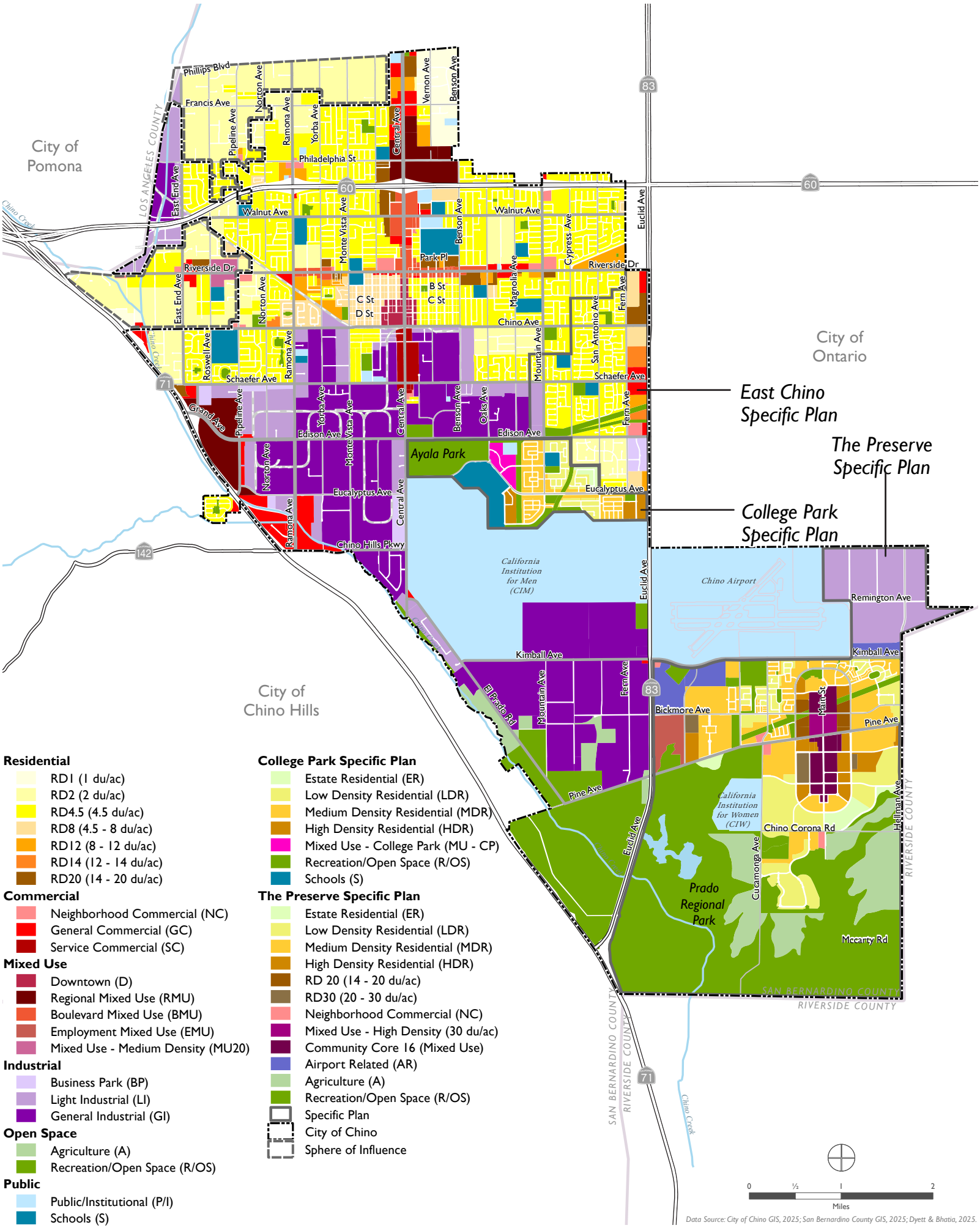
Map LCC-4a General Plan Land Use



Residential
- RD1 (1 du/ac)
- RD2 (2 du/ac)
- RD4.5 (4.5 du/ac)
- RD8 (4.5 - 8 du/ac)
- RD12 (8 - 12 du/ac)
- RD14 (12 - 14 du/ac)
- RD20 (14 - 20 du/ac)

Commercial
- Neighborhood Commercial (NC)
- General Commercial (GC)
- Service Commercial (SC)

Mixed Use
- Downtown (D)
- Regional Mixed Use (RMU)
- Boulevard Mixed Use (BMU)
- Employment Mixed Use (EMU)
- Mixed Use - Medium Density (MU20)

Industrial
- Business Park (BP)
- Light Industrial (LI)
- General Industrial (GI)

Open Space
- Agriculture (A)
- Recreation/Open Space (R/OS)

Public
- Public/Institutional (P/I)
- Schools (S)

College Park Specific Plan
- Estate Residential (ER)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use - College Park (MU - CP)
- Recreation/Open Space (R/OS)
- Schools (S)

The Preserve Specific Plan
- Estate Residential (ER)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- RD 20 (14 - 20 du/ac)
- RD30 (20 - 30 du/ac)
- Neighborhood Commercial (NC)
- Mixed Use - High Density (30 du/ac)
- Community Core 16 (Mixed Use)
- Airport Related (AR)
- Agriculture (A)
- Recreation/Open Space (R/OS)
- Specific Plan
- City of Chino
- Sphere of Influence

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

CANDIDATE CEQA FINDINGS OF FACT

TABLE OF CONTENTS

TABLE OF CONTENTS
(cont.)

I. INTRODUCTION

A. California Environmental Quality Act

The California Environmental Quality Act (CEQA; Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (CEQA Guidelines; 14 California Code of Regulations Section 15000, et seq.) promulgated thereunder, require that the environmental impacts of a project or program be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the State CEQA Guidelines require that certain findings be made before project approval. While staff of a decision-making body can assist in recommending adoption of findings to proceed on a project subject to a certified Environmental Impact Report (EIR), only the decision-making body has the authority to make such findings. Specifically, State CEQA Guidelines Section 15091 (a) states that no public agency shall approve or carry out a project or program for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless such public agency makes one or more of the following findings for each potentially significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effects on the environment;

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can or should be, adopted by that other agency; or

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

CEQA also requires that the findings made pursuant to Section 15091 of the CEQA Guidelines be supported by substantial evidence in the record (Section 15091(b) of the CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information has been provided (and reasonable inferences from this information may be made) that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (Section 15384 of the CEQA Guidelines).

When making the findings required in CEQA Guidelines Section 15091 (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

The following Candidate Findings of Fact (Findings) have been submitted to the City Council of the City of Chino (City), as the decision-making body, to be approved for the Chino 2045 General Plan Update (project) pursuant to CEQA. The project, as detailed below, would result in significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is included herein (Section XI), as part of the project's Findings.

Having received, reviewed, and considered the Final Program Environmental Impact Report (PEIR) for the project, State Clearinghouse Number 2024090833, as well as all other information in the Record of Proceedings (as defined below) on this matter, the following Findings are hereby adopted by the City in its capacity as the CEQA lead agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the program.

B. Project Background

The City has prepared a PEIR as defined in Section 15168 of the State CEQA Guidelines. A PEIR is the appropriate environmental document under CEQA for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the project consists of a long-term plan that would be implemented as a policy document guiding future development activities, and this PEIR includes a mitigation framework that would ensure mitigation would be implemented by future projects, a program approach is appropriate. The Final PEIR may serve as the environmental document for subsequent activities or implementing actions. If, in examining future actions for development within the City, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this Final PEIR, the City can approve the activity as being within the scope covered by the Final PEIR and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from the Final PEIR pursuant to State CEQA Guidelines Sections 15152, 15153, 15168, and 15183 (e.g., through the preparation of a Mitigated Negative Declaration, Addendum, or Supplemental or Subsequent EIR).

These Findings are made relative to the specific conclusions of the Final PEIR prepared for the project.

C. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the project;
- Comments received on the NOP;
- The Draft PEIR for the project;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review and comment period for the Draft PEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);

- All documents, studies, EIRs, or other materials incorporated by reference or cited to in the Draft PEIR and the Final PEIR;
- All supplemental documents prepared for the PEIR and submitted to the City Council prior to this hearing;
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings;
- City staff report prepared for this hearing related to the proposed project and any exhibits thereto;
- Project permit conditions; and
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The Draft PEIR and all related appendices were made available for review during the public review period at City Hall, located at 13220 Central Avenue, Chino, California. A copy of the Draft PEIR was also available for review at the Chino Branch Library, located at 13180 Central Avenue, Chino, California.

The Draft PEIR was also available for review on the City's Community Development Department website: https://www.cityofchino.org/591/Environmental-Documents.

D. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at City Hall, located at 13220 Central Avenue, Chino, California. The Community Development Department is the custodian of the administrative record for the project.

Copies of these documents, which constitute the Record of Proceedings, are, and at all relevant and required times have been and will be, available upon request at the offices of the Community Development Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and State CEQA Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The project would update the City's Adopted General Plan and would guide future land use decisions, providing a long-term vision for the City, guiding growth and development within the City and its Sphere of Influence, collectively known as the Planning Area, through the planning horizon year of 2045. The boundary of the Planning Area was determined in response to state law requiring each city to include in its general plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to

its planning" (California Government Code Section 65300). The City is located within San Bernardino County in the state of California, approximately 36 miles east of Los Angeles, 30 miles west of San Bernardino, 25 miles northeast of Anaheim, and 50 miles northeast of Long Beach.

The northern portion of the City is bisected by State Route (SR) 60, a major east-west freeway and goods movement corridor that connects the Los Angeles metropolitan area with the Inland Empire and points beyond. SR-71 generally forms the City's western boundary, providing connections to Pomona to the north and job centers in Orange County to the south via SR-91. SR-83, known locally as Euclid Avenue, generally forms the eastern boundary of the northern part of the City, providing connections to the City of Ontario to the north.

B. Project Description

The project would update the City's Adopted General Plan to incorporate strategies addressing multimodal mobility, environmental justice, climate vulnerability, and emergency evacuation, among other topics. The project would serve as the blueprint for the City's future and would focus on Key Opportunity Areas where change is foreseeable. These are generally areas with clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. Outside of these Key Opportunity Areas, the 2045 General Plan would maintain the existing urban form and enhance the character and quality of life in the City's established neighborhoods and would support continued implementation of The Preserve Specific Plan. Key project components include the following:

- Four new land use designations are designed to promote a vibrant 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.

- An updated circulation diagram with new roadway classifications for mixed-use boulevards and Downtown streets that emphasize walkability and roadway safety.

- Completion of the Pine Avenue Connector, linking SR-71 with Euclid Avenue.

- Strategies for effectively managing truck traffic to minimize conflicts with bicycles, pedestrians, and local traffic while optimizing access to the regional network.

- Establishing "good neighbor" policies and performance standards for light industrial and manufacturing uses, particularly where adjacent to residential neighborhoods. These policies and standards would govern screening, landscaping, architectural design, noise, air quality, traffic, and access.

- Streetscape improvements to improve bicycle/pedestrian safety and enhance walkability along segments of Riverside Drive, including wider sidewalks, landscaped buffers between pedestrians and traffic, the addition of bicycle lanes, and the conversion of the ends of some alleyways into pocket parks/plazas.

- A new Community Health and Environmental Justice Element with strategies to promote active, healthy lifestyles, reduce exposure to air pollution, mitigate urban heat in summertime, and improve roadway safety, particularly around schools and community centers.

- Strategies to incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the northern part of the city where there is a need for new parks and recreational spaces.

- Policy guidance for future uses on the former Ayala Park driving range, including providing on site food and beverage vending for game and event days and/or constructing a water park.

Additionally, it is envisioned that the project would provide direction for the repeal of the following three outdated specific plans and the incorporation of any standards and provisions from those plans that remain relevant into the Zoning Code: the Central Avenue Specific Plan, the Eucalyptus Business Park Specific Plan, and the Spectrum Center Specific Plan. The Proposed Planning Area comprises a total of 20,626 acres (32.23 square miles) of both incorporated and unincorporated land bearing relation to the City's future growth.

The project would also modify the organizational structure of the Adopted General Plan. Some chapters were combined and renamed to better reflect community priorities identified through the process and to incorporate new requirements established in state law. The chapters of the project would be organized as follows:

- Introduction
- Land Use and Community Character
- Economic Development
- Infrastructure
- Parks, Recreation and Community Services
- Hazards, Safety, and Noise
- Health and Environmental Quality
- Implementation

C. Statement of Objectives

As described in Section 3.2 of the Final PEIR, the following objectives are identified for the project:

1. Promote a balanced community with a clear development pattern defined by lively activity centers, thriving employment districts, and safe, livable neighborhoods.

2. Focus future population, housing and employment growth into Key Opportunity Areas while preserving and enhancing the community's distinctive small town feel that comes from strong community bonds and a respect for the community's agricultural roots.

3. Position Downtown as a focal point for civic, cultural, and community life, anchored by its charming historic buildings, the Civic Center, and a host of thriving restaurants, shops, and entertainment venues in a walkable environment.

4. Revitalize older shopping centers and commercial corridors so that they feature a range of new uses to serve community needs and act as vital activity hubs and social gathering places that contribute to local character and quality of life.

5. Prioritize business attraction and retention to foster a strong, stable economy that welcomes innovation and promoting entrepreneurship.

6. Reinforce connections to the regional transportation network.

7. Strengthen the network of safe streets and multi-use trails that links neighborhoods, parks, schools, and other community destinations, tying older and newer parts of Chino together.

8. Enhance neighborhood livability by promoting active, healthy lifestyles with indoor and outdoor recreational amenities and by prioritizing clean air, water, fresh food, and community health.

9. Protect the community from natural hazards, build resilience to climate change, and promote emergency preparedness.

The City has considered the statement of objectives sought by the project and hereby adopts these objectives as part of the project.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

A. Notice of Preparation

In accordance with State CEQA Guidelines Section 15082, the City distributed an NOP of a Draft PEIR to the State Clearinghouse, local and regional responsible agencies, and other interested parties. The NOP was circulated for public comment on September 23, 2024, and a scoping meeting held on October 17, 2024. Comment letters received during the NOP review period are included in the Final PEIR as Appendix A.

B. Public Review of PEIR

The Draft PEIR for the project was prepared and circulated for review and comment by the public, agencies, and organizations for a public review period that began on June 20, 2025, and concluded on August 4, 2025. A Notice of Completion of the Draft PEIR was sent to the State Clearinghouse and the Draft PEIR was circulated to state agencies for review through the State Clearinghouse, Office of Planning and Research.

A Notice of Availability of the Draft PEIR for review was provided to organizations and parties expressing interest in the project, was posted on the City's website, and was published in a newspaper of general circulation. Comments submitted to the City during the public review of the Draft PEIR have received formal responses as required by CEQA. Those responses to comments have been incorporated into the Final PEIR.

C. Decision-Making Process

The project will be formally heard before the City Council on September 2, 2025, unless the same is continued or rescheduled subject to the provision of notice as required by law, when an ultimate disposition (approval/denial of the project and certification of the Final PEIR) will be determined.

IV. GENERAL FINDINGS

The City hereby finds as follows:

- Pursuant to State CEQA Guidelines Sections 15050 and 15051, the City is the Lead Agency for the project.
- The Draft PEIR and Final PEIR were prepared in compliance with CEQA, CEQA Guidelines, and any City CEQA Significance Determination Thresholds.
- The City has independently reviewed and analyzed the Draft PEIR and Final PEIR, and these documents reflect the independent judgment of the City.
- An MMRP has been prepared for the project, which the City has adopted or made a condition of approval of the project. That MMRP is incorporated herein by reference and is considered part of the Record of Proceedings for the project.
- The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures. The City will serve as the MMRP Coordinator.
- In determining whether the project has a significant impact on the environment, and in adopting these Findings pursuant to Public Resources Code Section 21081, the City has based its decision on substantial evidence and has complied with Public Resources Code Sections 21081.5 and 21082.2 and State CEQA Guidelines Section 15901(b).
- The impacts of the project have been analyzed to the extent feasible at the time of certification of the Final PEIR.
- The City reviewed the comments received on the Draft PEIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts associated with the project. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the Final PEIR.
- The responses to comments on the Draft PEIR, which are contained in the Final PEIR, clarify and amplify the analysis in the Draft PEIR, and do not result in new information being added to the Final PEIR which would require recirculation pursuant to CEQA Guidelines Section 15088.5(a).

- The City has made no decisions that constitute an irretrievable commitment of resources toward the project prior to certification of the Final PEIR, nor has the City previously committed to a definite course of action with respect to the project.

- Copies of all the documents incorporated by reference in the Draft PEIR and/or Final PEIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials.

- Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the project and finds as stated in these Findings.

V. FINDINGS REQUIRED UNDER CEQA

Public Resources Code Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects[…]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects or programs and the feasible alternatives or feasible mitigation measures that will avoid or substantially lessen such significant effects. Public Resources Code Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects."

The mandate and principles announced in Public Resources Code Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects or programs for which EIRs are required. For each significant environmental effect identified in an EIR for a proposed project or program, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" (State CEQA Guidelines Section 15091(a)(1)). The second permissible finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency" (State CEQA Guidelines Section 15091 (a)(2)). The third potential conclusion is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR" (State CEQA Guidelines Section 15091(a)(3)). Public Resources Code Section 21061.1 defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." State CEQA Guidelines Section 15364 adds another factor: "legal" considerations (see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 565).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modifications or alternatives are not required, however, where such changes are infeasible or where the exclusive jurisdiction and responsibility for modifying the project lies and has been implemented by another agency (State CEQA Guidelines Section 15091, subdivisions (a), (b), and (c)).

A. Legal Effects of Findings

To the extent that these Findings conclude that various design features incorporated into the program and mitigation measures outlined in the Final PEIR are feasible and have not been modified, superseded, or withdrawn, the City hereby binds itself to implement these design features and mitigation measures. These Findings, therefore, constitute a binding set of obligations that will come into effect when the City formally approves the project.

The project design features and adopted mitigation measures are included in the MMRP adopted concurrently with these Findings and will be effectuated both through the process of constructing and implementing the project.

VI. MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6 (a)(1), the City, in adopting these Findings, also concurrently adopts an MMRP. The program is designed to ensure that during project implementation, all responsible parties comply with the feasible mitigation measures identified below. The MMRP is described in the document entitled "Mitigation Monitoring and Reporting Program," included as Chapter 8 of the Final PEIR. The City will use the MMRP to track compliance with required mitigation measures. The MMRP will be available for the public to review by request during the mitigation compliance period, which is ongoing following program approval and through buildout of future projects implemented under the conditions of the program.

The MMRP will serve the dual purpose of verifying the completion of the mitigation measures for the program and generating information on the effectiveness of the mitigation measures to guide future decisions.

VII. SUMMARY OF IMPACTS

The Final PEIR contains an environmental analysis of the potential impacts associated with project implementation. The Final PEIR concludes that the project would have **no significant impacts and require no mitigation measures** associated with the following issues:

- Aesthetics (Issue 1-Scenic Vistas; Issue 2-Scenic Resources, Issue 3-Visual Character, and Issue 4-Light and Glare)
- Air Quality (Issue 4-Odors)
- Biological Resources (Issue 4-Wildlife Movement and Corridors, Issue 5-Habitat Conservation Planning, and Issue 6-Policies and Ordinances Protecting Biological Resources)
- Cultural and Tribal Resources (Issue 3-Human Remains)
- Geology and Soils (Issue 1-Seismic Hazards, Issue 2-Soil Erosion, Issue 3-Unstable Geology, Issue 4-Expansive Soils, and Issue 5-Septic Tanks)
- Hazards and Hazardous Materials (Issues 1-Transport, Use, or Disposal of Hazardous Materials, Issue 2-Accidental Release, Issue 3-Emissions Near a School, Issue 4-Hazardous

Material Sites, Issue 5-Airport Hazards, Issue 6-Emergency Response, and Issue 7-Wildland Fires)

- Hydrology/Water Quality (Issue 1-Water Quality Standards, Issue 2-Groundwater, Issue 3-Drainage Patterns/Storm Water Runoff, Issue 4-Flood Hazard, and Issue 5-Water Quality Control Plans)
- Land Use/Planning (Issue 1-Physically Divide an Established Community and Issue 2-Conflict with Applicable Plans and Policies)
- Noise (Issue 1-Increase in Ambient Noise: Railroad Noise, Issue 2-Vibration: Railroad/ Stationary Sources, and Issue 3: Aircraft Noise)
- Population and Housing (Issue 1-Population Growth and Issue 2-Displace People or Housing)
- Public Services and Recreation (Issue 1-Public Services, Issue 2-Increased Use of Parks/Recreational Facilities, and Issue 3-Construction/Expansion of Recreational Facilities)
- Transportation (Issue 1-Circulation System: Public Transit and Bicycle and Pedestrian Facilities, Issue 3-Hazards Due to a Design Feature, and Issue 4-Emergency Access)
- Utilities and Service Systems (Issue 1-Utility Infrastructure, Issue 2-Water Supply, Issue 3-Wastewater Treatment, Issue 4-Solid Waste Capacity, and Issue 5-Solid Waste Management)
- Wildfire (Issue 1-Emergency Response Plans, Issue 2-Wildfire, Issue 3-Infrastructure, and Issue 4-Flooding or Landslide)

The Final PEIR concludes that implementation of the project would result in **significant direct and/or cumulative impacts that would be mitigated to less than significant levels** with respect to the following issues:

- Biological Resources (Issue 1-Special Status Species, Issue 2-Sensitive Riparian Habitats, and Issue 3-Jurisdictional Wetlands and Waters) (Direct and Cumulative)
- Cultural and Tribal Resources (Issue 2-Archeological Resources and Issue 4-Tribal Cultural Resources) (Direct and Cumulative)
- Geology and Soils (Issue 6-Paleontological Resources) (Direct and Cumulative)
- Noise (Issue 1-Increase in Ambient Noise: Stationary Noise/Construction Noise (Direct and Cumulative)

The Final PEIR concludes that implementation of the project would result in **significant and unavoidable direct and/or cumulative impacts** with respect to the following issues:

- Air Quality (Issue 1-Air Quality Plans, Issue 2- Criteria Pollutants, and Issue 3-Sensitive Receptors) (Direct and Cumulative)
- Cultural and Tribal Cultural Resources (Issue 1-Historic Resources) (Direct and Cumulative)
- Greenhouse Gas (Issue 1-Greenhouse Gas (GHG) Emissions, Issue 2-Policies, Plans, and Regulations Intended to Reduce GHG Emissions) (Direct and Cumulative)
- Noise (Issue 1-Increase in Ambient Noise: Traffic Noise/Land Use Compatibility, Issue 2-Vibration: Construction) (Direct and Cumulative)
- Transportation (Issue 1-Circulation System: Roadway System and Issue 2-Vehicle Miles Traveled) (Direct and Cumulative)

VIII. LESS THAN SIGNIFICANT IMPACTS

The City finds the characterization of impacts in the Final PEIR with respect to issue areas identified as less than significant have been described accurately and would result in less than significant impacts as so described in the Final PEIR. This finding applies to the impacts evaluated in the Final PEIR and determined to be less than significant, as stated under Section VII.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

A. Impacts Mitigated to Less than Significant Levels: Findings Pursuant to State CEQA Guidelines Section 15091(a)(1)

1. Biological Resources

Significance Determinations Threshold 1: Sensitive Species

Pursuant to Issue 1, a significant impact would occur if the project resulted in a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact

As described in Section 4.3.4 of the Final PEIR, buildout of the project would have the potential to directly and/or indirectly impact candidate, sensitive, or special status species. Potential direct impacts would include the removal of habitat through future development and redevelopment of project sites that support sensitive species. The project has been designed to minimize impacts to sensitive species by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, some sensitive species observations have occurred within the central and northern portions of the Planning Area, including within the Key Opportunity Areas.

Furthermore, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive species. Future development and redevelopment may also result in indirect impacts to sensitive plant or wildlife species due to excess noise, lighting, or runoff generated during construction of projects both within and outside the Key Opportunity Areas. Furthermore, project construction could result in direct impacts to nesting or migratory birds from the removal of mature trees and/or native vegetation within project areas during the typical bird breeding season (January 15 to September 15). Therefore, impacts to sensitive species would be potentially significant.

Mitigation Framework

The following mitigation measures would apply:

BIO-1: Biological Assessment and Mitigation

Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.

BIO-2: Nesting Birds

Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests.

If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measures BIO-1 and BIO-2 would require the identification of potential direct and indirect impacts to sensitive species and implement appropriate site-specific measures to reduce the impacts to below a level of significance. Implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts on sensitive and special status species to a less than significant level.

Reference

Final PEIR Section 4.3 Biological Resources

Significance Determination Threshold 2: Sensitive Riparian Habitats

Pursuant to Issue 2, a significant impact would occur if the project resulted in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Impact

As described in Section 4.3.5 of the PEIR, the majority of the land within the Key Opportunity Areas consists of urban/developed land. However, future development may occur throughout the Planning Area, including vacant parcels with habitat types that may support sensitive natural communities and riparian habitat. Therefore, impacts to riparian and sensitive habitats would be potentially significant.

Mitigation Framework

See mitigation measure BIO-1.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure BIO-1 would require the identification of on-site biological resources and include specific avoidance, minimization, and mitigation measures for impacts to riparian and sensitive habitats. Implementation of mitigation measure BIO-1 would reduce impacts on riparian and sensitive habitats to a level less than significant.

Reference

Final PEIR Section 4.3 Biological Resources

Significance Determination Threshold 3: Jurisdictional Wetlands and Waters

Pursuant to Issue 3, a significant impact would occur if the project would result in a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact

As described in Section 4.3.6 of the Final PEIR, the project has been designed to minimize impacts to jurisdictional wetlands and waters by primarily focusing future development and redevelopment within the Key Opportunity Areas. However, future development and redevelopment may occur throughout the Planning Area, including vacant parcels with jurisdictional wetlands and waters. Therefore, impacts to jurisdictional wetlands and waters would be potentially significant.

Mitigation Framework

See mitigation measure BIO-1.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure BIO-1 would require identification of on-site biological resources and include specific avoidance, minimization, and mitigation measures for impacts on wetlands. Implementation of mitigation measure BIO-1 would reduce impacts on wetlands to a level less than significant.

Reference

Final PEIR Section 4.3 Biological Resources

2. Cultural and Tribal Cultural Resources

Significance Determination Threshold 2: Archaeological Resources

Pursuant to Issue 2, a significant direct and cumulative impact would occur if the project would result in a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5.

Impacts

As described in Section 4.4.6 of the Final PEIR, future development would be focused in urbanized areas and previous agricultural areas that have been disturbed and are therefore unlikely to possess native soil with intact buried archaeological resources. None of the Key Opportunity Areas possess known archaeological resources. Nonetheless, future development and redevelopment within the Planning Area would have the potential to impact undiscovered archaeological resources that have not been recorded or evaluated or may become eligible for listing in the future. Therefore, implementation of future projects could result in ground-disturbing activities within vacant land that could unearth unknown buried archaeological resources. Grading, excavation, and other ground disturbing activities associated with future development could expose buried archaeological resources and features. Therefore, impacts to archaeological resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

CUL-2: Cultural Resources Assessment

Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals:

1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations

2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material,

3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and

4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure CUL-2 would require project level surveys to determine the potential for archaeological resources, and if so determined, to include site-specific mitigation measures to reduce impacts on archaeological resources to a level less than significant. The implementation of mitigation measure CUL-2 would reduce impacts on cultural resources to a level less than significant.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

Significance Determination Threshold 4: Tribal Cultural Resources

Pursuant to Issue 4, a significant impact would occur if the project would result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is either:

- listed or eligible for listing in the California Register of Historical Resources, in a local register; or

- a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1 (c).

Impacts

As described in Section 4.4.8 of the Final PEIR, while much of the Key Opportunity Areas are urbanized or are former agricultural areas that have previously been disturbed, there is a potential for encountering undiscovered buried resources associated within Native American culture. The potential for intact tribal cultural deposits at depth exists at many locations where undocumented fill or alluvial deposition may mask buried resources, or in proximity to known recorded archaeological resources, which can also be tribal cultural resources as defined in CEQA (Public Resource Code Section 21074). The Native American Heritage Commission sacred lands search indicated the results are positive. Construction of future site-specific development and redevelopment under the project would have the potential to unearth unknown cultural resources, including religious or sacred uses. Where required under Assembly Bill 52, future site-specific development under the project would be subject to further consultation, which may identify unknown tribal cultural resources that have not been formally recorded during the consultation for the project. Nonetheless, grading or excavation

within native soils could also expose unknown buried tribal cultural resources and features, including sacred sites. Therefore, impacts to tribal cultural resources would be potentially significant.

Mitigation Framework

See mitigation measure CUL-2.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Where required under Assembly Bill 52, future projects would be required to consult with known Native American tribes resulting in further site-specific consideration of potential resources. Future projects would also implement mitigation measure CUL-2 requiring project level surveys to determine the potential for archaeological resources, and if so determined, to include site-specific mitigation measures to reduce impacts on tribal cultural resources to a level less than significant. Therefore, implementation of regulatory compliance and mitigation measure CUL-2 would reduce impacts on tribal cultural resources to a level less than significant.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

3. Geology and Soils

Significance Determination Threshold 6: Paleontological Resources

Pursuant to Issue 6, a significant impact would occur if the project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact

As described in Section 4.5.9 of the Final PEIR, the project has been designed to minimize impacts on paleontological resources by focusing future development and redevelopment within the Key Opportunity Areas, which consist primarily of developed land that has been disturbed previously and is unlikely to possess unknown paleontological resources. However, development throughout the broader Planning Area would have the potential to disturb native soils which may possess unknown paleontological resources. Therefore, impacts on paleontological resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

GEO-1: Paleontological Resources Evaluation

> Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effect as identified in the Final PEIR to a level less than significant.

Rationale

Implementation of mitigation measure GEO-1 requires site-specific surveys of potential paleontological sensitivity, and if so determined, to include project-specific mitigation measures to reduce impacts on paleontological resources to a level less than significant. Implementation of mitigation measure GEO-1 would reduce impacts on paleontological resources to a level less than significant.

Reference

Final PEIR Section 4.5 Geology/Soils

4. Noise

Significance Determination Threshold 1: Increase in Ambient Noise: Stationary Noise/ Construction Noise

Pursuant to Issue 1, a significant impact would occur if the project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact (1c: Stationary Noise)

As described in Section 4.10.5 of the Final PEIR, land uses proposed under the project would be similar to land uses that currently exist within the Planning Area. Noise levels within the Planning Area are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, which would continue to be the primary source of noise under project buildout. Future development and redevelopment under the project would be required to comply with the City's Municipal Code and applicable policies in the Hazards, Safety, and Noise Element, which would reduce impacts associated with stationary sources of noise. However, because specific project details are not yet known, impacts associated with stationary sources of noise would be potentially significant.

Impact (1d: Construction Noise)

Implementation of the project may result in simultaneous construction of various development and redevelopment projects over the duration of project buildout. Future development and redevelopment under the project could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the Planning Area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be close to construction activities. hourly average noise levels would be approximately 83 A-weighted decibels [dB(A)] one-hour equivalent noise level (L_{eq}) at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction activities including the duration of specific activities, the equipment involved, the location of the sensitive receivers, and the presence of intervening barriers. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 80 dB(A) L_{eq} at 70 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 70 feet of construction activities. The City regulates construction noise through Municipal Code Sections 9.40.060 and 15.44.030, which set noise standards for construction activities and limit construction to 7:00 a.m. and 8:00 p.m. Mondays through Saturday. Additionally, applicable policies in the Hazards, Safety, and Noise Element would require all construction activities to meet the City Municipal Code standards. Nonetheless, because construction activities may occur near noise sensitive land uses, and because noise disturbances could occur for prolonged periods of time or during noise sensitive hours of the day, construction noise associated with future site-specific projects could exceed the City's noise standards. Therefore, impacts related to construction noise would be potentially significant.

Mitigation Framework

The following mitigation measures would apply:

NOI-3: Stationary Noise

> Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating

walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.

NOI-4: Construction Noise

Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City:

- The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.

- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses.

- Stockpiling shall be located as far as feasible from nearby noise sensitive land uses.

- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.

Finding

Pursuant to State CEQA Guidelines Section 15091(a)(1), changes or alterations are required in, or incorporated into, the project that will substantially lessen or avoid the significant effects as identified in the Final PEIR to a level of insignificance.

Rationale

Implementation of mitigation measure NOI-3 would require site-specific noise studies to identify potentially significant project level noise impacts and implement reduction and mitigation measures to reduce impacts related to stationary noise to a level less than significant. Implementation of mitigation measure NOI-4 would require the inclusion of project-specific noise attenuation measures to reduce impacts related to construction noise to a level less than significant. Implementation of mitigation measures NOI-3 and NOI-4 would reduce noise impacts to a level less than significant.

Reference

Final PEIR Section 4.10 Noise

B. Impacts that Can Only be Mitigated to Less than Significant Levels by Another Jurisdiction: Findings Pursuant to State CEQA Guidelines Section 15091(a)(2)

No impacts that could only be mitigated to less than significant though the actions of another jurisdiction or public agency were identified in the Final PEIR.

C. Impacts that Would Remain Significant and Unavoidable Findings Pursuant to State CEQA Guidelines Section 15091(a)(3)

1. Air Quality

Significance Determination Threshold 1: Air Quality Plans

Pursuant to Issue 1, a significant impact would occur if the project would conflict with or obstruct the implementation of the applicable air quality plan.

Impact

The two principal criteria for evaluating conformance with an Air Quality Management Plan (AQMP) are (1) whether the project would exceed the assumptions in the AQMP and (2) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

Criteria 1: Exceed AQMP

As described in Section 4.2.5 of the Final PEIR, growth forecasting for the AQMP is based in part on the land uses established by local general plans, which would be the City's Adopted General Plan. The growth projections used by the South Coast Air Quality Management District (SCAQMD) to develop the AQMP emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the Southern California Association of Governments (SCAG) in the development of the regional transportation plans and sustainable communities strategy. When compared to the baseline year 2024 condition, the project would result in an increase in residential units and office, retail, light industrial, public facilities, and school land uses and would result in the same amount of heavy industrial uses and parks. This increase in development would also result in an increase in vehicle miles traveled (VMT). When compared to buildout of the Adopted General Plan, the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area. However, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

As shown in Tables 4.2-4a and 4.2-4b of the Final PEIR, buildout of the project would result in an increase in emissions of reactive organic gases (ROG), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) and a decrease in emissions of nitrogen oxides (NO_X), carbon monoxide (CO), and sulfur oxides (SO_X) when compared to the existing condition. The decreases are mainly due to regulations that result in cleaner mobile sources over time. When compared to buildout under the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The increases in emissions of ROG and NOx would result in a conflict with the assumptions used to develop the AQMP. Therefore, because the project

would conflict with the implementation of the regional air quality strategy, air emissions associated with the adoption of the project could result in a cumulatively considerable effect on regional air quality, which would be considered potentially significant.

Criteria 2: Increase Air Quality Violations

The South Coast Air Basin (Basin) is designated as in attainment or unclassifiable attainment (expected to be meeting the standard despite a lack of monitoring data) for all federal air quality standards except 8-hour ozone (O_3) and $PM_{2.5}$ standards. The Basin is designated as in nonattainment for state air quality standards for 8-hour ozone and $PM_{2.5}$, and additionally is in nonattainment of state PM_{10} standards. Because the project involves long-term growth associated with buildout of the Planning Area, cumulative emissions generated from operation of individual development projects would exceed the SCAQMD regional and localized thresholds (see Section 4.2.6.1 of the Final PEIR). Consequently, emissions generated during construction and operation of site-specific projects in addition to existing sources in the Planning Area are considered to cumulatively contribute to the nonattainment designations of the Basin. Future site-specific development and redevelopment would be required to implement best management practices at all construction sites consistent with SCAQMD rules and regulations, comply with California Code of Regulations, Title 13, Section 2449, which itself requires that nonessential idling of construction equipment be restricted to five minutes or less, and comply with California Code of Regulations, Title 24, and California Green Building Standards Code (CALGreen) mandatory measures the would require measures such as installing electric vehicle parking and increasing energy efficiency. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. Compliance with updated Land Use and Community Character Element, Infrastructure Element, and Health and Environmental Quality Element goals, policies, and actions would serve to further support the City's goal of improving air quality. Despite adherence to these goals, policies, and actions, buildout of the project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the ambient air quality standards or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the project would not be consistent with the AQMP, which would be considered a significant impact.

Mitigation Framework

The following mitigation measures would apply:

AQ-1: Construction Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts.

The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to:

- During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.

- During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.

- During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.

- During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.

- During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.

- During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust.

- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.

- During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust.

- During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.

- During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.

- During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.

- During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.

- During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads.

- During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.

AQ-2: Operational Air Quality

Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available California Emissions Estimator Model mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. 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. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to:

- Demonstrate net zero energy expenditure.

- Implementation of transportation demand management measures.

- Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update.
- Expand and facilitate completion of planned networks of active transportation infrastructure.
- Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards.
- Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Buildout under the project would exceed the estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the Basin. Future discretionary projects would be reviewed for conformance with the goals, policies, and actions to reduce emissions within the Planning Area. Incorporation of General Plan goals, policies, and actions, as well implementation of mitigation measures AQ-1 and AQ-2 requiring project-specific air quality reports showing future project's compliance with relevant regulatory and site-specific mitigation measures to reduce criteria air pollutant emissions from construction and operation-related activities would recue significant impacts to the extent feasible. However, at this program level, site-specific development projects are not currently available, and there is a potential for construction and operational emissions to exceed the SCAQMD's significance thresholds. However, even with implementation of mitigation measures AQ-1 and AQ-2, impacts could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce impacts associated with inconsistency with the AQMP. The population and employment assumptions of the AQMP would continue to be exceeded until the AQMP is revised and incorporates the projections of the project. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

Significance Determination Threshold 2: Criteria Pollutants

Pursuant to Issue 2, a significant impact would occur if the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impact

Construction Emissions

As described in Section 4.2.6 of the Final PEIR, two construction scenarios were modeled to illustrate potential construction-related air quality impacts associated with future development under the project. These included a 383-unit multi-family project and a 171,289-square-foot light industrial project. For assessing the significance of the air quality emissions resulting during construction of the hypothetical projects, the construction emissions were compared to the SCAQMD Significance Thresholds. As shown in Table 4.2-5 of the Final PEIR, construction of the hypothetical projects would exceed the applicable threshold for VOC. This is due to the VOC content of architectural coatings. Additionally, if several future site-specific projects were to occur simultaneously, there is the potential to exceed significance thresholds. Therefore, construction emissions of criteria pollutants would be potentially significant.

Operational Emissions

At the program level, the analysis compares emissions generated by project buildout to emissions generated under buildout of the City's Adopted General Plan to determine if the emissions would exceed the emissions estimates included in the AQMP, and to determine whether it would obstruct attainment, or result in an exceedance of ambient air quality standards. As shown in Tables 4.2-4a and 4.2-4b of the Final PEIR, buildout of the project would result in an increase in emissions of ROG, PM_{10}, and $PM_{2.5}$ and a decrease in emissions of NO_X, CO, and SO_X when compared to the existing condition. When compared to the Adopted General Plan, the project would result in an increase in emissions of ROG and NO_X, and decrease in emissions of CO, PM_{10}, and $PM_{2.5}$, and no measurable change in emissions of SO_X. The project would focus construction of new residential uses within Key Opportunity Areas, and this redistribution would result in a slight decrease in VMT when compared to buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area, however, the increase in commercial and light industrial uses would lead to an increase in area and energy sources emissions.

The regulations at the federal, state, and local levels provide a framework for developing project-level air quality protection measures for future site-specific projects that could be developed in the future. Compliance with updated Land Use and Community Character Element and Infrastructure Element goals, policies, and actions would serve to further support the City's goal of improving air quality. While individual site-specific projects may not exceed the SCAQMD regional significance thresholds, the scale and extent of emissions associated with buildout of the project may result in some instances where future development or redevelopment would exceed the relevant SCAQMD thresholds. Therefore, operational emissions of criteria pollutants would be potentially significant.

Mitigation Framework

See mitigation measures AQ-1 and AQ-2 above.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Buildout of the project would occur over a period of approximately 20 years or longer. Construction activities associated with buildout of the project could generate short-term emissions that exceed the SCAQMD's significance thresholds during this time and cumulatively contribute to the nonattainment designations of the Basin. Implementation of mitigation measure AQ-1 requiring project-specific air quality reports showing future project's compliance with relevant regulations and mitigation measure AQ-2 requiring site-specific mitigation measures would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, construction time frames and equipment for site-specific development and redevelopment projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. Therefore, despite adherence to mitigation measures AQ-1 and AQ-2, impacts associated with criteria pollutants could remain significant. There are no additional feasible mitigation measures available at this level of review, that would reduce the emission of criteria pollutants. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

Significance Determination Threshold 3: Sensitive Receptors

Pursuant to Issue 3, a significant impact would occur if the project would expose sensitive receptors to substantial pollutant concentrations.

Impact

As reflected in the California Air Resources Board (CARB) Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Specifically, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. Based on traffic modeling conducted for

the project, segments of SR-71 and SR-60 within the Planning Area currently carry more than 100,000 vehicles per day. The project has the potential for residential and mixed-use land uses to be located within 500 feet of these freeways. Specifically, these areas include the residential uses located adjacent to SR-71 between Schaefer Avenue and Riverside Drive, and residential and mixed-use land uses located adjacent to SR-60 between East End Avenue and Euclid Avenue. It is noted that CARB's position is that infill development, mixed-use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Measures are available that can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. However, the scale and extent of exposure of future development and redevelopment under the project to mobile sources of toxic air contaminants cannot be known at this time, and impacts would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Future projects would implement mitigation measure AQ-3, which would reduce exposure of sensitive receptors to mobile source toxic air contaminants (TACs) to the extent feasible. However, site-specific development plans are not currently available, and there is a potential for TAC exposure

to remain. Therefore, despite the application of CARB guidance, regulatory compliance, and adherence to mitigation measure AQ-3, impacts associated with exposure of sensitive receptors to mobile source TACs could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce the potential for TAC exposure. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.2 Air Quality

2. Cultural Resources

Significance Determination Threshold 1: Historic Resources

Pursuant to Issue 1, a significant direct and cumulative impact would occur if the project would result in a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5.

Impacts

As described in Section 4.4.5 of the Final PEIR, two Key Opportunity Areas have historic resources located within their boundaries. The Downtown Key Opportunity Area has four resources (Gray Building, First National Bank, Opera House, and Chino Valley Champion), and the Euclid/Bickmore Key Opportunity Area includes a property that was once part of the San Bernardino County Dairy Preserve. The four resources within the Downtown opportunity area are listed as significant resources by the Chino Valley Historical Society and the resource in the Euclid/Bickmore opportunity area has been recommended a significant resource under the National Register of Historic Places and the California Register of Historical Resources. Although there are no site-specific plans that would affect an identified historic resource, future site-specific development, both within the Key Opportunity Areas and outside of those areas, would have the potential to impact known historic or potentially historic resources, including unrecorded historical resources that have not been evaluated or may become eligible for listing in the future. Furthermore, development within vacant lands may result in indirect impacts to the visual and setting integrity to significant historic resources. Therefore, impacts on historical resources would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

CUL-1: Historic Evaluation

> Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The

evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Implementation of the mitigation measure CUL-1 requires site-specific surveys of potentially historic structures would potentially reduce impacts on historic resources to a level less than significant. However, site-specific development plans are not currently available, and there is a potential for future construction to impact historic resources. Therefore, impacts associated with historic resources could remain significant. There are no additional feasible mitigation measures available at this program level to ensure that every future project could fully mitigate potentially significant impacts. Therefore, impacts on historic resources would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.4 Cultural and Tribal Cultural Resources

3. Greenhouse Gas

Significance Determination Thresholds 1: GHG Emissions

Pursuant to Issue 1, a significant impact would occur if the project resulted in GHG emissions that may have a significant impact on the environment.

Impact

As described in Section 4.6.5 of the Final PEIR, buildout of the project would increase the amount of retail and light industrial square footage and would result in the same amount of all other land use types in comparison to buildout of the Adopted General Plan. Rather than increase the anticipated number of residential uses, the project would focus construction of new residential uses within Key Opportunity Areas. This redistribution would result in a slight decrease in VMT when compared to

buildout of the Adopted General Plan. The reduction in VMT would in turn lead to a reduction in mobile source emissions in the Planning Area; however, the increase in commercial and light industrial uses would lead to an increase in all other sources emissions. The modeled reduction in VMT indicates that the project would be a more efficient plan than the Adopted General Plan in terms of vehicular trips. The updated Infrastructure Element includes goals, policies, and actions that promote reduced mobile source emissions and reduced VMT. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals, policies, and actions of the project. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the anticipated growth and corresponding GHG emissions would exceed the assumptions used in the City's Climate Action Plan (CAP). Therefore, impacts related to GHG emissions would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

GHG-1: Greenhouse Gas

All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions.

Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP 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 (CALGreen) in effect at the time of development application submittal for discretionary review; or

3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (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 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year.

Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Although project implementation would support CAP goals to reduce GHG emissions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Implementation of mitigation measure GHG-1 requiring future site-specific projects to demonstrate consistency with the CAP. However, site-specific development plans are not currently available, and there is a potential for GHG emissions to exceed City and regional significance thresholds. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with GHG emissions could remain significant. There are no additional feasible mitigation measures available at this level of review, to ensure CAP consistency. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.6 Greenhouse Gas Emissions

Significance Determination Thresholds 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions

Pursuant to Issue 2, a significant impact would occur if the project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Impact

As detailed in Section 4.6.6 of the Final PEIR, the City has adopted a CAP that includes measures and strategies to achieve a reduction goal of 46 percent below 2008 levels by 2030 which is in line with statewide goals. Implementation of the project would support the CAP's goals by reducing VMT and focusing housing within Key Opportunity Areas. The City's process for the evaluation of future discretionary projects would include environmental review and documentation pursuant to CEQA where applicable, as well as an analysis of those site-specific projects for consistency with the goals,

policies, and actions of the project. However, despite adherence to these goals, policies, and actions, buildout of the project could contribute to significant GHG emissions because the growth anticipated under the project, and therefore the GHG emissions associated with buildout of the project, would exceed the assumptions used in the City's CAP. Therefore, impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs would be potentially significant.

Mitigation Framework

See mitigation measure GHG-1.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations described below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

Future development would be reviewed for consistency with the City GPU policies that reflect the City's goal of reducing GHG emissions to achieve carbon neutrality, consistent with state GHG reduction targets, as well as applicable rules and regulations pursuant to the Energy and Green Building Codes. Future projects would implement mitigation measure GHG-1 which requires projects with the potential for GHG emissions to exceed the SCAQMD thresholds to prepare a technical assessment evaluating potential project GHG impacts. The technical assessment would include recommendations for design and/or mitigations measures to reduce GHG emissions to acceptable levels. Although project implementation would support citywide goals to reduce GHG emissions and the GPU includes goals and polices to support GHG emission reductions, the project does not include a quantified GHG emission reduction strategy to ensure statewide emission goals can be achieved by 2045. Although project implementation would support CAP goals to reduce GHG emissions, the project would conflict with implementation of the CAP and, despite application of the proposed mitigation framework, does not ensure statewide emission goals can be achieved by 2045. Implementation of mitigation measure GHG-1 would ensure future project consistency with the City's CAP. However, site-specific development plans are not currently available, and there is a potential for project emissions to exceed the assumptions used in the City's CAP creating a conflict with the City's GHG reduction plan. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs could remain significant. There are no additional feasible mitigation measures available at this level of review that would reduce the potential conflict relating to GHG emissions. Therefore, impacts would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.6 Greenhouse Gas Emissions

4. Noise

Significance Determination Threshold 1: Noise Generation: Traffic Noise

Pursuant to Issue 1, a significant impact would occur if the project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact (1a: Traffic Noise)

As detailed in Section 4.10.5 of the Final PEIR, long-term traffic noise that affects sensitive land uses would be considered substantial and constitute a significant noise impact if the project would:

- Increase noise levels by 5 decibels (dB) or more where the no project noise level is less than 60 community noise equivalent level (CNEL);
- Increase noise levels by 3 dB or more where the no project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no project noise level is greater than 65 CNEL.

The noise analysis is based on the baseline year 2024 condition and future year 2045 condition traffic volume data. Without the project, existing noise levels range from 50.5 to 75.8 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 79.4 to 85.3 CNEL at 100 feet from the freeways. With the project, future noise levels are expected to range from 47.5 to 77.7 CNEL at the receiving land uses nearest to the analyzed roadway segments and range from 80.9 to 85.9 CNEL at 100 feet from the freeways. Traffic noise level impacts would exceed the noise level increase thresholds along 34 roadway and freeway segments. Based on the significance criteria for off-site traffic noise, land uses adjacent to these study area roadway segments would experience a significant noise level increases due to the project-related traffic as compared to the existing traffic noise levels. Therefore, impacts related to increases in traffic noise would be potentially significant.

Impact (1b: Land Use Compatibility)

As detailed in Section 4.10.5 of the Final PEIR, noise levels for residential uses are normally acceptable up to 65 CNEL, conditionally acceptable with noise levels from 65 to 70 CNEL, normally unacceptable with noise levels from 70 to 75 CNEL, and clearly unacceptable above 75 CNEL. Compatibility levels for other land uses are generally greater than those for residential land uses. Noise sensitive land uses that are developed near higher-volume roadways could experience noise levels exceeding the City's noise compatibility standards, particularly those uses located near freeways. Future development and redevelopment under the project would be subject to applicable policies in the Hazards, Safety, and Noise Element. However, traffic noise would likely remain at levels that would

exceed exterior and interior standards. Therefore, impacts related to land use compatibility would be potentially significant.

Mitigation Framework

NOI-1: Exterior Noise Analysis

Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

NOI-2: Interior Noise Analysis

Prior to the issuance of building permits, site-specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Implementation of mitigation measures NOI-1 and NOI-2 requiring project-specific exterior and interior noise studies to ensure project compliance with City noise standards and regulations would reduce noise exposure for future development to the extent feasible. However, site-specific development plans are not currently available, and there is a potential for noise to exceed the City's noise standards. There are no additional feasible mitigation measures available at this level of review. Therefore, despite adherence to mitigation measures NOI-1 and NOI-2, impacts associated with increases in ambient noise related to traffic and land use compatibility would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.10 Noise

Significance Determination Threshold 2: Groundborne Noise and Vibration - Construction

Pursuant to Issue 2, a significant impact would occur if the project would result in generation of excessive groundborne vibration or groundborne noise levels.

Impact (2a: Construction)

As detailed in Section 4.10.6 of the Final PEIR, construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs close to structures. As shown in Table 4.10-8, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the Federal Transit Administration criteria for architectural damage (e.g., 0.12 peak particle velocity [PPV] for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Construction details and equipment for future site-specific projects is not known at this programmatic level of analysis. Therefore, impacts related to groundborne vibration and noise during construction would be potentially significant.

Mitigation Framework

The following mitigation measure would apply:

NOI-5: Construction Vibration

> Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

Implementation of mitigation measure NOI-5 requires application of specific vibration reduction measures which would reduce exposure to construction vibration to the extent feasible. However, at this program level of review, site-specific development projects are not currently available, and there is a potential for construction vibration to exceed the applicable standards. There are no additional feasible mitigation measures available at this level of review. Therefore, despite adherence to mitigation measure NOI-5, impacts associated with construction vibration would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Section 4.10 Noise

5. Transportation

Significance Determination Threshold 1: Circulation System: Roadway System

Pursuant to Issue 1, a significant impact would occur if the project would conflict with a plan, ordinance, or policy addressing the circulation system.

Impact

As detailed in Section 4.13.5 of the Final PEIR, the Transportation Analysis completed for the project forecast daily traffic volumes for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The Transportation Analysis identified that under buildout of the project, all roadways would operate at a Level of Service (LOS) D or better, except for the following:

- Kimball Avenue from Mill Creek Avenue to Main Street (LOS F)
- Pine Avenue from El Prado Road to Euclid Avenue (LOS E)

The Transportation Analysis determined that roadway segment operations under the project would be better compared to the Adopted General Plan, under which a third roadway segment, Chino Hills Parkway from West City Limit to Monte Vista Avenue would also operate at LOS E. The project would result in improved circulation along this segment because it would upgrade the classification of Chino Hills Parkway from a Primary Arterial to a Major Arterial. However, notwithstanding future

implementation of Policy INF-2.4, the segments of Kimball Avenue and Pine Avenue identified above, are projected to operate unacceptable levels because roadway widenings may be infeasible at these locations due to adjacent land uses, capital improvement costs, and other modes the street serves (like bicycles and pedestrians). Therefore, these two roadway segments would operate at unacceptable levels under the project resulting in a conflict with City circulation standards. Therefore, impacts related to conflicts with the circulation plan related to the roadway system would be potentially significant.

Mitigation Framework

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E).

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the Final PEIR infeasible.

Rationale

No feasible mitigation exists to improve roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E). Therefore, impacts to roadway segment operations on Kimball Avenue from Mill Creek Avenue to Main Street (LOS F) or Pine Avenue from El Prado Road to Euclid Avenue (LOS E) would remain significant and unavoidable.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Chapter 4.13 Transportation

Significance Determination Threshold 2: Vehicle Miles Traveled

Pursuant to Issue 2, a significant impact would occur if the project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).

Impact

As detailed in Section 4.13.6 of the Final PEIR, the Transportation Analysis completed for the project conducted a VMT forecast for the baseline year 2024 condition, buildout of the Adopted General Plan through 2045, and buildout of the project through 2045. The VMT forecast was based on the Origin/Destination (OD) method using VMT per service population (SP) within the County of San Bernardino jurisdictional boundary. The Transportation Analysis determined that buildout of the

project would generate 42.7 OD VMT/SP, slightly less than the 43.3 OD VMT/SP generated by buildout of the Adopted General Plan.

However, as described in greater detail in Section 4.13.6 of the Final PER, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate levels of VMT that would exceed the applicable threshold until the cumulative condition is reached.

Although the Transportation Analysis determined that the project would reduce VMT compared to buildout of the Adopted General Plan, using the best tool available in San Bernardino County, the uncertainty of driving behavior due to the economy, gas prices, telecommuting changes, and consumer trends could dramatically influence VMT within the Planning Area. Furthermore, site-specific development and redevelopment that would occur before complete buildout of the project may generate VMT that would exceed the applicable threshold until the cumulative condition is reached. Therefore, impacts related to projected VMT generated under buildout of the project would be potentially significant.

Mitigation Framework

No feasible mitigation exists to reduce VMT.

Finding

No other feasible mitigation measures have been identified or proposed that would mitigate this impact to below a level of significance. Specific economic, legal, social, technological, or other considerations detailed below make the mitigation measures or project alternatives identified in the FEIR infeasible.

Rationale

No feasible mitigation exists to reduce VMT. Therefore, impacts related to VMT would remain significant and unavoidable at this program level of review.

This potentially significant and unavoidable impact is overridden by project benefits as set forth in the Statement of Overriding Considerations in Section XI, below.

Reference

Final PEIR Chapter 4.13 Transportation

X. FINDINGS REGARDING ALTERNATIVES

In accordance with Section 15126.6(a) of the State CEQA Guidelines, an EIR must contain a discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice."

The objectives of the project are stated above in Section II.C. Statement of Objectives.

The City Council must consider the feasibility of any alternatives to the project, evaluating whether these alternatives could avoid or substantially lessen significant environmental effects while achieving most of the objectives of the program. The Final PEIR includes an analysis of three alternative program scenarios: No Project (Adopted General Plan) Alternative, Redistributed Housing Alternative, and the Increased Downtown Development Alternative.

A. No Project (Existing General Plan) Alternative

Under the No Project Alternative, the comprehensive update to the General Plan to address new state law and emerging issues and establish a planning and policy framework that extends to a horizon year of 2045 would not occur. Growth in the and development within the City and its Sphere of Influence, collectively known as the Planning Area, would continue to be guided by the existing land use and zoning established in the Adopted General Plan. The No Project Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be greater under the No Project Alternative because buildout of the adopted General Plan would generate a greater amount of VMT and future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Similarly, impacts related to energy, hazards and hazardous materials, hydrology and water quality, and wildfire would remain less than significant, but would be greater than the project because future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts associated with these environmental categories. Furthermore, the No Project Alternative would not meet any of the project objectives.

Finding

The City Council, having reviewed and considered the information contained in the Final PEIR, rejects the No Project (Existing General Plan) Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the alternative fails to meet any of the project objectives; (2) the alternative fails to avoid or reduce the project's significant and unavoidable impacts; (3) the alternative would result in increased impacts related to air quality, GHG, noise, and transportation; and (4) future site-specific development would not be subject to the goals and policies established in applicable elements of the project intended to reduce impacts.

B. Redistributed Housing Alternative

The Redistributed Housing Alternative would transfer planned housing from interior locations within the Planning Area to the Philadelphia-Central Key Opportunity Area and the Spectrum Center located closer to SR-60 and SR-71. Both of these locations possess underutilized regional shopping centers that could be converted to new uses. Nearly 90 percent of employed City residents commute

to jobs in other communities each day. These commute trips are predominantly made by single occupant vehicles, starting on local roadways in the City, and then continue onto SR-60 and SR-71 to employment centers in Los Angeles and Orange counties. In the post-pandemic context with decreasing demand for suburban office space and an increase in remote work, projected demand for office space is limited within the City. Therefore, in order to reduce VMT per capita and address the significant impacts related to air quality, GHG emissions, noise, and transportation under the project, this alternative would increase the capacity for housing within the Philadelphia-Central Key Opportunity Area and the Spectrum Center, located immediately adjacent to SR-60 and SR-71. To achieve this goal, The Redistributed Housing Alternative would remove the existing Mixed Use and Affordable Housing Overlay from sites located along Riverside Drive, Ramona Avenue, and Schaefer Avenue within interior segments of the Planning Area and increase the housing capacity within the Philadelphia-Central Key Opportunity Area and the Spectrum Center by a commensurate amount.

Under the project, both the Philadelphia-Central Key Opportunity Area and the Spectrum Center were assigned the Regional Mixed Use land use designation, which permits a wide range of retail, dining, entertainment, office, lodging, recreational, and cultural facilities that cater to both visitors and City residents, together with multi-family housing, where permitted under zoning. Under the Redistributed Housing Alternative, the Philadelphia-Central Key Opportunity Area and the Spectrum Center would retain the future Regional Mixed Use land use designation and would see an increase in the allowance for residential development.

Overall, buildout of this alternative through 2045 would result in the same number of new housing units and jobs as under the project. Changes compared to the project would be limited to an increase of 1,055 more housing units within the Philadelphia-Central Key Opportunity Area and the Spectrum Center that would be assigned the Mixed Use and Affordable Housing Overlay designation. Approximately 67 percent of these housing units would be transferred to the Philadelphia-Central Key Opportunity Area and the remaining 33 percent would be transferred to the Spectrum Center. The intent is to foster denser mixed-use nodes near the freeways in order to reduce commute trip length and promote active transportation for daily needs and recreation, while also supporting the vitality of existing retail in the regional centers consistent with the project objectives. It should be noted that both of these locations were identified as suitable for receiving additional housing through development of the City's 2021-2029 Housing Element. Subject to a successful Measure M vote, this alternative would seek to increase the number of units on, and adjacent, to sites that have already received the Mixed Use or Affordable Housing Overlay. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

The Redistributed Housing Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation would be incrementally less under the Redistributed Housing Alternative because redistributing planned housing to the Philadelphia Central Key Opportunity Area and the Spectrum Center under this alternative would reduce VMT within the Planning Area. This alternative would not make any other changes compared to the project beyond redistributing planned housing to the Philadelphia-Central Key Opportunity Area and the Spectrum Center. Therefore, impacts related to all other environmental categories would remain the same as under the project.

Finding

The City Council rejects the Redistributed Housing Alternative because it would not meet the project objectives as well as the preferred alternative. The Redistributed Housing Alternative would not revitalize existing shopping centers and would not be as compact development footprint in comparison to the preferred alternative.

C. Increased Downtown Development Alternative

The Increased Downtown Development Alternative would focus more development in the centrally located Downtown Key Opportunity Area in order to promote a more compact development pattern that could reduce the need for vehicular travel. To accomplish this goal, the City would adopt a new Downtown Mixed Use zoning district in the Downtown Key Opportunity Area, creating capacity for 1,250 new housing units and 60,000 square feet of commercial development beyond the project, potentially including retail, restaurant, office, and entertainment uses. This alternative would go beyond the project by permitting additional residential and non-residential development capacity with a view to creating a vibrant downtown in the center of the Planning Area, consistent with project objectives. Policies in the Land Use and Community Character Element intended to preserve and protect historic buildings and structures and foster a heritage theme in new development would still apply under this alternative. Overall, this alternative would result in approximately 40,445 homes and 63,775 jobs in the Planning Area by 2045. Like the project, this alternative would consist of a general plan update and include all the same proposed goals and policies as the project.

The Increased Downtown Development Alternative would result in the same significant and unavoidable impacts associated with air quality, historic resources, GHG, noise, and transportation as identified under the project. Impacts related to air quality, GHG, noise, and transportation may be incrementally greater under the Increased Downtown Development Alternative because this alternative may on balance result in a slight increase in VMT within the Planning Area. Impacts related to all other environmental categories would remain the same as under the project.

Finding

The City Council rejects the Increased Downtown Development Alternative because it may incrementally increase impacts related to air quality, GHG, noise, and transportation in comparison to the preferred alternative.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and Section 15093 of the State CEQA Guidelines, when the lead agency approves a project that may result in significant effects that are identified in the Final EIR, but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the FEIR and/or other information in the record.

The City has adopted Findings Regarding Significant Effects for the project, which conclude that the project will have the following significant effects that are unavoidable even after incorporation of feasible mitigation measures: air quality, historic resources, GHG, noise, and transportation. The City has balanced the project's benefits against these unavoidable significant effects and determined that

they are acceptable due to each of the specific economic, legal, social, technological, or other benefits listed below which will result from approval and implementation of the project. All benefits are based on the facts in the CEQA Findings Regarding Significant Effects, the Final PEIR, and the record of proceedings for this project. Each of these benefits is a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit will occur and justifies project approval, the City determines that it would stand by its determination that the remaining benefits is or are sufficient to warrant project approval.

Overriding Benefits

The City therefore finds that for each of the significant impacts which are subject to a finding under Public Resources Code Section 21081(a)(3), that each of the following social, economic, and environmental benefits of the project, independent of the other benefits, outweigh the potential significant unavoidable adverse impacts and render acceptable each and every one of these unavoidable adverse environmental impacts:

1. Housing Benefits

- The project would facilitate the construction of housing at varying affordability levels to meet the needs of current and future residents, including residents with varying income levels, seniors, persons with disabilities, large households, single-parent households, or people experiencing homelessness or at risk of homelessness.
- The project would increase the City's affordable housing supply, including areas with access to employment centers, community facilities and services, retail, schools, and other amenities.
- The project would address long-term goals of providing affordable housing in the City.

2. Benefits of Compliance with State Housing Law/Regional Housing Needs Allocation Compliance

- The project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated Regional Housing Needs Allocation (RHNA) allocation of 6,978 units.

3. Land Use Benefits

- The project will comply with state requirements and will provide a long-term plan that would be implemented as a policy document guiding future development activities within the Planning Area.
- The project will address the continuing change, growth, and development of the City through 2045 and will provide a public policy framework for the future of the City.
- The project will comply with the state requirement that all counties and cities "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning."

XII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS

A. Growth Inducement

The PEIR evaluated the potential for the project to induce growth consistent with the requirements of Section 15126.2(e) of the CEQA Guidelines. Based on the discussion presented in Section 5.3 of the Final PEIR, the City finds that the project would not result in significant growth-inducing impacts. Implementation of the project would not induce direct population and housing growth in the City. The project would serve as an important action toward implementing the City's 2021-2029 Housing Element and the associated RHNA allocation of 6,978 units. Because the housing assessment in the RHNA is based on SCAG's projections, future development under the project would accommodate increases in population based on SCAG's demographic projections. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 6,978 units as well as accommodate future population growth and housing needs projected in SCAG's growth projections. Furthermore, the project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Therefore, the City finds, consistent with the Final PEIR, that the project would accommodate projected population growth and would not be considered growth inducing.

The project does not propose or provide direct development rights to new major retail, commercial, or employment centers that would encourage substantial economic or employment growth. Rather, the project has developed a land use plan that includes future commercial and retail uses that would accommodate projected growth within the Planning Area. Therefore, future economic and employment growth associated with the project would not induce growth.

B. Significant Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to address any significant irreversible environmental changes that may occur because of project implementation. Consistent with the analysis in Section 5.2 of the Final PEIR, the City finds that implementation of the project would result in significant irreversible impacts to non-renewable resources. Construction and operation of future site-specific development would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses. These resources include (but are not limited to) lumber and other forested products; sand and gravel; asphalt; petrochemical construction materials; steel, copper, lead, other metals; and water. However, through required compliance with the building code in effect at the time of development, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources.

Additionally, the City finds, consistent with the Final PEIR, that the project would not result in secondary impacts from environmental changes resulting from the construction of new infrastructure. This is because the project has been designed to primarily focus future development and redevelopment within Key Opportunity Areas, which consist of clusters of vacant and underutilized

land, many of which contain commercial properties recently rezoned to permit multi-family housing. The Key Opportunities Areas are located near major roadways and are already served by existing infrastructure. Similarly, future development outside of the Key Opportunities Areas would occur in areas that are already served by infrastructure and would not require extensions. Future development outside of the Key Opportunity Areas would occur in areas that are already served by infrastructure and would not require extensions into unserved portions of the Planning Area.

XIII. DECISION AND EXPLANATION REGARDING RECIRCULATION OF THE EIR

Pursuant to the CEQA Guidelines, Section 15088.5(a), an agency is required to recirculate a Draft EIR when significant new information is added to the Draft EIR after public review of the Draft EIR, but before certification. Significant new information can include changes in the project or environmental setting, as well as additional data or other information. New information added to a Draft EIR is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including feasible alternatives) that the project's proponents have declined to implement. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

As described in the CEQA Guidelines Section 15088.5(a), "Significant new information" requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043).

The City hereby finds that recirculation of the Draft PEIR is not required for the following reasons:

Changes to the Draft PEIR were made to clarify, correct, or add to the environmental impact analysis for the proposed project. Such changes are a result of public review comments and/or further review of the Draft PEIR. The changes do not constitute significant new information that would alter the outcome of the environmental analysis or require recirculation of the document.

All feasible mitigation measures and alternatives have been identified that could reduce environmental impacts. No feasible project alternatives or mitigation measures have been identified that would clearly lessen environmental impacts of the project, and no major flaws or inadequacies have been identified in the PEIR based on comments received from public review. Therefore, consistent with State CEQA Guidelines 15088.5, recirculation of the PEIR is not required.

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

ERRATA

ERRATA

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

This Errata has been prepared for the Final Program Environmental Impact Report (PEIR) to summarize changes since public review of Draft PEIR that began on June 20, 2025, and concluded on August 4, 2025. Changes were made to the Final PEIR both in response to comments received on the Draft PEIR and as minor changes initiated by City of Chino (City) staff to clarify or correct information the Chino 2045 General Plan Update (project). Changes made to the Final PEIR in response to comments received on the Draft PEIR are presented first, followed by a summary of changes to the text of General Plan Update elements initiated by City staff that did not result in changes to the Final PEIR.

Executive Summary

Table S-1, mitigation measure AQ-3, was revised on page S-10 to clarify that building plans would be submitted specifically to the City Development Services Department:

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
4.2 Air Quality			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Buildout of the project would not result in a CO hot spot. Additionally, construction and operation of future site-specific projects would not result in the exposure of sensitive receptors to TACs from construction activities or stationary sources. However, future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant.	**AQ-3: Health Risk Assessment** For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational	Significant and Unavoidable

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance After Mitigation
		limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.	

2.0 Environmental Setting

Section 2.1.3 was revised on page 2-3 to clarify that Prado Regional Park is 2,200 acres in size.

4.1 Aesthetics

Section 4.1.1.3 was revised on page 4.1-6 to clarify that Prado Regional Park is 2,200 acres in size.

4.2 Air Quality

Section 4.2.2.4(b) was revised on page 4.2-21 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: 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. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

Section 4.2.3.1(b) was revised on page 4.2-25 to clarify the following regarding South Coast Air Quality Management District's Final Localized Significance Threshold (LST):

> The LST Methodology includes screening tables that may be used for projects that are five acres or less in size. Project-specific air dispersion modeling may be necessary for projects that are greater than five acres in size, involve a substantial source of emissions, or are located near sensitive receptors.

Section 4.2.6.1(b) was revised on page 4.2-36 to clarify the following regarding construction emissions:

> Additionally, due to CARB's ongoing implementation of off-road emission standards, cleaner construction equipment would be available in the future. Potential amendments to the off-road diesel engine standards include Tier 5 rulemaking which would reduce NO_X and particulate matter emissions beyond the Tier 4 final emission standards. A September 2020 state executive order also requires CARB to develop and proposed a transition to zero

emissions by 2035. Future construction activities would be required to comply with all applicable regulations in effect at the time that construction activities are proposed.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding toxic air emissions during construction:

Further, as discussed in Section 4.2.6.1(a) above, 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.

Section 4.2.7.1(b) was revised on page 4.2-41 to clarify the following regarding stationary sources of toxic air emissions:

Furthermore, future site-specific warehouse projects 100,000 square feet or larger would comply with SCAQMD Rule 2305-WAIRE, as applicable.

4.2.7.3 Mitigation

Section 4.2.7.3, mitigation measure AQ-3, was revised on page 4.2-42 to clarify that building plans would be submitted specifically to the City Development Services Department:

AQ-3: Health Risk Assessment

For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City ~~Planning~~Development Services Department.

4.6 Greenhouse Gas Emissions

Section 4.6.2.3(e) was revised on page 4.6-25 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: 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. Coordinate

the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

4.9 Land Use

Section 4.9.1.1 was revised on page 4.9-2 to clarify that Prado Regional Park is 2,200 acres in size.

4.12 Public Services and Recreation

Section 4.12.1.4 was revised on page 4.12-5 to clarify that Prado Regional Park is 2,200 acres in size.

Section 4.12.2.2(e) was revised on page 4.12-15 to reflect an update to Policy PRC-1.8:

- Policy PRC-1.8: Coordinate local trail planning with regional efforts to ensure connectivity and access to the regional trail system and networks in neighboring communities to support a comprehensive active transportation network.

4.13 Transportation

Figure 4.13-1 has been revised on page 4.13-2 to correctly present roadway classifications on the proposed circulation network. See revised Figure 4.13-1 below.

Figure 4.13-2 has been revised on page 4.13-5 to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue. See revised Figure 4.13-2 below.

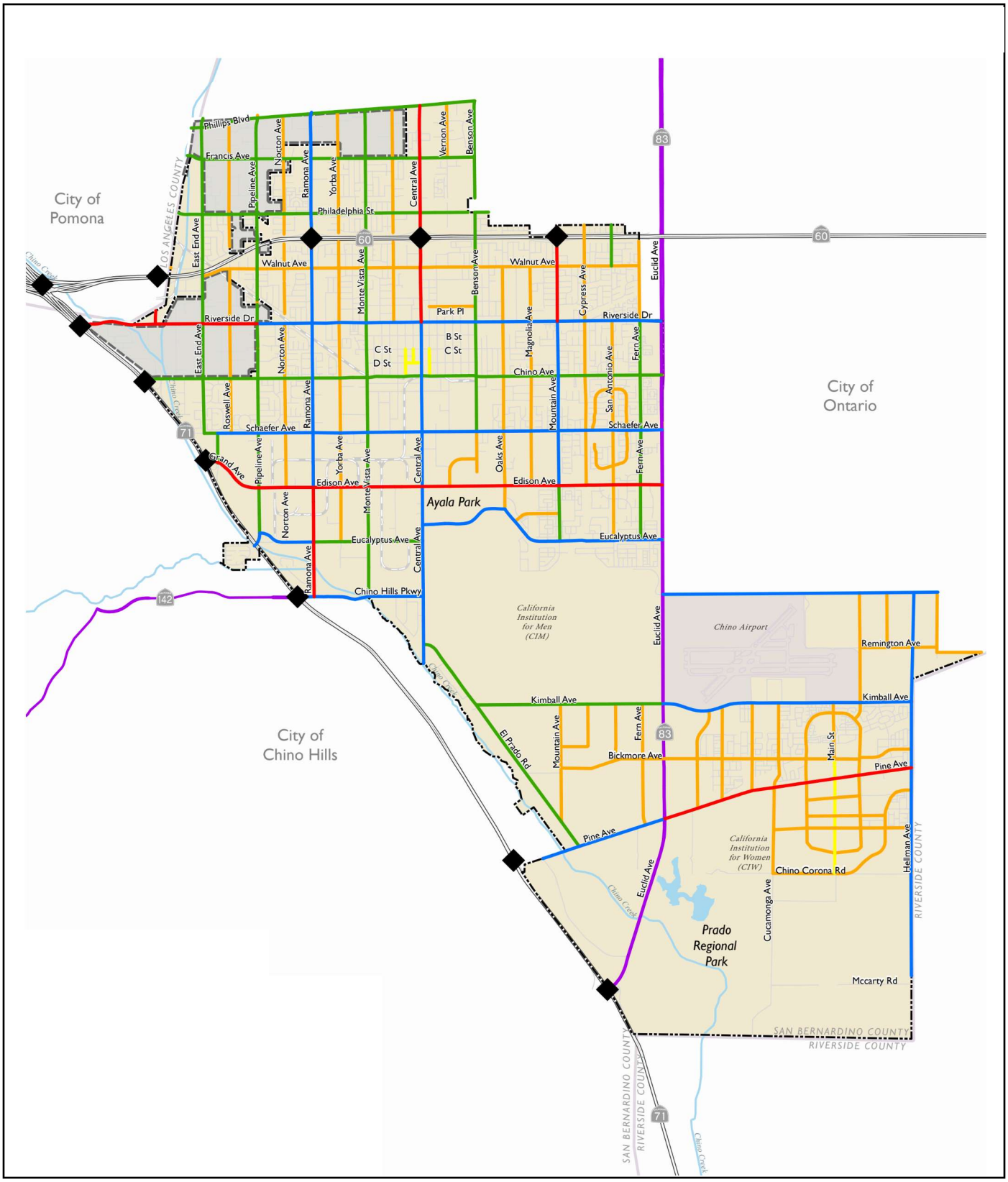
Figure 4.13-3 has been revised on page 4.13-7 to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-3 below.

Section 4.13.2.3(d) was revised on page 4.13-16 to reflect an update to Policy INF-4.11:

- Policy INF-4.11: 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. Coordinate the City's network with existing and planned facilities in neighboring jurisdictions and the region to support a comprehensive active transportation network.

Figure 4.13-4 has been revised on page 4.13-21 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. Figure 4.13-4 has also been revised to remove the proposed truck route designation from the segment of Philadelphia Street west of East End Avenue and to correctly present planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan. See revised Figure 4.13-4 below.

Table 4.13-1 has been revised on page 4.13-23 to remove the designation of Flight Avenue between Kimball Avenue and Remington Avenue as a potential bicycle-truck point of conflict and renumber the subsequent potential bicycle-truck point of conflict. See revised Figure 4.13-4 below.



RECON

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FIGURE 4.13-1
Proposed Circulation Network

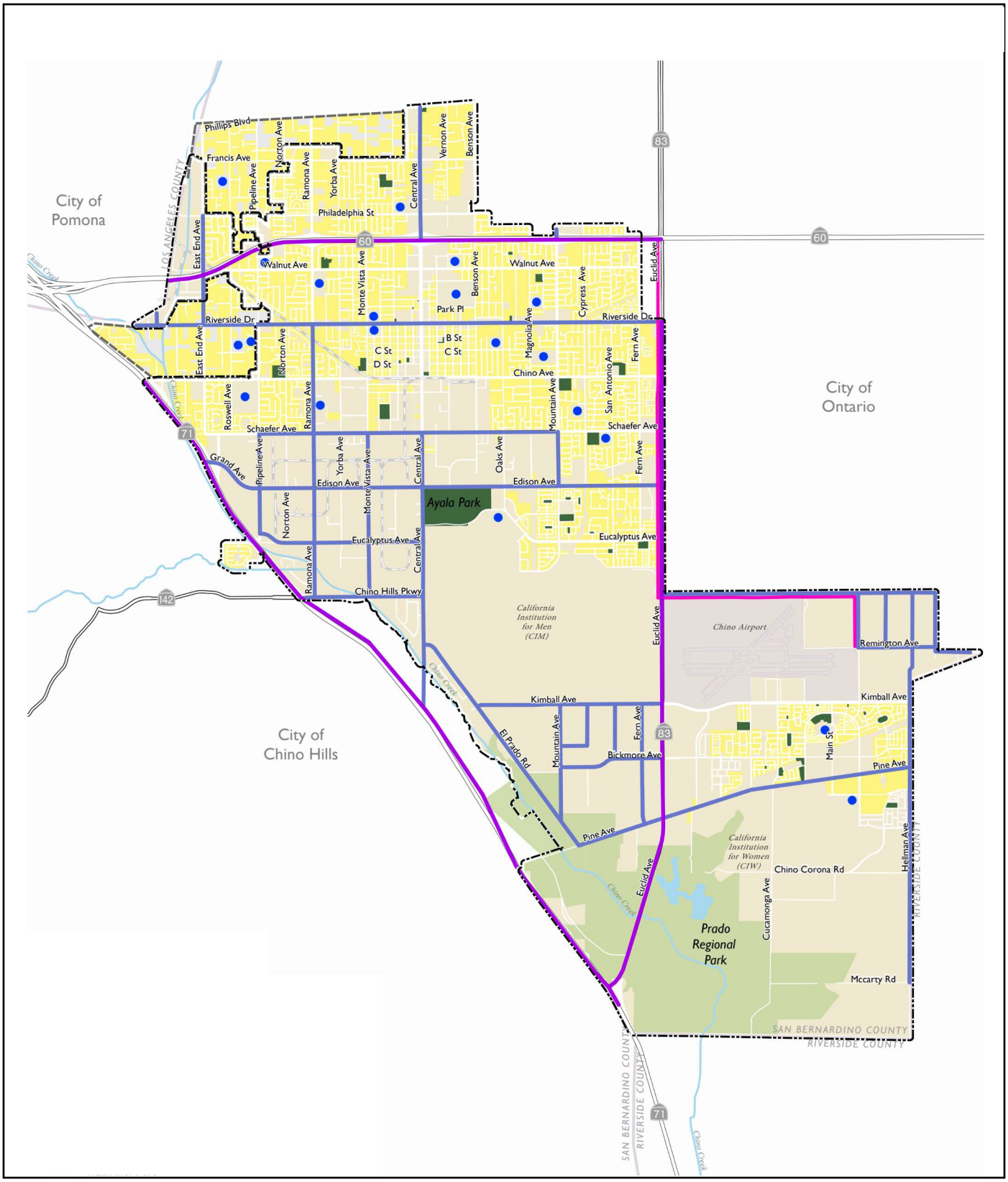

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FIGURE 4.13-2
Designated Truck Routes

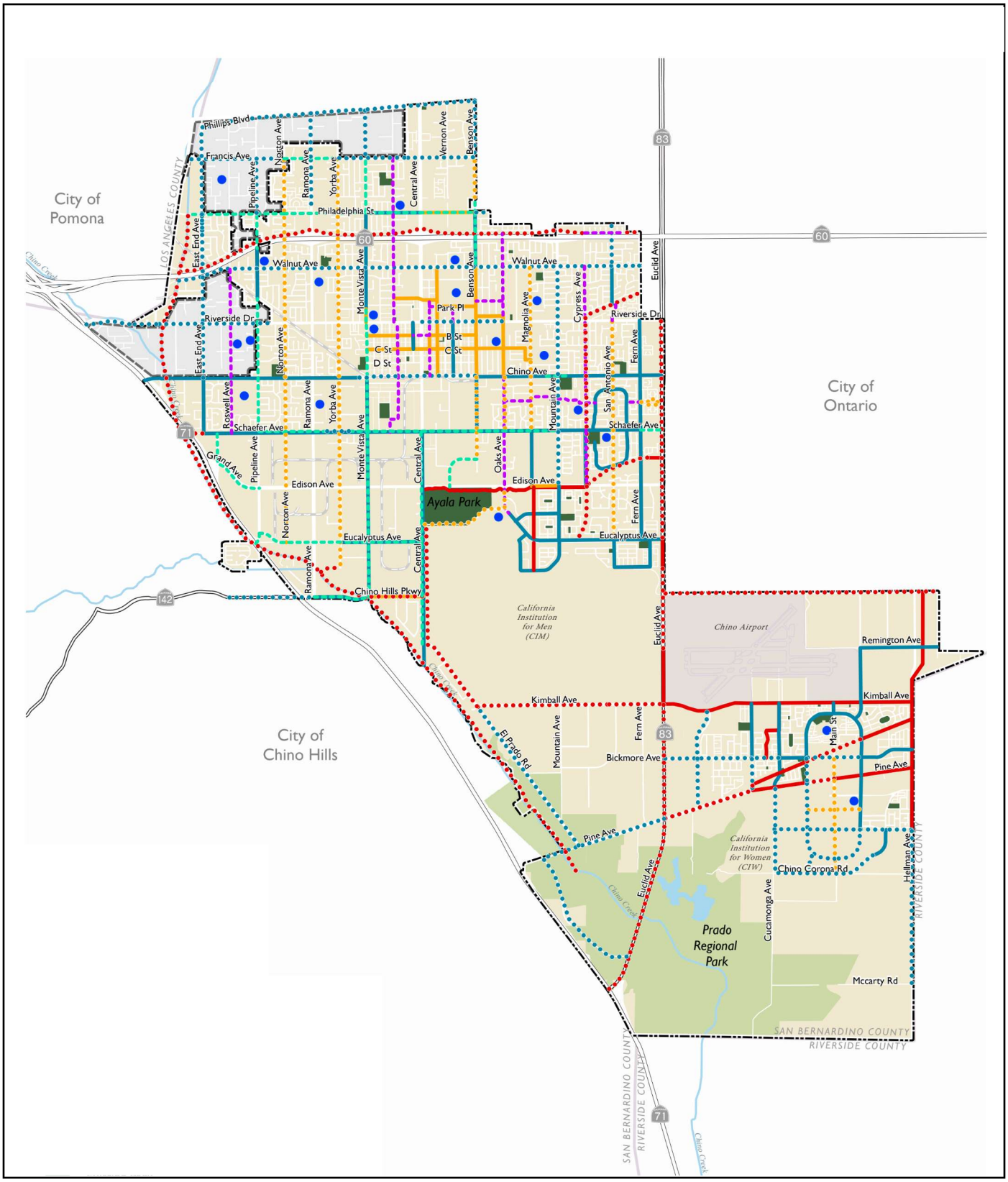

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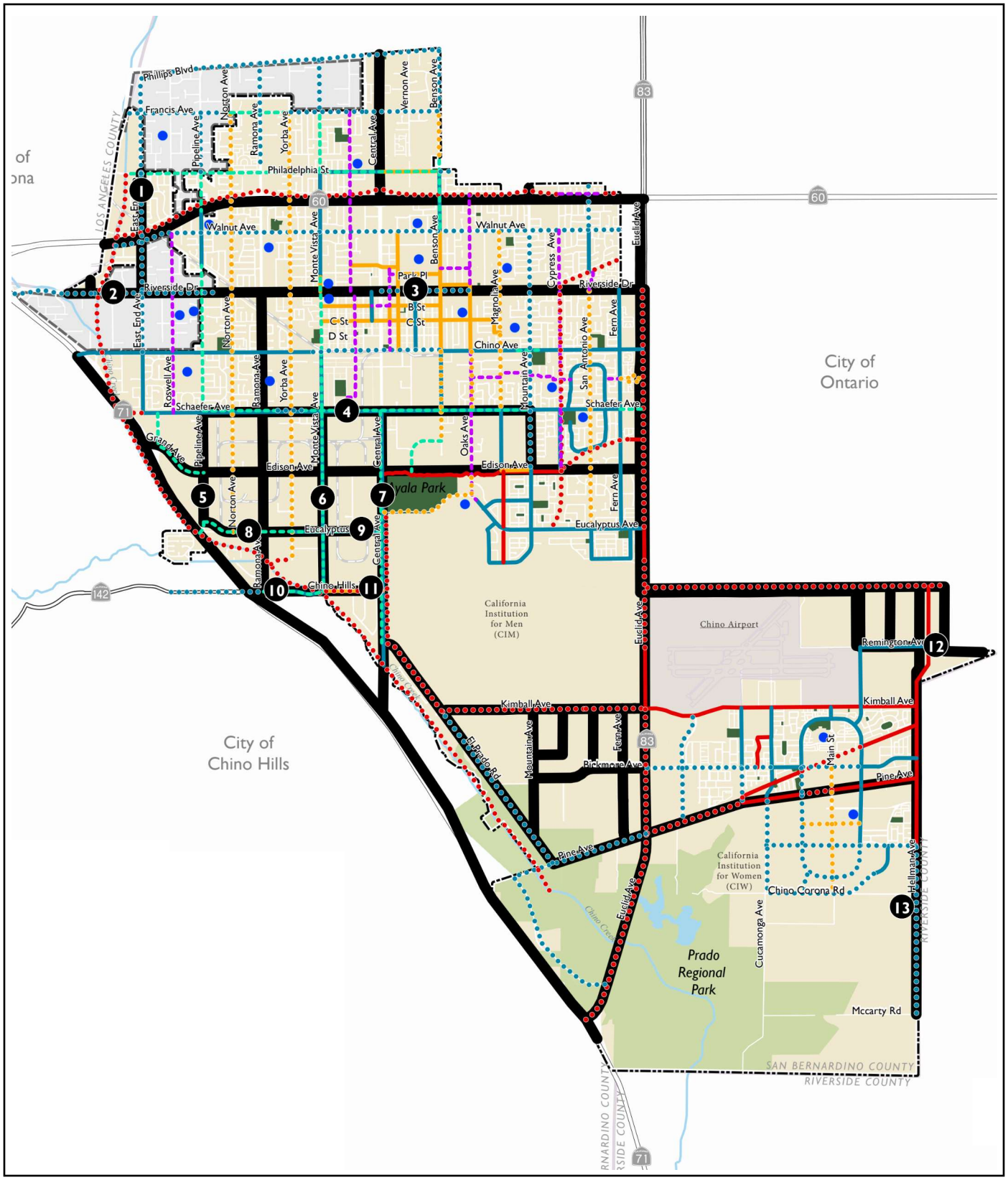
FIGURE 4.13-3
Existing and Proposed Bicycle Network



RECON

FIGURE 4.13-4
Segments with Overlapping Truck Routes and Bicycle Facilities

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Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
1	East End Avenue between Philadelphia Street and Riverside Drive	The existing variable right-of-way presents a barrier to implementing bicycle facilities without widening the roadway. Reroute cyclists to parallel roadway (i.e., Pipeline Avenue) near-term and long-term invest in the bicycle facilities along East End Avenue and its connection to Philadelphia Street and Riverside Drive.
2	Riverside Drive between Ficus Street and Norton Avenue	Consider expanding the proposed Class II bicycle lane to Central Avenue to support connectivity with the Riverside Drive mixed-use boulevard.
3	Riverside Drive between Central Avenue and Oaks Avenue	Continue to invest in bicycle facility improvements, pending feasibility and congruency with the Riverside Drive mixed-use boulevard.
4	Schaefer Avenue between Pipeline Avenue and Mountain Avenue	As proposed by the project (see Figure 4.13-3), enhance existing Class II bicycle lane by adding buffers or converting it to a Class IV cycle track with physical barriers, such as bollards. Continue to improve with additional supportive treatments along the corridor and through intersections.
5	Pipeline Avenue between Schaefer Avenue and Eucalyptus Avenue	The existing constrained right-of-way limits opportunities for Class II bicycle lanes and/or separation. Consider rerouting cyclists onto parallel roadway (i.e., Norton Avenue), and invest further into upgrading that roadway to be a lower speed bike boulevard.
6	Monte Vista Avenue between Schaefer Avenue and Chino Hills Parkway	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
7	Central Avenue between Schaefer Avenue and El Prado Road	As proposed by the project (see Figure 4.13-3), convert the existing Class II bicycle buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic.
8	Eucalyptus Avenue between Pipeline Avenue and Yorba Avenue	The existing constrained right-of-way limits opportunities for enhancing existing Class II bicycle lanes with buffer or separation. If the roadway cannot be expanded for separation, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
9	Eucalyptus Avenue between Yorba Avenue and Central Avenue	As proposed by the project (see Figure 4.13-3), convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic–where feasible, if not retain Class II bicycle lanes. In addition, require intersection treatments including green conflict markings across driveways and intersections, leading bike intervals, and additional signage and lighting.
10	Chino Hills Parkway between Ramona Avenue and Monta Vista Avenue	Enhance the existing Class II bicycle lane (on the south side of the roadway) by adding buffers or convert it to a Class IV cycle track with physical barriers. Install new Class II bicycle lanes, and if feasible, Class IV cycle tracks on the north side of the roadway. In addition, require intersection treatments including green conflict markings across

Table 4.13-1 Bicycle-Truck Points of Conflict		
ID	Roadway Segment Extents	Recommendation
		driveways and intersections, leading bike intervals, and additional signage and lighting.
11	Chino Hills Parkway between Monta Vista Avenue and Central Avenue	Existing bicycle lanes are present on both sides of the roadway along the existing sidewalk. Consider investing in on-street bicycle facilities, pending a feasibility study of right-of-way. Alternatively, invest in a dedicated bi-directional Class I shared use path on one side of the roadway.
12	Remington Avenue between Flight Avenue and Carpenter Avenue	Convert the existing Class II bike buffered bike lane to a Class IV cycle track with physical barriers to support concurrent truck and bike traffic, pending further feasibility. If not feasible, consider the implementation of Class I share use on one side of the roadway.
~~13~~	~~Flight Avenue between Kimball Avenue and Remington Avenue~~	~~The existing variable right-of-way limits the possibility of bike lane separation without widening the roadway. Consider investing in a Class I share use on one side of the roadway or rerouting cyclists to the Class I share use path along Hellman Avenue to the east of Flight Avenue.~~
~~14~~13	Hellman Avenue between River Road and Walters Street	The existing variable and constrained right-of-way limits opportunities for bike lanes and/or separation. Continue to invest in an off-street Class I shared use path on the west side of the roadway, which connects to an existing network of off-street facilities.

Summary of Staff Initiated Changes to the Project

In addition to the changes made to address the comment letters submitted during public review of the Draft PEIR described above, City staff revised the text of the General Plan Update elements as presented in the bullet list below. The changes listed below represent minor edits for clarification purposes and do not trigger any additional revisions to the Final PEIR beyond that presented above.

- Action LCC-3.C was revised to add off-site bicycle and trail facilities as a desired community benefit to be offered in exchange for bonus floor area ratio in the Boulevard Mixed Use and Regional Mixed Use districts.

- Action HEQ-2.C was deleted, which called for the establishment of a Safe Routes To School Advisory Committee and replaced with new Policy HEQ-2.6, recognizing that the standing Traffic Advisory Committee can fulfill the role envisioned for the proposed committee.

- New Action HEQ-4.D was added calling for the City to consider amending the Zoning Code to incorporate regulatory or process incentives to encourage restaurants that serve healthy food.

- Action HSN-1.K was revised to reflect that the Municipal Code already prohibits the use of fireworks in areas of elevated wildfire risk.

- New Action HSN-2.G was added that calls for exploring the feasibility of offering incentives for commercial centers to install backup generators and/or solar batteries to increase energy resilience.

- Text in the Parks, Recreation and Community Services Element and in the Health and Environmental Quality Element was revised to clarify the acreage of the Prado Regional Park and that the park is overseen by the San Bernardino County Regional Parks Department, who lease the land from the U.S. Army Corps of Engineers and further sublease portions of that land to partner recreational organizations and businesses.

- Policies INF-4.11, HEQ-8.15, and PRC-1.8 were revised to add text clarifying that local multi-use trail planning should be coordinated with regional trail planning initiatives to support a comprehensive active transportation network.

- Map INF-1 of the Infrastructure Element was revised to correctly present roadway classifications on the proposed circulation network.

- Maps INF-2 and INF-3 of the Infrastructure Element were revised to correctly represent planned bicycle facilities consistent with the adopted Bicycle and Pedestrian Master Plan.

- Various photographs were replaced and various typographical errors and omissions were corrected in elements of the project.

Finding Related to Recirculation

The minor changes to the Final PEIR presented above do not constitute a new significant environmental impact or a substantial increase in the severity of an environmental impact which would trigger the requirement to recirculate the PEIR pursuant to Section 15088.5 of the California Environmental Quality Act Guidelines. All changes listed above were made to clarify or to provide minor corrections to the project.

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.

Letter A

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
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Michael Hitz, AICP, Principal Planner
City of Chino
13220 Central Avenue
Chino, CA 91710

Revised, July 31, 2025

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.[1] 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.[2]

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

[1] Draft PEIR, p. 3-1.
[2] Draft PEIR, p. 3-6.

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

tiered, project-level CEQA review.[3] The Project also anticipates addition of industrial and logistics-related development through 2045.[4]

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*[5] 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.[6]

2) The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[7] 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

[3] Draft PEIR, p. 3-31.
[4] Draft PEIR, p. 3-1.
[5] 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/Land%20Use%20Handbook_0.pdf.
[6] CARB's Technical Advisory can be found at: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways | California Air Resources Board.
[7] 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 polices 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.

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.[8] 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. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage.[9]

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.[10] 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.

A-5

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,[11] 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.[12] Considering the scope of the project, it is crucial to ensure that the levels of construction emissions, specifically NOx and PM_{10}, remain below

[8] 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-xxiii/r2305.pdf.
[9] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.
[10] Draft PEIR. p. 4.3-36.
[11] Draft PEIR, p. 4.2-38
[12] 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-aqmp-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.

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 NOx 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[13] 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 NOx 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 NOx 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.

[13] 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.

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[14]
2. South Coast AQMD 2022 Air Quality Management Plan,[15] 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

[14] 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
[15] 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.

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:

1. Policy HEQ-5.3: 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.
2. Policy HEQ-5.5: 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.
3. Policy HEQ-5.6: 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.
4. Policy LCC-1.5: 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.
5. Policy INF-5.10: Prohibit freight trucks from parking or idling on local streets in residential neighborhoods and discourage trucks from traveling on local streets.
6. Action INF-5.b: 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.

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.

	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.

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.[16]

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,[17] Rule 203 – Permit to Operate,[18] Rule 401 – Visible Emissions,[19] Rule 402 – Nuisance,[20] Rule 403 – Fugitive Dust,[21] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[22] Rule 1113 – Architectural Coating,[23] Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil,[24] Rule 1179 – Publicly Owned Treatment Works Operations,[25] Regulation XIII – New Source Review,[26] Rule 1401 – New Source Review of Toxic Air Contaminants,[27] Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants,[28] Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines,[29] 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

[16] United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: https://www.epa.gov/mobile-source-pollution
[17] South Coast AQMD. Rule 201 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-201.pdf
[18] South Coast AQMD. Rule 203 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[19] South Coast AQMD. Rule 401 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[20] South Coast AQMD. Rule 402 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[21] South Coast AQMD. Rule 403 available at: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[22] South Coast AQMD. Rule 1110.2 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[23] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[24] South Coast AQMD. Rule 1166 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[25] South Coast AQMD. Rule 1179 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[26] South Coast AQMD. Regulation XIII available at: https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[27] South Coast AQMD. Rule 1401 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf
[28] South Coast AQMD. Rule 1466 available at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[29] 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.

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 should you have any questions.

Sincerely,

Sam Wang

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

SW:JA

SBC250617-08
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

14000 City Center Drive
Chino Hills, CA 91709
(909) 364-2600
www.chinohills.org

August 4, 2025

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 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

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,

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.

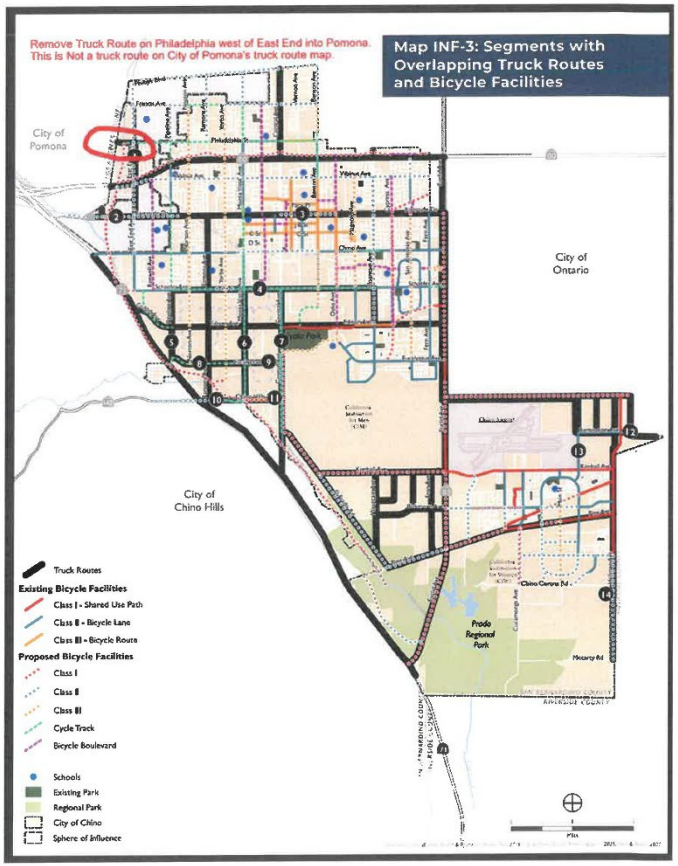
Sincerely,

Betty Donavanik
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

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:

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:

Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Reduction

E-2 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 appliable.
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.

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.

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.

- 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-2.11: 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.
- Policy INF-2.12: 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.
- Policy INF-4.2: 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.

E-5 (cont.)

- Policy INF-4.4: Design streets to promote walking by including design elements such as the following:
    - Grid networks that provide high levels of connectivity;
    - Closely spaced intersections;
    - Frequent and low-stress crossings;
    - Wide, unobstructed walkable sidewalks;
    - Street trees that provide shading; and
    - Minimize curb cuts to only required access areas.
- Policy INF-4.5: 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.
- Policy INF-4.9: 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:
    - provision of curb ramps, crosswalks, and overpasses;
    - relocation of infrastructure or street furniture that impedes travel pathways;
    - reducing or consolidating driveways and curb cuts; and
    - creation of additional walking entrances to important destinations like schools, parks, and commercial areas.
- Policy INF-4.10: When designing projects, prioritize designs that encourage walking, improve pedestrian safety, and incorporate best practice designs and considerations for efficiencies in walking.
- Policy INF-4.11: 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.

E-5 (cont.)

- Policy INF-4.12: 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.
- Policy INF-4.13: 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.
- Policy INF-4.14: 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.

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.

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.

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 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
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 or call 909-925-7520.

Sincerely,

Janki Patel

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

"Improving lives and communities through transportation"

3

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>
Sent: Friday, June 20, 2025 12:33 PM
To: Hitz, Michael <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, 14th Floor
Riverside, Ca 92501
(951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

'

F-1 Comment noted.

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

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

Section 21081.6 of the California Environmental Quality Act (CEQA) Guidelines requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies the mitigation measures that have been identified to address potential impacts that would result from adoption of the City of Chino (City) 2045 General Plan Update (project) and future site-specific development. The MMRP additionally identifies the entity responsible for implementing and/or monitoring the mitigation; and when in the process it should be accomplished.

The Program EIR (PEIR) prepared for the project focuses on issues determined to be potentially significant by the City. The issues addressed in the PEIR include aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts were identified for air quality, biological resources, cultural and tribal cultural resources, geology and soils, GHG emissions, noise, and transportation.

Implementation of the mitigation measures identified in this PEIR would reduce potentially significant impacts, but not to below a level of significance for all the environmental issue areas. Mitigation measures have been identified for significant impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), biological resources (special status species, sensitive riparian habitats, jurisdictional wetlands and waters), cultural and tribal cultural resources (historic resources; archaeological resources; tribal cultural resources), geology and soils (paleontological resources), GHG emissions (GHG emissions; policy consistency), and noise (ambient noise [traffic noise/land use compatibility/stationary noise/construction noise]; groundborne noise and vibration). No feasible mitigation was identified for impacts to transportation (circulation system: roadway system vehicle miles traveled). Impacts related to air quality (air quality plans; criteria pollutants; sensitive receptors), cultural and tribal resources (historic resources), greenhouse gas (emissions; policy consistency), noise (ambient noise: traffic noise/land use compatibility; groundborne noise and vibration: construction), and transportation (circulation system: roadway system; vehicle miles traveled) would remain significant and unavoidable at the program level.

The MMRP for the project is under the jurisdiction of the City. As specified in Table 1, the MMRP summarizes the potentially significant impacts and lists the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented.

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Air Quality			
Issue 1: Conflict with Air Quality Plan: Construction Emissions	**AQ-1: Construction Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with construction, shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. The City shall require that applicants for new development projects with the potential to exceed the SCAQMD's adopted thresholds of significance to incorporate the measures listed below to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City. Mitigation measures to reduce construction-related emissions could include, but are not limited to: • During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions. • During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions. • During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust. • During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403. • During all construction activities, construction contractors shall sweep on- and off-site streets if silt is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	• During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 mph or less to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City's Director of the Development Services Department, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 mph to reduce fugitive dust. • During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned. • During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by SCAQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use existing on-site electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer. • During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads. • During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. • During architectural coating activities, use Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of		

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	Super-Compliant architectural coating manufactures can be found on the SCAQMD's website.		
Issue 1: Conflict with Air Quality Plan: Operational Emissions	**AQ-2: Operational Air Quality** Applications for future development and redevelopment, wherein the City's Director of the Development Services Department or their designee has determined a potential for air quality impacts associated with operation, shall prepare and submit a technical assessment evaluating potential project operational-related air quality impacts to the City for review and approval. For individual projects that may exceed the daily operational emissions thresholds established by the SCAQMD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. The City's Director of the Development Services Department or their designee shall make this determination based on the size of the project, whether the project would require a transportation impact analysis, or other criteria. The evaluation shall be prepared in conformance with SCAQMD methodology for assessing air quality impacts. 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. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure. • Implementation of transportation demand management measures. • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitated by the General Plan Update. • Expand and facilitate completion of planned networks of active transportation infrastructure. • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CALGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards. • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Cumulative Net Increases in Criteria Pollutants: Construction Emissions	See mitigation measure AQ-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 2: Cumulative Net Increases in Criteria Pollutants: Operational Emissions	See mitigation measure AQ-2 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Issue 3: Expose Sensitive Receptors to Substantial Pollutant Concentrations	**AQ-3: Health Risk Assessment** For site-specific projects that may site new sensitive land uses within 500 feet of SR-71 or SR-60, the applicant shall prepare a HRA evaluating the potential for sensitive receptors to be exposed to TACs, which shall be required for such individual projects. The HRA shall be prepared in accordance with the policies and procedures of the state OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceed the respective thresholds, as established by the SQAQMD at the time a project is considered (i.e., 10 in one million cancer risk and 1 hazard index), the project applicant will be required to identify and demonstrate that best available control technologies to reduce substantial exposure of sensitive receptors to TACs. Examples may include, but are not limited to, air intakes located away from high-volume roadways and/or truck loading zones unless it can be demonstrated that these are operational limitations and/or heating, ventilation, and air conditioning systems provided with appropriately sized MERV filters. Mitigation measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project. Air intake and MERV filter requirements shall be noted on all building plans submitted to the City Development Services Department.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Biological Resources			
Issue 1: Special Status Species	**BIO-1: Biological Assessment and Mitigation** Applications for future development of vacant properties (and portions thereof), wherein the City's Director of Development Services or their designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 1: Special Status Species	**BIO-2: Nesting Birds** Applications for future development, wherein the City's Director of Development Services or their designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is January 15 to September 15, as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid impacts to nesting birds which typically includes a pre-construction survey within three days of the start of construction to determine the presence of active nests. If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City, If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Sensitive Vegetation Communities	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Issue 3: Wetlands	See mitigation measure BIO-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Biologist, Applicant
Cultural Resources			
Issue 1: Historic Resources	**CUL-1: Historic Evaluation** Prior to approval of a future site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Architectural Historian, Applicant
Issue 2: Archaeological Resources	**CUL-2: Cultural Resources Assessment** Prior to project approval or the issuance of grading permits (whichever is applicable and comes first), the City shall require applicants for future proposed ground disturbing projects to determine the presence or absence of archaeological resources and appropriate mitigation measures. The following steps to achieve these goals: 1) A qualified archaeologist meeting the Secretary of the Interior Standards shall conduct a cultural resources assessment consisting of a record search from the SCCIC, a sacred lands search from the NAHC, a pedestrian survey, background context and project specific recommendations 2) If the cultural resources assessment identifies archaeological resources that have not been evaluated for significance per CEQA thresholds (see Section 4.4.3 above), then an evaluation program shall be completed. An	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material, 3) If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program shall be implemented to reduce impacts to an archaeological resource to below a significant level, and 4) After construction, a final data recovery and monitoring report shall be completed documenting the result of the data recovery, research design, and monitoring efforts. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation, data recovery, and monitoring efforts must be curated at an appropriate facility consistent with the state and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to the artifact collections.		
Issue 4: Tribal Cultural Resources	See mitigation measure CUL-2 above.	Prior to project approvals or issuance of grading permits	Director of the Development Services Department or their designee, Qualified Archaeologist, Applicant
Geology and Soils			
Issue 6: Paleontological Resources and Unique Geology	**GEO-1: Paleontological Resources Evaluation** Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall provide a paleontological resources technical report consisting of a record search, survey, background context and project specific recommendations performed by a qualified paleontologist. If it is determined there is potential for paleontological resources to be present, a qualified paleontological monitor shall be present during grading in locations where the paleontological resources technical report determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The paleontological resources technical report shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Paleontologist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Greenhouses Gas Emissions			
Issue 1: GHG Emissions	**GHG-1: Greenhouse Gas** All future site-specific projects shall be required to demonstrate consistency with the City's CAP. As stated in Appendix A of the CAP, analysis of site-specific projects can either be done through emissions calculations or by using the Screening Tables. Site-specific projects that obtain at least 100 points would be consistent with the reduction quantities anticipated in the CAP. Those site-specific projects that do not obtain 100 points using the Screening Tables would need to provide additional analysis to determine the significance of GHG emissions. Per Section 15.45.070 of the City's Municipal Code, GHG Performance Standards for New Development, all new development not utilizing the Screening Tables shall contribute to the reduction of GHG emissions by demonstrating consistency with the CAP 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 (CALGreen) in effect at the time of development application submittal for discretionary review; or 3. Provide other equivalent GHG reductions through measures including, but not limited to, non-vehicle transportation infrastructure, transit, ZEV (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 MT CO_2E per residential dwelling unit per year and/or per thousand square feet of commercial/industrial use per year. Applicants that choose Option 1 described above would be required to verify that their site-specific project meets the five percent improvement above the mandatory standards through the appropriate certificate of compliance form for residential construction (CF-1R) or for commercial/industrial construction (PERF-1C). Applicants that choose Options 2 or 3 described above would be required to utilize the GHG Performance Standard Checklist developed by the City, or provide other valid documentation, such as CalEEMod or other methodologies, as verified by the director of development services to demonstrate the required GHG reductions consistent with the City's CAP.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Issue 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions	Refer to mitigation measure GHG-1 above.	Prior to project approvals	Director of the Development Services Department or their designee, Qualified Air Quality Technical Specialist, Applicant
Noise			
Issue 1: Increase in Ambient Noise: Traffic Noise	**NOI-1: Exterior Noise Analysis** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the site-specific project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards (Table HSN-1) shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Increase in Ambient Noise: Land Use Compatibility	**NOI-2: Interior Noise Analysis** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing heating, ventilation, and air conditioning equipment in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant
Issue 1: Noise Standards: Increase in Ambient Noise: Stationary Noise	**NOI-3: Stationary Noise** Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction	Prior to project approvals and prior to the issuance of building permits	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future site-specific projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.		
Issue 1: Noise Standards: Increase in Ambient Noise: Construction Noise	**NOI-4: Construction Noise** Construction contractors shall implement the following measures for construction activities conducted in the Planning Area. These measures shall be identified on demolition, grading, and construction plans submitted to the City: • The City's Development Services Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 a.m. and 8:00 p.m. Monday through Saturday as prescribed in Municipal Code Section 15.44.030. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise sensitive land uses. • Stockpiling shall be located as far as feasible from nearby noise sensitive land uses. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Development Services Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the	Prior to project approvals, at least 10 days prior to the start of construction activities, during construction	Director of the Development Services Department or their designee, Construction Contractors, Applicant

Table 1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart backup alarms, which automatically adjust the alarm level based on the background noise level or switch off backup alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the noise level limits established in the Municipal Code.		
Issue 2: Groundborne Noise and Vibration: Construction	NOI-5: Construction Vibration Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	Prior to project approvals and prior to issuance of a building permit	Director of the Development Services Department or their designee, Qualified Noise Specialist/Acoustical Engineer, Applicant

Proposed Zoning Map Amendments

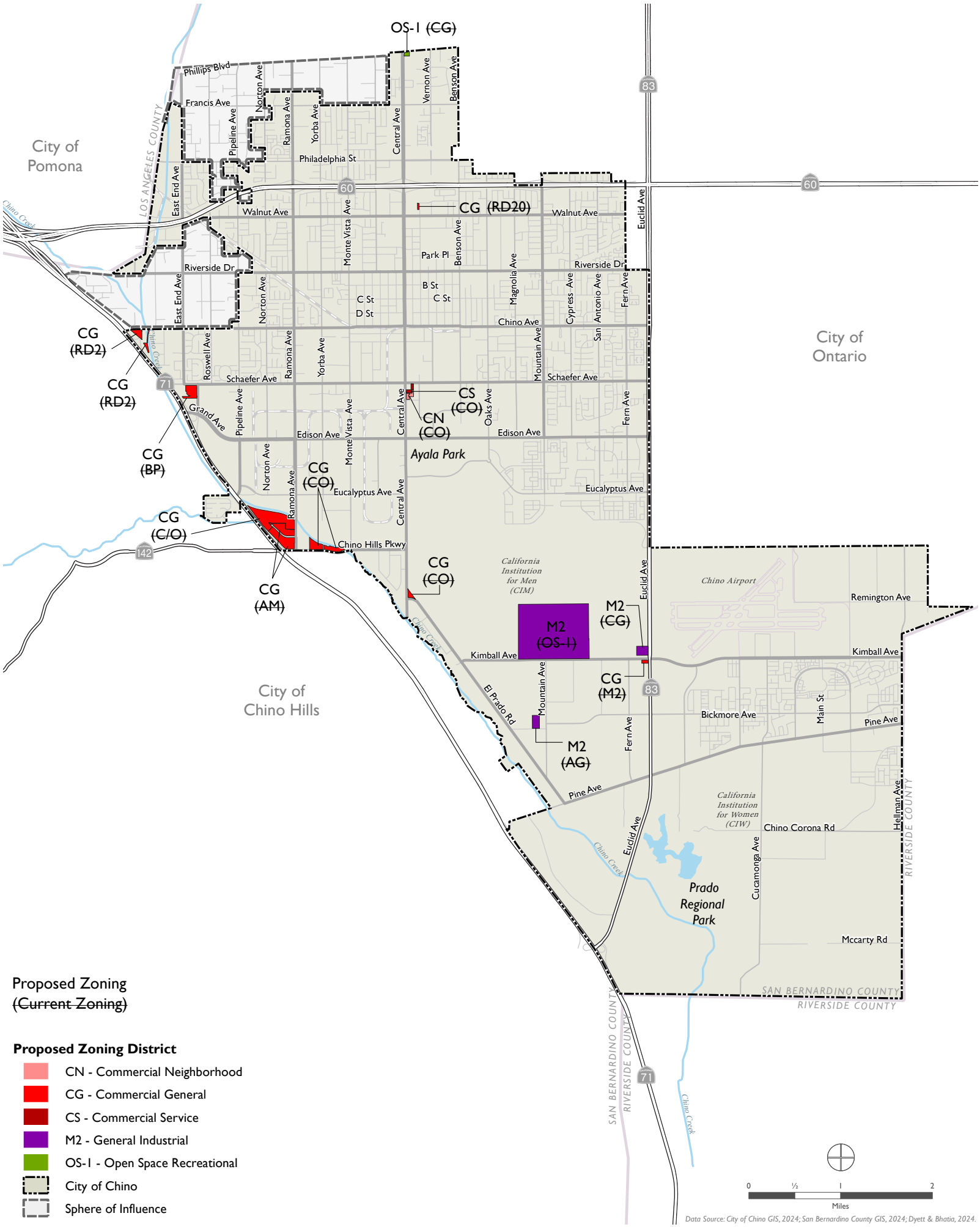


Exhibit A.2 - List of Parcels to be Rezoned			
APN	**ADDRESS**	**CURRENT ZONING**	**PROPOSED ZONING**
1014-052-03-0000	5325 PHILLIPS BLVD	CG	OS-1
1015-281-24-0000	10TH ST	RD20	CG
1019-331-01-0000	3321 CHINO AVE	RD2	CG
1019-331-02-0000	3417 CHINO AVE	CG	CG
1019-331-07-0000	3415 CHINO AVE	RD2	CG
1021-031-17-0000	5345 SCHAEFER AVE	CS	CS
1021-031-22-0000	CENTRAL AVE	CO	CS
1021-031-25-0000	13759 CENTRAL AVE	CO	CN
1021-031-26-0000	13779 CENTRAL AVE	CO	CN
1022-051-07-0000	ROSWELL AVE	BP	CG
1022-051-10-0000	13700 ROSWELL AVE	BP	CG
1022-051-11-0000	13788 ROSWELL AVE	BP	CG
1022-051-13-0000	13768 ROSWELL AVE 1 #105	BP	CG
1022-051-14-0000	13768 ROSWELL AVE 2 #103	BP	CG
1022-051-15-0000	13768 ROSWELL AVE 3 #102	BP	CG
1022-051-16-0000	13768 ROSWELL AVE 4 #101	BP	CG
1022-051-17-0000	13768 ROSWELL AVE 5 #100	BP	CG
1022-051-18-0000	13768 ROSWELL AVE 6 #111	BP	CG
1022-051-19-0000	13768 ROSWELL AVE 7 #112	BP	CG
1022-051-20-0000	13768 ROSWELL AVE 8 #115	BP	CG
1022-051-21-0000	13768 ROSWELL AVE 9 #116	BP	CG
1022-051-22-0000	13768 ROSWELL AVE 117	BP	CG
1022-051-23-0000	13768 ROSWELL AVE 118	BP	CG
1022-051-24-0000	13768 ROSWELL AVE 119	BP	CG
1022-051-25-0000	13768 ROSWELL AVE 120	BP	CG
1022-051-26-0000	13768 ROSWELL AVE 121	BP	CG
1022-051-27-0000	13768 ROSWELL AVE 122	BP	CG
1022-051-28-0000	13768 ROSWELL AVE 110	BP	CG
1022-051-29-0000	13768 ROSWELL AVE 109	BP	CG
1022-051-30-0000	13768 ROSWELL AVE 108	BP	CG
1022-051-31-0000	13768 ROSWELL AVE 107	BP	CG
1022-051-32-0000	13768 ROSWELL AVE 106	BP	CG
1022-051-33-0000	13768 ROSWELL AVE 205	BP	CG
1022-051-34-0000	13768 ROSWELL AVE 203	BP	CG
1022-051-35-0000	13768 ROSWELL AVE 202	BP	CG
1022-051-36-0000	13768 ROSWELL AVE 201	BP	CG
1022-051-37-0000	13768 ROSWELL AVE 200	BP	CG
1022-051-38-0000	13768 ROSWELL AVE 211	BP	CG
1022-051-39-0000	13768 ROSWELL AVE 212	BP	CG
1022-051-40-0000	13768 ROSWELL AVE 215	BP	CG
1022-051-41-0000	13768 ROSWELL AVE 216	BP	CG
1022-051-42-0000	13768 ROSWELL AVE 217	BP	CG
1022-051-43-0000	13768 ROSWELL AVE 218	BP	CG
1022-051-44-0000	13768 ROSWELL AVE 219	BP	CG
1022-051-45-0000	13768 ROSWELL AVE 220	BP	CG

Exhibit A.2 - List of Parcels to be Rezoned			
APN	**ADDRESS**	**CURRENT ZONING**	**PROPOSED ZONING**
1022-051-46-0000	13768 ROSWELL AVE 221	BP	CG
1022-051-47-0000	13768 ROSWELL AVE 222	BP	CG
1022-051-48-0000	13768 ROSWELL AVE 210	BP	CG
1022-051-49-0000	13768 ROSWELL AVE 209	BP	CG
1022-051-50-0000	13768 ROSWELL AVE 208	BP	CG
1022-051-51-0000	13768 ROSWELL AVE 207	BP	CG
1022-051-52-0000	13768 ROSWELL AVE 206	BP	CG
1022-051-53-0000	13768 ROSWELL AVE	BP	CG
1025-092-02-0000	14670 RAMONA AVE	C/O	CG
1025-121-08-0000	RAMONA AVE	C/O	CG
1025-151-07-0000	CHINO HILLS PKWY	C/O	CG
1025-151-08-0000	CHINO HILLS PKWY	C/O	CG
1025-191-06-0000	CHINO HILLS PKWY	C/O	CG
1025-211-12-0000	CORPORATE CENTER AVE	C/O	CG
1025-211-16-0000	CORPORATE CENTER AVE	AM	CG
1025-211-18-0000	RAMONA AVE	C/O	CG
1025-211-19-0000	RAMONA AVE	C/O	CG
1025-211-22-0000	RAMONA AVE	C/O	CG
1025-211-23-0000	14726 RAMONA AVE	C/O	CG
1025-211-24-0000	14740 RAMONA AVE	AM	CG
1025-211-26-0000	4325 CORPORATE CENTER AVE	C/O	CG
1025-211-28-0000	14740 RAMONA AVE	AM	CG
1025-211-29-0000	CORPORATE CENTER AVE	AM	CG
1025-211-30-0000	4480 CHINO HILLS PKWY	AM	CG
1025-482-01-0000	CHINO HILLS PKWY	C/O	CG
1025-491-01-0000	CHINO HILLS PKWY	C/O	CG
1026-101-05-0000	15180 EUCLID AVE	CG	M2
1026-101-06-0000	15180 EUCLID AVE	CG	M2
1026-101-07-0000	15180 EUCLID AVE	CG	M2
1026-101-09-0000	15616 EUCLID AVE	CG	M2
1026-101-10-0000	15180 EUCLID AVE	CG	M2
1026-101-12-0000	15180 EUCLID AVE	OS-1	M2
1028-202-21-0000	EL PRADO RD	CO	CG
1056-061-04-0000	7031 KIMBALL AVE	M2	CG
A portion of the following parcels is proposed for rezoning as shown on the attached map.			
1026-111-01-0000	KIMBALL AVE	OS-1	M2; OS-1
1027-211-05-0000	FLOWERS ST	AG	M2
1026-071-02-0000	EUCLID AVE	OS-1	OS-1; M2
1026-031-01-0000	15180 EUCLID AVE	OS-1	OS-1; M2