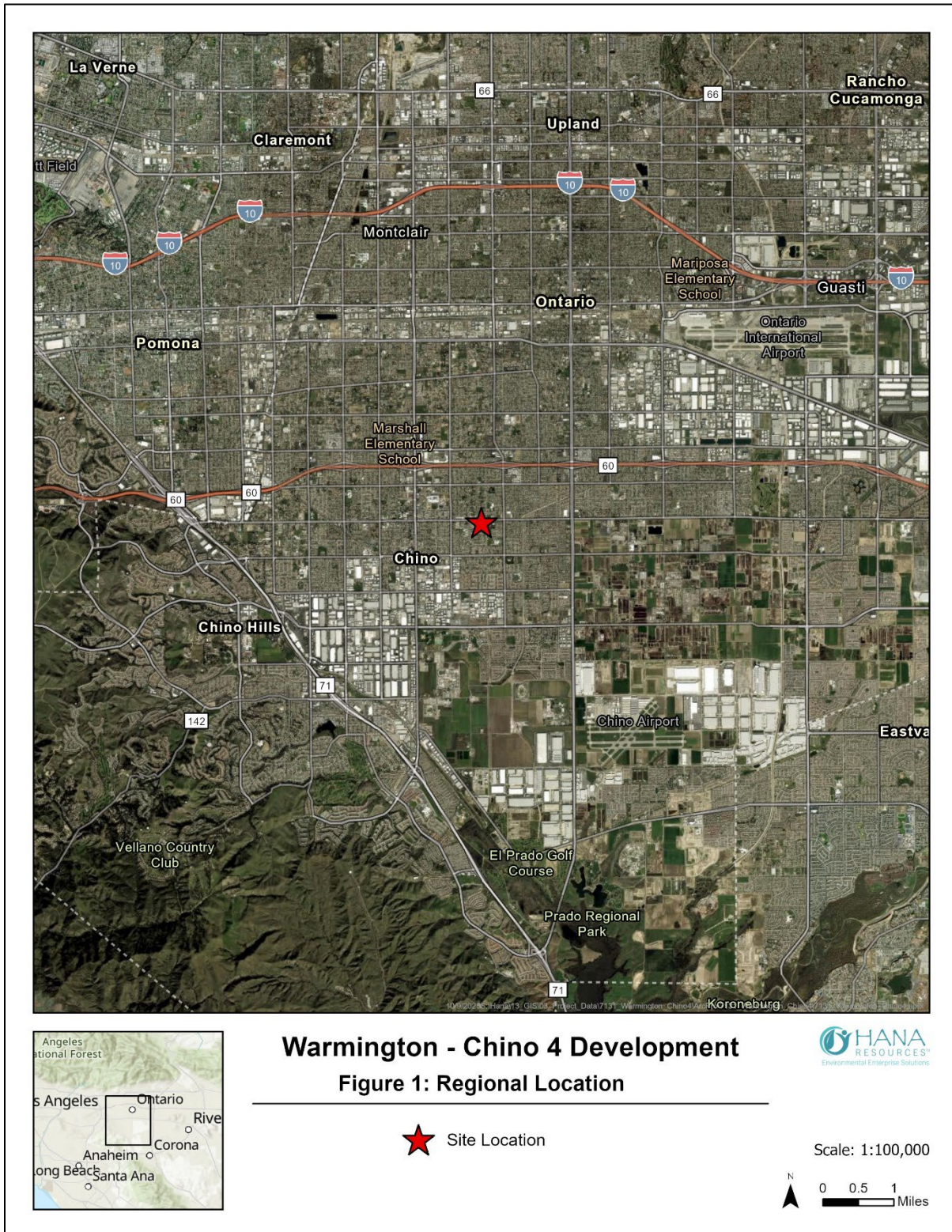


Figure 2 - Project Site Plan



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