



CHINO 2045 GENERAL PLAN UPDATE  
PROGRAM ENVIRONMENTAL IMPACT REPORT  
(SCH #2024090833)

RESPONSES TO COMMENTS RECEIVED DURING PUBLIC REVIEW

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

**Letters of Comment and Responses**

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

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## Letter A



SENT VIA E-MAIL:

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

A-1

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

**Summary of Proposed Project Information in the Draft PEIR**

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

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

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

<sup>1</sup> Draft PEIR, p. 3-1.

<sup>2</sup> Draft PEIR, p. 3-6.

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

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tiered, project-level CEQA review.<sup>3</sup> The Project also anticipates addition of industrial and logistics-related development through 2045.<sup>4</sup>

## A-2 South Coast AQMD Comments

### *CARB and South Coast AQMD's Guidance Documents*

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

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

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

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

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

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

<sup>3</sup> Draft PEIR, p. 3-31.

<sup>4</sup> Draft PEIR, p. 3-1.

<sup>5</sup> CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at:

[https://ww2.arb.ca.gov/sites/default/files/2023-05/1and20Use%20Handbook\\_0.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-05/1and20Use%20Handbook_0.pdf)

<sup>6</sup> CARB's Technical Advisory can be found at: [Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways | California Air Resources Board](#)

<sup>7</sup> South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>

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

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

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

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

A-4

*Localized Significance Thresholds Analysis*

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

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*Air Quality Mitigation Measures for NOx and PM Emissions from Construction*

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

<sup>8</sup> South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xcxi/r2305.pdf>

<sup>9</sup> South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>

<sup>10</sup> Draft PEIR, p. 43-36.

<sup>11</sup> Draft PEIR, p. 42-38.

<sup>12</sup> Presentation can be found at: <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/combined-construction-carb-amp-aqmd-presentations-01-27-21.pdf>

A-4

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

A-5

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



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significant thresholds during the construction period for each proposed individual project. Moving towards achieving this goal, where feasible, involves opting for electric emission-free engines instead of diesel-fueled engines for the construction equipment. This proactive choice not only aligns with environmental concerns but also demonstrates a commitment to minimizing the project's environmental footprints. The abatement of NO<sub>x</sub> can also be pursued by enforcing greener constructions, such as, limiting the usage of older engines in favor of adopting the latest available technologies, or even incorporating exhaust retrofits such as cutting-edge exhaust aftertreatment techniques. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook<sup>13</sup> for both operational and construction emissions.

A-6 *Recommended Air Quality and Greenhouse Gas Mitigation Measures and Project Design Features for Consideration*

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

A-7 Mitigation Measures to Reduce Operational Air Quality Impacts from Mobile Sources

1. Require or incentivize the use of zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NO<sub>x</sub> emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), where feasible.

*Note: Given CARB's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NO<sub>x</sub> Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.*

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

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

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final PEIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
4. Require electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

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

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

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

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

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

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

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

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

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

<sup>14</sup> State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>

<sup>15</sup> South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

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

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

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

	<p>A-9 Section 4.2.7.1(b) of the Final PEIR evaluated impacts associated with truck traffic. As noted in this section, the project includes the following policies that would serve to reduce health risks associated with air quality emissions:</p> <ol style="list-style-type: none"> <li>1. <u>Policy HEQ-5.3</u>: Require new development that would locate sensitive uses adjacent to sources of TACs to be designed to minimize any potential health risks, consistent with state law.</li> <li>2. <u>Policy HEQ-5.5</u>: Consistent with AB 98 regulations, regulate new light industrial and warehouse uses in proximity to housing and other sensitive uses and require such projects to route trucks and minimize idling in order to reduce diesel particulate emissions.</li> <li>3. <u>Policy HEQ-5.6</u>: Work with existing industrial and transportation-related business in Chino to improve outdoor air quality through improved operations and practices, such as planning for zero emissions trucks and vans.</li> <li>4. <u>Policy LCC-1.5</u>: Locate manufacturing, warehousing, logistics and industrial uses in areas with good access to the regional transportation network while providing for adequate separation and buffering from residential uses.</li> <li>5. <u>Policy INF-5.10</u>: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.</li> <li>6. <u>Action INF-5.b</u>: Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic. Support and plan for electrification and autonomy of the truck fleet.</li> </ol> <p>Furthermore, mitigation measure AQ-3 would require projects siting new sensitive land uses within 500 feet of State Route 71 or State Route 60 to prepare a health risk assessment evaluating the potential for sensitive receptors to be exposed to toxic air contaminants. Therefore, the PEIR provides adequate mitigation, consistent with the commenter's suggestions, for a programmatic evaluation, and no revisions have been made per this comment.</p>
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## LETTER

## RESPONSE

	<p>A-10 Mitigation measures AQ-1 and AQ-2 identifies a framework for use by future site-specific projects for the reduction of construction emissions, and for the reduction of operational emissions. As required by the mitigation measures, future site-specific projects would include an evaluation of potential impacts associated with construction and operational sources and would develop appropriate mitigation measures on a case-by-case basis consistent with the requirements of CARB and state law.</p>
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c) Appendix IV-C – SCAG’s Regional Transportation Strategy and Control Measure

3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.<sup>16</sup>

A-11

*South Coast AQMD Air Permits and Role as a Responsible Agency*

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

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

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

<sup>16</sup> United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: <https://www.epa.gov/mobile-source-pollution>

<sup>17</sup> South Coast AQMD Rule 201 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf>

<sup>18</sup> South Coast AQMD Rule 203 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf>

<sup>19</sup> South Coast AQMD Rule 401 available at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf>

<sup>20</sup> South Coast AQMD Rule 402 available at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf>

<sup>21</sup> South Coast AQMD Rule 403 available at: <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>

<sup>22</sup> South Coast AQMD Rule 1110.2 available at: [https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110\\_2.pdf](https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf)

<sup>23</sup> South Coast AQMD Rule 1113 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>

<sup>24</sup> South Coast AQMD Rule 1166 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf>

<sup>25</sup> South Coast AQMD Rule 1179 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf>

<sup>26</sup> South Coast AQMD Regulation XIII available at: <https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii>

<sup>27</sup> South Coast AQMD Rule 1401 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf>

<sup>28</sup> South Coast AQMD Rule 1466 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf>

<sup>29</sup> South Coast AQMD Rule 1470 available at: <https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf>

A-11

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

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

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

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

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

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

A-12

Conclusion

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

A-13

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

Sincerely,

*Sam Wang*

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

SW:JA

SPC250617-08  
Control Number

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

A-13 Conclusory remarks.

Letter B



## CITY OF ONTARIO MEMORANDUM

### Development Plan Review Engineering Department: Transportation Section

Project: City of Chino 2045 General Plan Update

Date: July 29, 2025

Location: City of Chino

By: Nathan Kuan

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

B-1 Conditions:

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

nk;

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

## Letter C

*City of Chino Hills*



August 4, 2025

14000 City Center Drive  
Chino Hills, CA 91709  
(909) 364-2600  
[www.chinohills.org](http://www.chinohills.org)

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

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

Dear Mr. Hitz,

- C-1 Thank you for the opportunity to comment on the above-mentioned Draft PEIR. The City of Chino Hills (City) values the collaboration that we have with the City of Chino on issues that impact both communities. We appreciate that the Draft PEIR addresses the issues that were raised in our comment letter for the Notice of Preparation (NOP).
- C-2 The City notes that under the traffic analysis, Chino acknowledges that the current roadway for Chino Hills Parkway between Monte Vista Avenue and our shared boundary may not be sufficient to accommodate traffic from anticipated growth unless the roadway is widened on the north side, where adjacent land within the City of Chino is currently undeveloped. The City requests future coordination with Chino on public improvements for the widening of this segment of roadway.
- C-3 Concerning the components of the plan that address the Pine Avenue Connector, the City appreciates that a separate environmental analysis is required and is currently underway. We would like to reiterate that a portion of the proposed roadway alignment is within the City of Chino Hills boundaries, and that extensive coordination with the City will be required, in addition to Caltrans, Department of Fish and Wildlife, and the United States Army Corps of Engineers. The future environmental review will need to assess the impacts of traffic resulting from the connector project on roadways and intersections in Chino Hills.
- C-4 Thank you again for the opportunity to comment on the Draft PEIR. If you have additional questions, please contact me at [nliguori@chinohills.org](mailto:nliguori@chinohills.org) or (909) 364-2740.

Sincerely,

Nicholas Liguori, AICP  
Community Development Director

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

- C-1 Introductory comment. See the responses to specific comments below.
- C-2 The City of Chino (City) will coordinate with the City of Chino Hills regarding the segment of Chino Hills Parkway between Monte Vista Avenue and shared City boundary. Consistent with Infrastructure Element Policy INF-3.4, the City will investigate ways to improve roadway operations on Chino Hills Parkway, including widening, if feasible.
- C-3 Comment noted. The City will coordinate with the City of Chino Hills regarding the ongoing environmental analysis for the Pine Avenue Connector Project.
- C-4 Conclusory remarks.

## Letter D

THE CITY OF  
POMONA

BETTY DONAVANIK  
Development Services Director

August 4, 2025

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

Sent via e-mail to [mhitz@cityofchino.org](mailto:mhitz@cityofchino.org)

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

Dear Michael Hitz:

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

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

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

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

- D-2 1. Chino should consider changing the "Heavy Industrial" land use designation on the western border of the City between Walnut and Philadelphia to "Business Park" or "Light Industrial," so as to further limit the possibility of heavy, trucks-based logistics and industrial facilities on our shared border.
- D-3 2. Chino should consider the following definitions that were adopted in Pomona's most recent citywide zoning code update, as they provide a more nuanced and targeted set of tools to better regulate different industrial uses. While these would require a zoning code update,

City Hall, 505 South Garey Avenue, Box 660, Pomona, CA 91769 (909) 620-2421

**Pomona • Vibrant • Safe • Beautiful**

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

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

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



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

**Production Fulfillment**

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

**Production Transportation**

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

**Outdoor Storage**

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

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

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

D-4

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

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

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

D-4

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

2. Pomona recently approved a new Pomona Zoning Ordinance which implements this Workplace District by permanently prohibiting the establishment of new Fulfillment-Oriented uses in the City, including Production Transportation and Production Fulfillment.
3. The most likely freeway on and off ramp that East End parcels would rely upon for industrial operations is Reservoir Street, which is within the City of Pomona jurisdiction. It is unlikely that East End parcels would travel east to rely upon Ramona Avenue for 60 freeway access. This can potentially increase the total number of heavy-duty truck trips on Pomona's streets, which impacts the maintenance of these roads, without mitigation. Furthermore, the Reservoir on/off ramp has not been evaluated for sufficient capacity to handle such trips.
4. The entirety of Pomona census tracts bordering the proposed project, as well as all of the census tracts located within the East End Annexation Project are identified as a disadvantaged community as defined by the CalEPA and SB 535. This means that these areas are already among the most environmentally burdened in the State, with cumulative air, noise, toxic substances, water quality, and other impacts.

D-5

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

Sincerely,



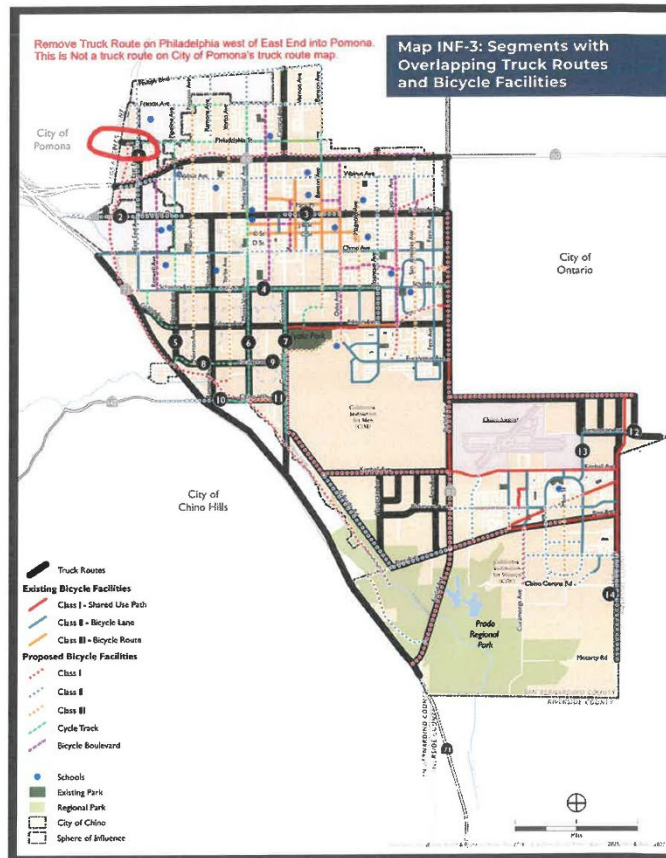
Betty Donovanik  
Development Services Director

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

D-5

Conclusory remarks.

ATTACHMENT NO. 1



Letter E

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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



August 7, 2025

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

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

Subject: City of Chino General Plan Update 2045

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

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

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

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

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

"Improving lives and communities through transportation"

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

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

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

- E-2 Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Reduction**
1. Project proponents are encouraged to coordinate with nearby planned bike networks to contribute to a larger active transportation network. The City shall consider establishing a VMT Mitigation Impact Fee program to help mitigate potential impacts on the State Highway System.
  - E-3** 2. Future developments must also consider the traffic safety impacts on the State Highway System resulting from new pedestrian and bicyclist needs, particularly where new origins or destinations intersect a State Route. Additionally, the analysis should address multimodal conflict points and changes in traffic composition, such as an increase in bicyclists or pedestrians, especially in areas where features like shoulders or sidewalks may not exist or are inconsistent with the facility's design.
  - E-4** 3. The City must establish policies for the installation of Level 2 Electric Vehicle (EV) charging stations for both single- and multi-family residential units.
  - E-5** 4. Caltrans recommends that the project implement multimodal strategies, such as those derived from Transit-Oriented Development (TOD), to further reduce the traffic-related impacts of future projects.
  5. Active Transportation Plans and Smart Growth initiatives play a key role in supporting the state's 2050 Climate goals. Caltrans supports efforts to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by promoting strategies that encourage greater use of, and benefits from, a multimodal transportation network.
  - E-6** 6. Early engagement with Caltrans is strongly recommended for future projects that may impact state right-of-way. Additionally, before initiating the traffic study, please ensure that Caltrans is included in the scoping process.
  - E-7** **Traffic Operations**
    1. Please provide the completed Traffic Analysis Report for any of the proposed project sites separately. Each Traffic Report should include findings and recommendations for opening year and horizon year if applicable.
    2. Each individual Traffic Report should also include Traffic Safety Evaluation at each proposed project sites and provide potential safety counter measures if applicable.
    3. Provide the cumulative Traffic Report, which combines all the proposed project sites. The report should reflect the entire roadway network improvements and involve implementations of Pedestrian facility, Bicycle facility, Sidewalk, and Crosswalk if necessary, and please update the General Plan accordingly.
    4. Once plans for each project site are available, please provide appropriate mitigation measures for each site to reduce VMT impacts.
    5. For locations with significant VMT impact, we recommend changes in the proposed project or mitigation which would reduce VMT impact to less than significant.

"Improving lives and communities through transportation"

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

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

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

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

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

## LETTER

## RESPONSE

	<p>E-5 This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. The Infrastructure Element includes the policies listed below that would support development of multimodal transportation within the Planning Area. Implementation of these policies would also help to reduce VMT and greenhouse gas emissions within the Planning Area.</p> <ul style="list-style-type: none"><li>• <u>Policy INF-2.10</u>: Consider innovative design and technology solutions to improve mobility, efficiency, connectivity, and safety such as traffic calming devices, roundabouts, traffic circles, curb extensions at intersections, separated bicycle infrastructure, high visibility pedestrian treatments and infrastructure, smart road technologies, and traffic signal coordination.</li><li>• <u>Policy INF-2.11</u>: As part of street redesigns, plan for the needs of different modes—such as shade for pedestrians, lighting at pedestrian scale, mode-appropriate signage, bicycle facilities, and transit amenities. Coordinate with the future Urban Forest Management Plan to ensure the right tree, is placed in the right place, for the right reason.</li><li>• <u>Policy INF-2.12</u>: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street rights-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.</li><li>• <u>Policy INF-4.2</u>: As new development and redevelopment occurs, seek opportunities to create a finer-grained network of streets and walking and bicycling connections, especially within a half-mile walk of mixed-use areas.</li></ul>
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	<p>E-5 (cont.)</p> <ul style="list-style-type: none"> <li>• <u>Policy INF-4.4</u>: Design streets to promote walking by including design elements such as the following:             <ul style="list-style-type: none"> <li>○ Grid networks that provide high levels of connectivity;</li> <li>○ Closely spaced intersections;</li> <li>○ Frequent and low-stress crossings;</li> <li>○ Wide, unobstructed walkable sidewalks;</li> <li>○ Street trees that provide shading; and</li> <li>○ Minimize curb cuts to only required access areas.</li> </ul> </li> <li>• <u>Policy INF-4.5</u>: Provide for a safe, convenient pedestrian environment with strategies such as separate pedestrian-ways in parking lots, avoiding excessive driveway widths, and providing planting strips between sidewalks and streets where feasible. Plan for direct connections from the interiors of residential neighborhoods to nearby parks, schools, retail, and other services using sidewalks, trails, and paseos.</li> <li>• <u>Policy INF-4.9</u>: Remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the City, including through the following:             <ul style="list-style-type: none"> <li>○ provision of curb ramps, crosswalks, and overpasses;</li> <li>○ relocation of infrastructure or street furniture that impedes travel pathways;</li> <li>○ reducing or consolidating driveways and curb cuts; and</li> <li>○ creation of additional walking entrances to important destinations like schools, parks, and commercial areas.</li> </ul> </li> <li>• <u>Policy INF-4.10</u>: When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.</li> <li>• <u>Policy INF-4.11</u>: Establish and maintain a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commuter and recreational trips.</li> </ul>
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## LETTER

## RESPONSE

	<p>E-5 (cont.)</p> <ul style="list-style-type: none"><li>• <u>Policy INF-4.12</u>: Plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the City.</li><li>• <u>Policy INF-4.13</u>: When designing projects, prioritize designs that strengthen the protection of cyclists, such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.</li><li>• <u>Policy INF-4.14</u>: Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.</li></ul> <p>E-6      This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Following City procedure, future site-specific projects that may impact state right-of-way would initiate early engagement with Caltrans, including California Department of Transportation (Caltrans) participation in the scoping process, as appropriate.</p> <p>E-7      This comment does not raise an issue related to the adequacy or content of the PEIR. However, the following response is provided. Per the City's Traffic Impact Analysis Guidelines, future site-specific projects would require the preparation of a transportation analysis, which would include the components suggested in this comment, as appropriate.</p>
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## LETTER

## RESPONSE

E-8

**Traffic Forecasting**

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

E-9

**Equitable Access**

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

E-10

**Caltrans Encroachment Permit**

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

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

Caltrans Office of Encroachment Permits  
464 West 4th Street, Basement, MS 619  
San Bernardino, CA 92401-1400  
(909) 383-4526

[D8.E-permits@dot.ca.gov](mailto:D8.E-permits@dot.ca.gov)

<https://dot.ca.gov/programs/traffic-operations/ep>

E-11

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

Sincerely,



**Janki Patel**

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

"Improving lives and communities through transportation"

E-8

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

E-9

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

E-10

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

E-11

Conclusory remarks.

## Letter F

**Subject:** Chino 2045 General Plan Update Project

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

Hello,

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

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

*Should you have any questions, please contact me.*

Jackie Vega  
Associate Planner



**Riverside County Airport Land Use Commission**  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, Ca 92501  
(951) 955-0982  
[JaVega@RIVCO.ORG](mailto:JaVega@RIVCO.ORG)  
[www.rcaluc.org](http://www.rcaluc.org)

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[County of Riverside California](#)

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

F-1 Comment noted.