INITIAL STUDY FOR THE PROJ-2023-00001
M&J PALLET BUILDING PROJECT

APN: 1016-011-08

Lead Agency:

County of San Bernardino
Land Use Services Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, California 92415-0182

Applicant:

Chris Beck
Edgar Corral
Matthew Decker
Bergman KPRS
2850 Saturn Street
Brea, California 92821

Prepared By:

CSG Consultants, Inc.
3707 W. Garden Grove Blvd
Orange, California, 92868
Contact: Glenn Lajoie, AICP
714.815.8124 | glennl@csgengr.com

November 2023

Table of Contents

SECTION **PAGE NO.**

SAN BERNARDINO COUNTY **1**

PROJECT LABEL **1**

PROJECT CONTACT INFORMATION **1**

PROJECT DESCRIPTION **2**

CONDITIONAL USE PERMIT (PROJ-2023-00001) **6**

EVALUATION FORMAT **17**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED **17**

DETERMINATION **19**

EVALUATION OF ENVIRONMENTAL IMPACTS

I. Aesthetics ..... **Error! Bookmark not defined.**
II. Agricultural and Forestry Resources 24
III. Air Quality 26
IV. Biological Resources 31
V. Cultural Resources 38
VI. Energy 42
VII. Geology and Soils 46
VIII. Greenhouse Gas Emissions 51
IX. Hazards and Hazardous Materials 54
X. Hydrology and Water Quality 60
XI. Land Use and Planning 66
XII. Mineral Resources 67
XIII. Noise 68
XIV. Population and Housing 77
XV. Public Services 78
XVI. Recreation 81
XVII. Transportation 82
XVIII. Tribal Cultural Resouces 86
XIX. Utilities and Service Systems 90
XX. Wildfire 95
XXI. Mandatory Findings of Significance 97

MITIGATION MEASURES **100**

GENERAL REFERENCES **104**

PROJECT-SPECIFIC REFERENCES **104**

TABLES

1 Project Site and Vicinity General Plan Land Use Designations, Zoning Classifications and Land Uses..... **Error! Bookmark not defined.**
2 SCAQMD Emissions Thresholds for Significant Regional Impacts 28
3 Estimated Annual Construction Emissions (Unmitigated) 28
4 Estimated Annual Operational Emissions (Unmitigated).....29
5 California Natural Diversity Database Known Occurrences – Wildlife Species.....32
6 Estimated Project Operational Energy Use.....43
7 Estimated Project Operational Gasoline and Diesel Fuel Usage 44
8 Construction Equipment Noise Generation.....70
9 Average Construction Noise Levels by Phase 70
10 Chino Maximum Exterior Noise Levels 73
11 Changes In Perceived Noise Levels 73
12 Vibration Damage Potential Threshold 75
13 Vibration Source Levels for Construction Equipment.....76
14 Multiple Dry Years Supply and Demand Comparison 92
15 Estimated Project-Generated Solid Waste.....94

FIGURES

1 Regional Map 3
2 Vicinity Map 4
3 Site Plan 5
4 North and South Building Elevations 8
5 East and West Building Elevations 9
6 Conceptual Utility Plan 11
7 Photographs of the Project Site and Vicinity A 15
8 Photographs of the Project Site and Vicinity B 16
9 Aerial of the Project Site and Vicinity..... 23
10 CNDDB Known Occurrences – Wildlife Species 35
11 Modeled Project Operational Noise Levels..... 74

APPENDICES

A Air Quality and GHG Assessment
B Arborist Report
C Cultural Resource Assessment
D Geotechnical Engineering Investigation
E Noise Study
F Transportation Study Screening Assessment

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADA	American with Disability Act
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQP	Air Quality Plan
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ATP	Caltrans Active Transportation Plan 2022 District 8
BMP	Best Management Practices
Caltrans	California Department of Transportation
CAO	Cleanup and Abatement Order
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CBWM	Chino Basin Watermaster
CCR	California Code of Regulations
CCWRF	Carbon Canyon Water Recycling Facility
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Order
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CHRIS	Cultural Historical Resources Information System
CIWMA	State of California Integrated Waste Management Act of 1989
CMP	San Bernardino County Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CVFD	Chino Valley Fire District
CVUSD	Chino Valley Unified School District
CWA	Clean Water Act
DOC	California Department of Conservation
DOSH	California Division of Safety and Health
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EV	Electric Vehicle

Acronym/Abbreviation	Definition
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GI	General Industrial
GIS	Geographic Information Systems
HMD	Hazardous Materials Division
HU	Hydrologic Unit
IC	Community Industrial Zoning District
IEUA	Inland Empire Utilities Agency
IS	Initial Study
LI	Limited Industrial
LID	Low-impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC SLF	Native American Heritage Commission Sacred Land File
NOx	Nitrous Oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OES	Office of Emergency Services
OSHA	Occupational Safety and Health Administration
PCE	Passenger Car Equivalent
PDF	Project Design Feature
PCR	Public Resources Code
PPV	Peak Particle Velocity
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RD	Residential
ROG	Reactive Organic Gases
ROW	Right-of-Way

Acronym/Abbreviation	Definition
RWQCB	Regional Water Quality Control Board
SBBM	San Bernardino Baseline and Meridian
SBCIWMP	San Bernardino Countywide Integrated Waste Management Plan
SBCODC	San Bernardino County Development Code
SCAG	Southern California Association of Governments
SCAG RTP/SCS	Southern California Association of Governments Regional Transportation Plan and Sustainable Communities Strategy
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SHS	State Highway System
SoCalGas	Southern California Gas Company
SO_X	Sulfur Oxide
SR	State Route
SRA	State Responsibility Area
STIP	Statewide Transportation Improvement Program
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TIA	Traffic/Transportation Impact Analysis
TMP	Traffic Management Plan
TPA	Transit Priority Area
TSA	M&J Pallet Building Transportation Study Screening Assessment
USDOE	United States Department of Energy
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan

INTENTIONALLY LEFT BLANK

SAN BERNARDINO COUNTY
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

PROJECT LABEL:

APN:	1016-011-08	***USGS QUAD:***	Ontario, California USGS 7.5 Minute Quadrangle (1982)
APPLICANT:	M&J Pallet Recycling, Inc.	***TOWNSHIP & RANGE: SECTION:***	T: 2 South, R: 8 West Section: 4 Within the Santa Ana del Chino Land Grant, San Bernardino Baseline and Meridian (SBBM)
LOCATION:	Along the western frontage of East End Avenue approximately 150 feet south of Philadelphia Street	***COMMUNITY:***	Within the City of Chino Sphere of Influence Area
PROJECT NO.:	PROJ-2023-00001	***COMMUNITY PLAN:***	N/A
REPRESENTATIVE(S):	Edgar Corral Matthew Decker Bergman KPRS 2850 Saturn Street Brea, CA 92821	***LUZD:***	This site is in the Limited Industrial Land Use Category and Community Industrial (IC) Zoning District
PROPOSAL:	A Conditional Use Permit to construct a 22,267 square-foot warehouse building to conduct indoor pallet construction and storage activities on a 1.65-acre site	***OVERLAYS:***	N/A

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department – Planning Division
385 North Arrowhead Avenue 1st Floor
San Bernardino, CA 92415-0182

Contact person: *Azhar Khan, Senior Planner*
Phone No: (909) 601-4667
E-mail: *Azhar.Khan@lus.sbcounty.gov*

Project Sponsor Magali Melchor.
M&J Pallet Recycling Inc.
12152 East End Avenue
Chino, California 91710
(951) 757-6865

Consultant: Edgar Corral
Matthew Decker
Bergman KPRS
2850 Saturn Street
Brea, California 92821
(714) 924-7036

PROJECT DESCRIPTION:

The site of the proposed project comprises 1.65-acres located at 12152 East End Avenue in an unincorporated portion of the City of Chino. **Figure 1, Regional Map** and **Figure 2, Vicinity Map** depict the location of the project site. The project site is presently occupied by a business, M&J Pallet Recycling, Inc., which is currently engaged in the manufacture, refurbishment, and storage of pallets. The management and business functions of the business are carried out in an existing single-family residence on the property. All other operations are currently performed outdoors, within the project site boundary.

The proposed project would consist of: 1) demolishing all existing onsite improvements within the existing perimeter block wall; 2) constructing a one-story, 22,267 square foot (sf) tilt up commercial building and all attendant parking and pedestrian/vehicle circulation system elements, landscaping, and all wet and dry utility connections; and 3) operating a pallet manufacturing, refurbishment, and storage business to meet the needs of the marketplace. More detail regarding the proposed project is provided on the following pages. To realize the proposed project, the project Applicant submitted an application to the County of San Bernardino seeking approval of a Conditional Use Permit (PROJ-2023-00001). Copies of the entitlement application materials for the proposed project are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the County of San Bernardino Land Use Services Department, Planning Division, located at 385 N. Arrowhead Avenue, San Bernardino, CA 92415.

Figure 1. Regional Map

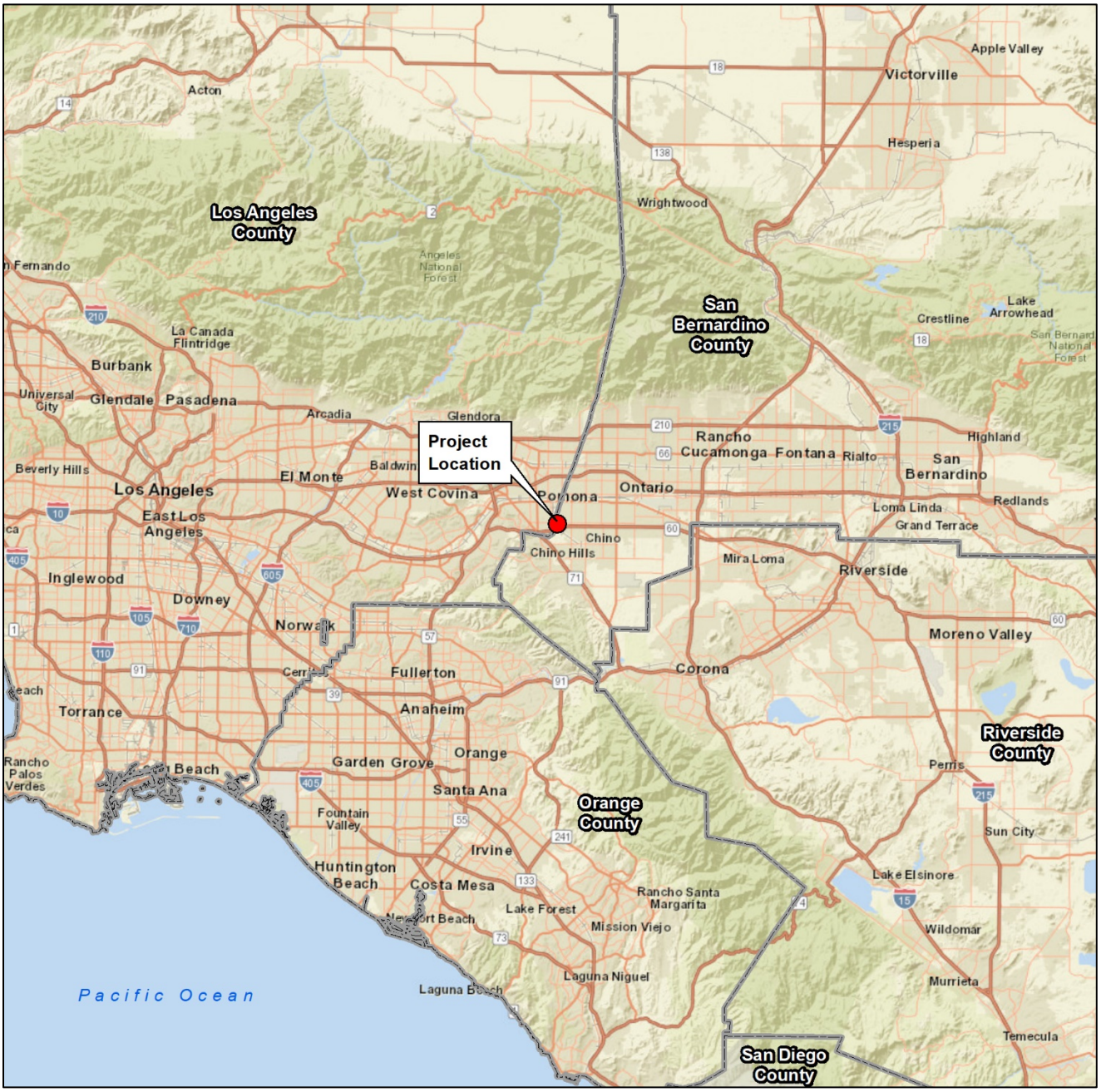


Figure 2. Vicinity Map

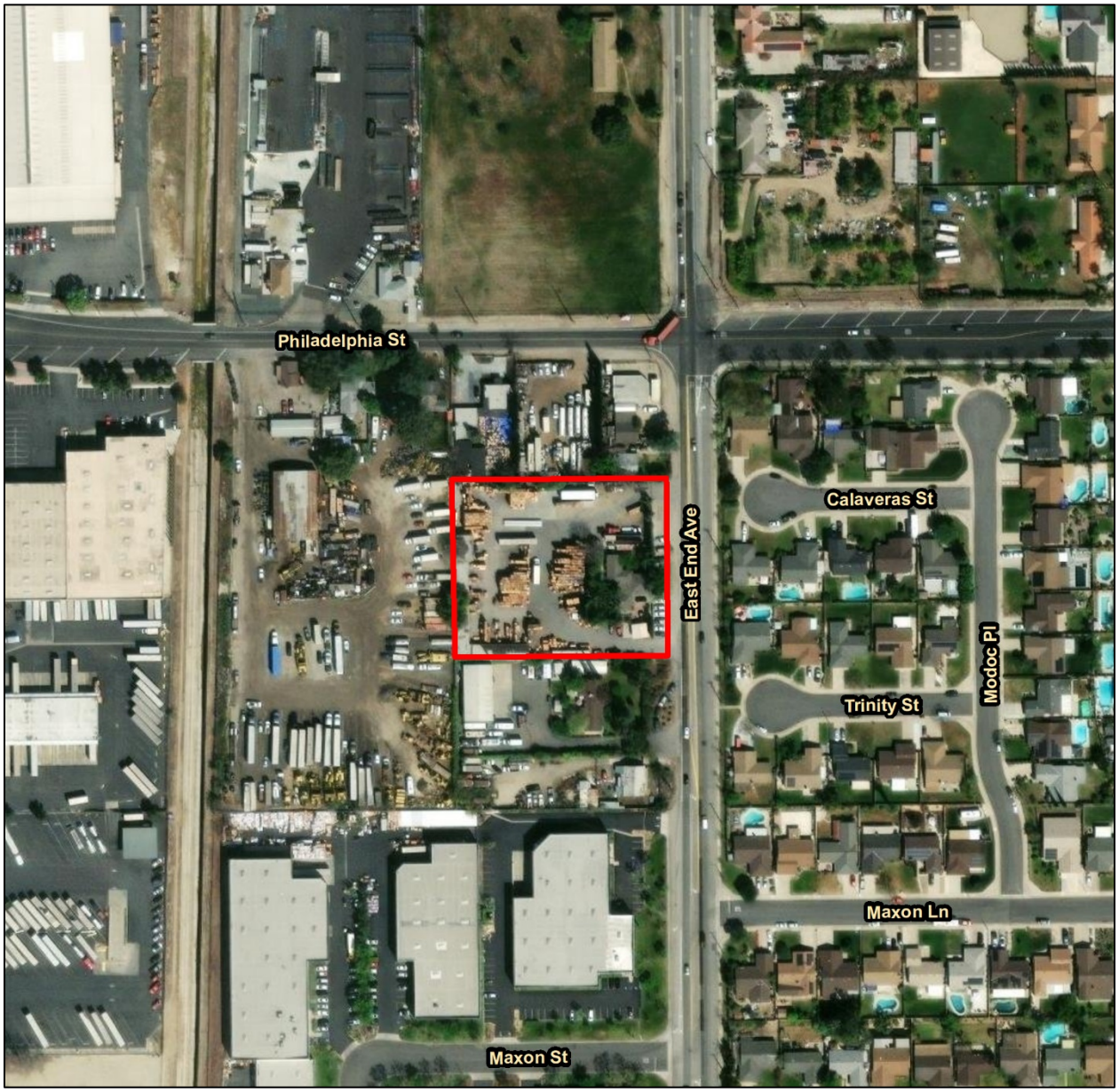
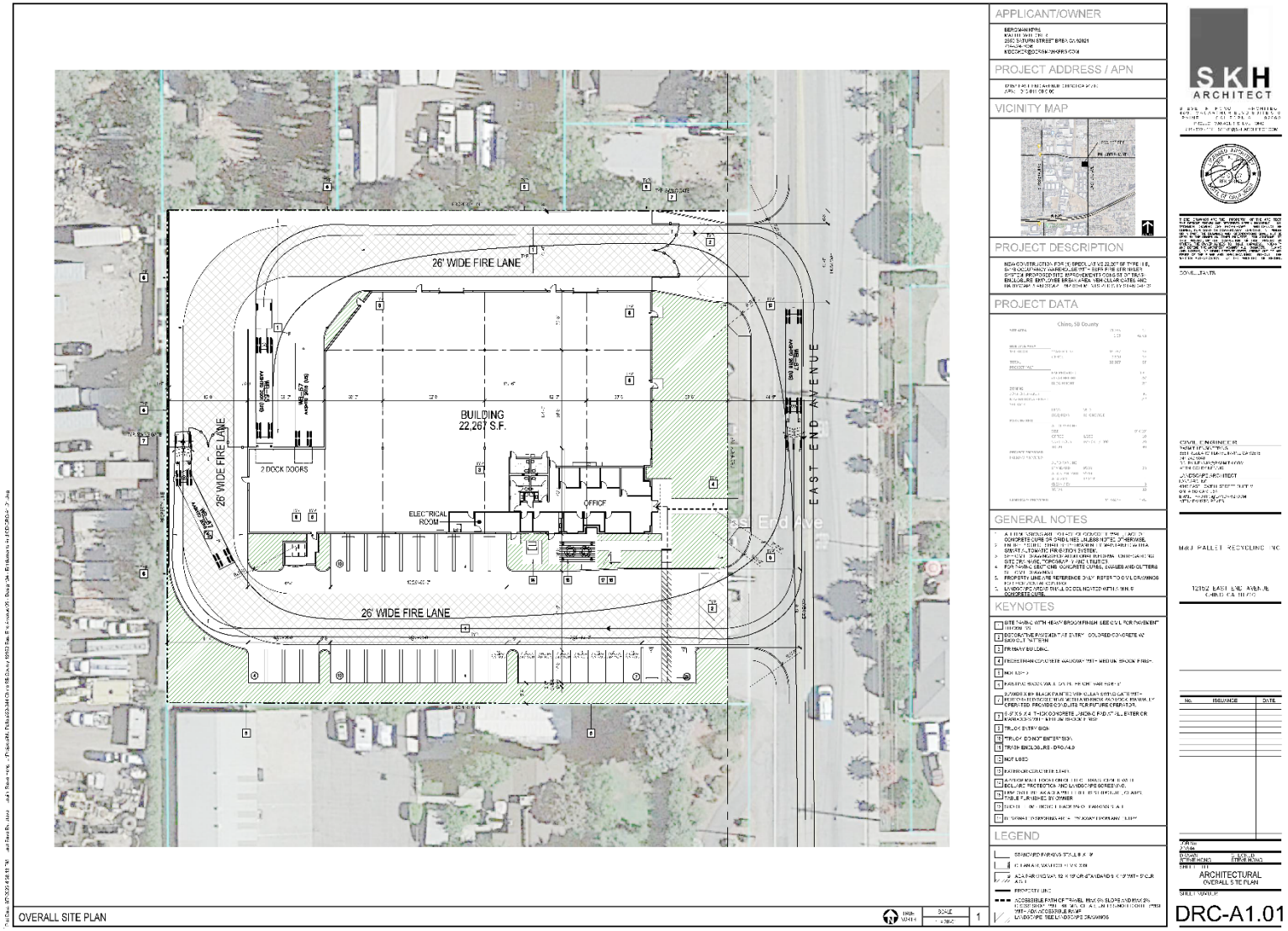


Figure 3. Site Plan



CONDITIONAL USE PERMIT (PROJ-2023-00001):

As shown on **Figure 3, Site Plan**, the project applicant proposes to construct a 22,267 square-foot warehouse building on a 1.65-acre site. An existing residential structure and other current site improvements within the existing perimeter block wall would be demolished to accommodate construction of the new building. The new building would contain 19,767sf of warehouse floor area and 2,500sf of office space. Vehicular access to the project site would be provided by two driveways along East End Avenue. The northern access driveway would be controlled by a swing gate with a Knox pad lock and would be signified as an exit-only driveway. Another swing gate would be located at the western end of the building. The southern access driveway would be signified as entrance-only and would serve as the primary access to the facility for site workers, visitors, and trucks. A 26-foot fire lane would be located along the perimeter of the building.

Parking and Loading

The proposed project would provide 33 automobile parking spaces, including 23 standard spaces, one American with Disability Act (ADA) space, one ADA Van space, and eight Clean/Electric Vehicle (EV) spaces. All spaces would be located south of the building. The number of parking spaces provided would exceed the minimum number of parking spaces required by the County of San Bernardino Development Code, by 10 percent. The proposed project would also have two loading docks located side by side at the northwest corner of the warehouse.

Architecture, Walls, and Fences

The proposed warehouse would be typical of other tilt-up Type III-B, S-1B occupancy structures in the region. The physical appearance of the building would employ colors and materials designed to blend in with surrounding land uses**. Figure 4, North and South Building Elevations,** and **Figure 5, East and West Building Elevations,** illustrate the appearance of the facility from each direction. As shown, the north, west, and south elevations' project wall and roof articulation would be typical of this type of facility, with blue tempered-glass windows, pedestrian access doorways, and metal roll up doors in the loading area providing much of the visual relief. Viewed from the east, the building would exhibit a much greater degree of wall articulation, exterior façade treatment, and the use of glass to indicate the primary entrance to the facility.

The site of the proposed project has an existing block wall varying in height from six feet to eight feet along the property line, which is expected to remain. Internal to the project site, landscaping and physical separators such as bollards would be employed to screen and/or protect outdoor usable areas and facilities/equipment. For example, in the extreme northwest corner of the project site there are kiln and propane fuel storage areas with protection bollards. Outdoor employee break areas would be screened from view by landscaping. No other exterior walls or fences are proposed except for the previously mentioned swing gates at the site's northern entrance and immediately west of the warehouse building.

Access, Utilities Infrastructure, and Roadway Improvements

As shown in Figure 3, Site Plan, the project site is located along the western frontage of East End Avenue, which is developed to its full width along the project site frontage with one vehicle travel lane in each direction. Site access to and from East End Avenue would be provided via two driveways. The southerly driveway would be entrance-only with a "Truck Entry" sign installed at

the property line. The northerly driveway would be exit-only with a “Wrong Way, Do Not Enter” sign also installed at the property line. The driveways would be designed to County of San Bernardino commercial driveway standards where they would interface with East End Avenue. Within the project site, pedestrian paths of travel would be noted by the occurrence of concrete walkways with a medium broom finish. Pedestrian walkways from the parking areas to the new building would meet ADA slope and ramp requirements.

Figure 4. North and South Building Elevations

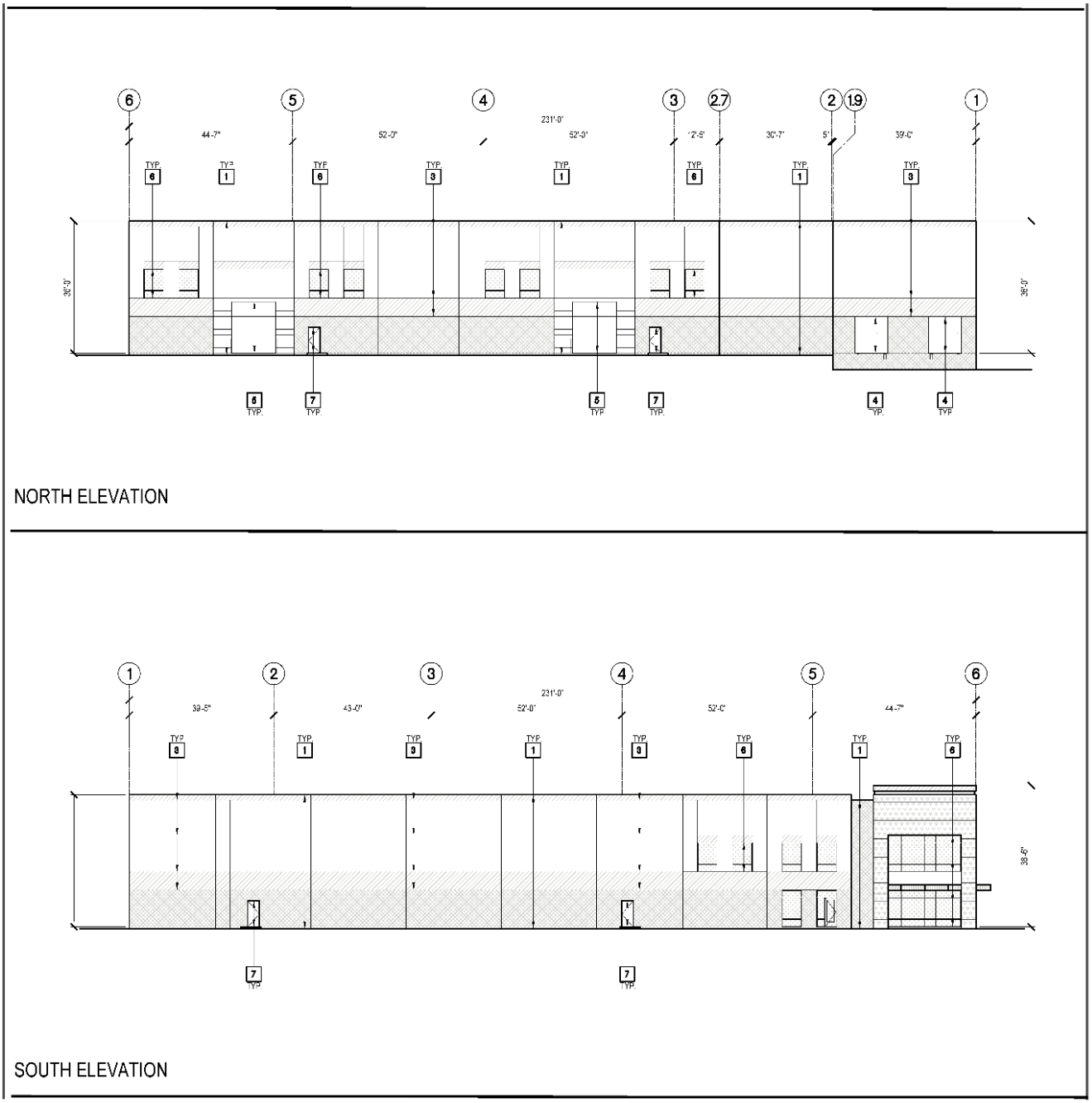


Figure 5. East and West Building Elevations

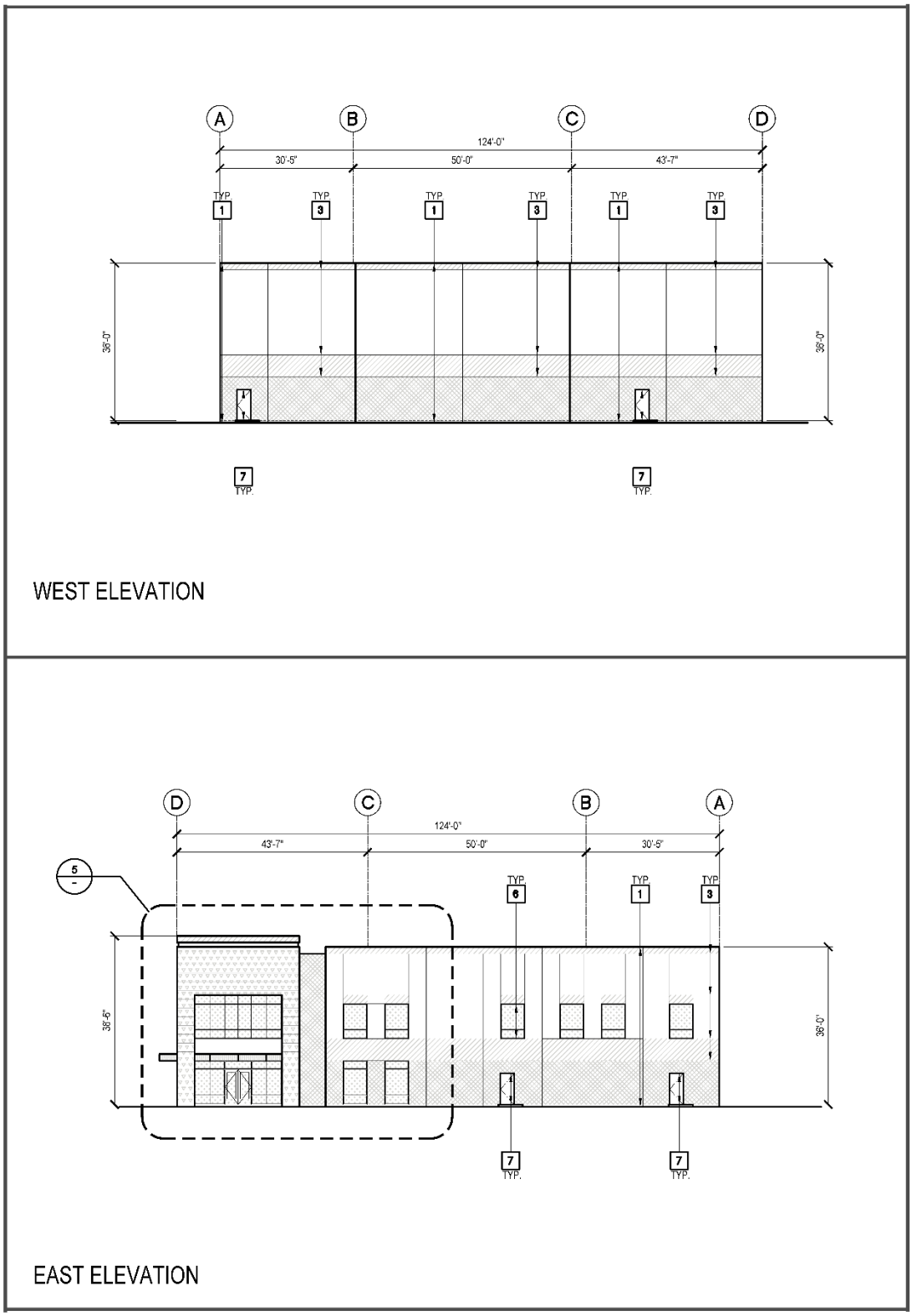


Figure 6, Conceptual Utility Plan, identifies the alignments and locations of the utilities anticipated to support the proposed project. The features addressed include drainage and flood control facilities, water lines, fire lines, sanitary sewer lines, and electricity and natural gas lines. The project site is currently connected to utility lines at or above street level. The existing utility connections would be improved as part of the proposed project. Improvements would include undergrounding the existing overhead power line paralleling the western frontage of East End Avenue. Drainage improvements have been designed and would be installed to intercept and conduct drainage flows around the site to an infiltration chamber located beneath the southern project entryway, in between rows of project-related parking stalls. Discharged runoff would meet or exceed State and County water quality standards.

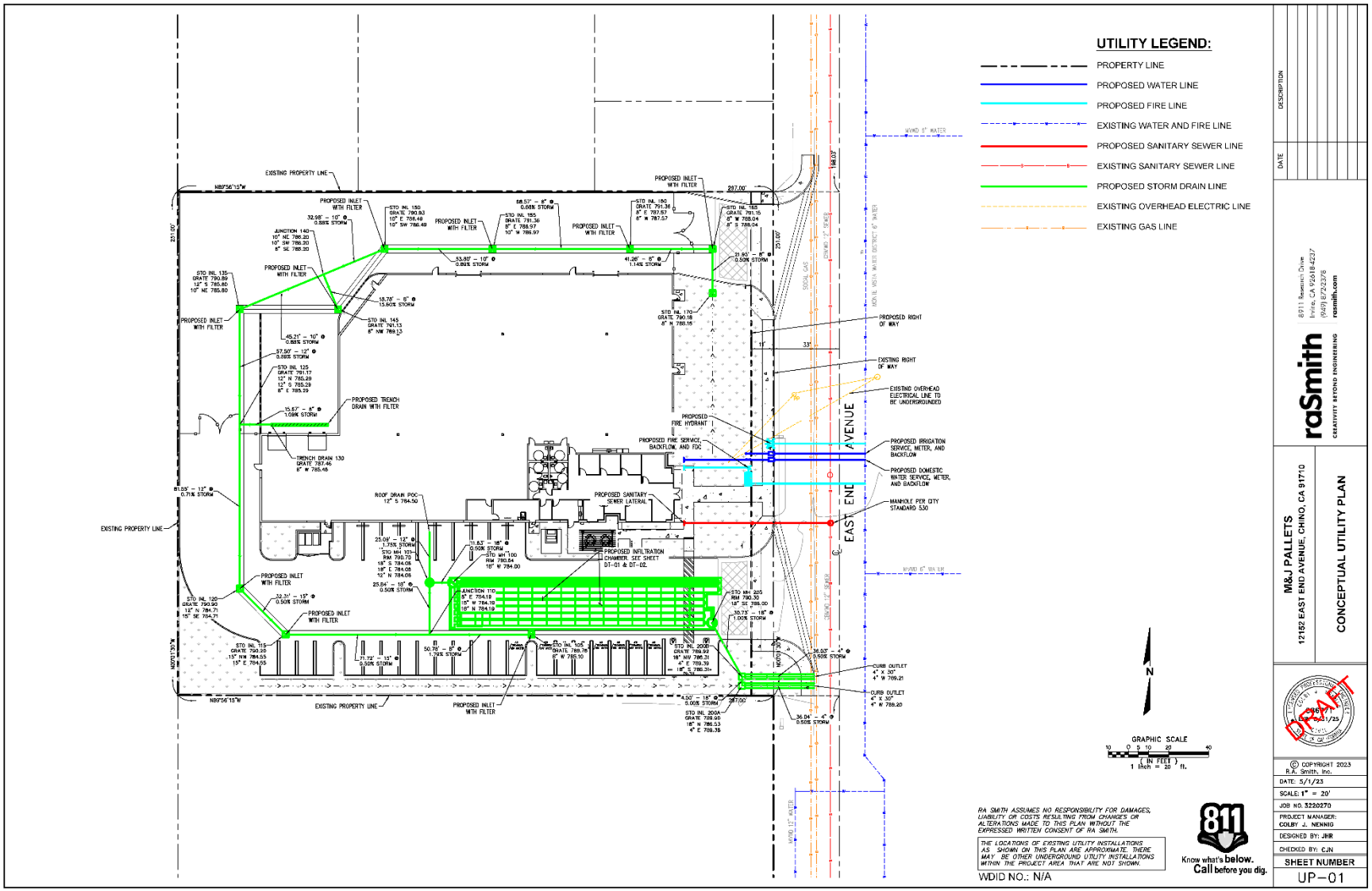
Landscaping

The project's proposed landscaping comprises an area of 11,384 sf, or 15 percent of the lot. This meets the County's landscape coverage requirement for projects in a Community Industrial zone. The majority of the landscaping would be installed along East End Avenue and along the southern property line from East End Avenue to, and including, the southwest corner of the project site. The landscaping materials would include drought-tolerant trees, shrubs, accent succulents and ornamental grasses, and groundcovers. The project's landscaping proposal complies with Chapter 83.10 of the County of San Bernardino Development Code, which establishes requirements for landscape design, irrigation system design, and water-use efficiency.

Project Construction

Project construction would consist of five phases, including: 1) Demolition of existing improvements; 2) site preparation for grading; 3) site grading; 4) building construction; and 5) building coating. All construction-related activities would be completed over approximately 11 months. It is anticipated that the initial phase would commence in the 2nd quarter of 2024, and the final phase would be completed by the 2nd quarter of 2025.

Figure 6. Conceptual Utility Plan



ENVIRONMENTAL/EXISTING SITE CONDITIONS:

Pursuant to CEQA Guidelines § 15125(a)(1), a lead agency should describe physical environmental conditions as they exist at the time environmental analysis is commenced, from both a local and regional perspective. The project's application was filed with the County of San Bernardino in January 6, 2023 and the environmental review commenced at that time.. Other sections of this Initial Study describe certain facets of recent and current physical environmental conditions on-site and in the vicinity of the project site. The following discussions provide additional information in this regard.

Site and Vicinity General Plan Designations, Zoning and Land Uses

The Land Use Element of the San Bernardino Countywide Plan identifies the project site in the Limited Industrial Land Use Category. The project site is in the Community Industrial (IC) Zoning District. **Table 1, Project Site and Vicinity General Plan Land Use Designations, Zoning Classifications and Land Uses**, identifies land use-related attributes for the project site and surrounding vicinity. Although the project site and properties west of East End Avenue are presently unincorporated lands, they are located within the City of Chino Sphere of Influence and have almost all been pre-zoned by the City with the same land use classifications as the County. There are current applications before the City of Chino seeking approval to subdivide a 3.95-acre parcel located in the northwest quadrant of the Philadelphia Street/East End Avenue intersection into three parcels, in order to construct three industrial buildings totaling 60,000 sf. The aforementioned project is located within 0.25-mile of the project addressed in this Initial Study and has associated with it a concurrent application to annex approximately 57-acres, including the site of the proposed project, into the City of Chino.

Table 1
Project Site and Vicinity General Plan Land Use Designations, Zoning Classifications and Land Uses

Location	Existing Land Use	Policy Plan/General Plan Land Use Designation	Zoning District
Project Site	Existing Pallet use	Limited Industrial (LI)	Community Industrial (IC)
North	Industrial/Single Family Residences	Limited Industrial (LI)	Community Industrial (IC)
East	Single Family Residences	City of Chino	City of Chino
South	Industrial Use	Limited Industrial (LI)	Community Industrial (IC)
West	Industrial Use	Limited Industrial (LI)	Community Industrial (IC)

Current Site Characteristics

The site of the proposed project has a slight slope to the southeast and is devoid of natural features. The entire site is covered by either structures or asphalt/concrete surfaces. The main structure on the project site is a former residence now used as the office of M&J Pallet Recycling, Inc. There are numerous mature trees around the office structure and a few others along the site boundary.

The project site is within one mile of one of the Chino Fault segments referred to as the Central Avenue Fault. However, the project site is not within an Alquist-Priolo Earthquake Fault (Special Studies) Zone. Like all areas in the Southern California region, in the event of a major seismic event, the project site would be subject to severe ground shaking. In this regard, it is noted that the Central Avenue Fault has not displaced over the last several hundred thousand years.

The project site is not located near any bodies of water, rivers, or streams. An improved channel for San Antonio Creek is aligned north-south within 0.25-mile of the project site. **Figures 7 and 8, Photographs of the Project Site and Vicinity**, present views of the project site and surrounding area.

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

On June 28, 2023, the County of San Bernardino sent AB 52 notices to the following four (4) local NA tribal representatives, as outlined below in alphabetical order:

- Gabrielino Band of Mission Indians - Kizh Nation, Andrew Salas, Chairman
- Morongo Band of Mission Indians Ann Brierty, THP Officer
- San Manuel Band of Mission Indians, Ryan Nordness, CR Analyst
- Soboba Band of Luiseño Indians, Joseph Ontiveros, Cultural Resource Director

The 30-day AB 52 notification period ended on December 18, 2021, and Gabrielino Band of Mission Indians – Kizh Nation and San Manuel Band of Mission Indians Tribal Group provided Mitigation Measures included in the Cultural Resources section of this report.

A response was received on June 29, 2023, from Mr. Bonnie Bryant with the San Manuel Band of Mission Indians indicating that the proposed project is located outside of Serrano ancestral territory and the tribe will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates.

A response was received from the Gabrieleno Band of Mission Indians - Kizh Nation on June 30, 2023, providing a set of mitigation measures that the Tribe requested to be included in the Initial Study. Mr. Khan responded to the Gabrielino Kizh Nation on July 3, 2023, stating that the County

would accept these mitigation measures (see Mitigation Measures TCR-1 through TCR-3) and they will be incorporated with the project Conditions of Approval.

There was no response from the Morongo Band of Mission Indians or the Soboba Band of Luiseño Indians.

With the acceptance of the Gabrielino – Kizh Nation's recommended mitigation measures, the County concluded AB 52 consultation on July 3, 2023.

Figure 7. Photographs of the Project Site and Vicinity A

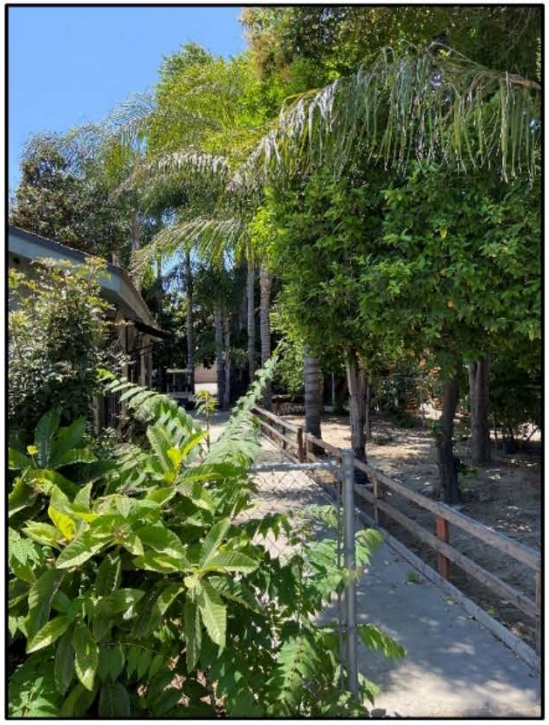
View West Toward Project Site From Across East End Avenue.

View East-Southeast From Northern Site Driveway Toward Residential Uses Across East End Avenue.

Figure 8. Photographs of the Project Site and Vicinity B

View West Along Project Site's Northern Perimeter Wall

View Toward Project Site Interior from just Inside Project Site's Northern Perimeter Wall



View West From Just East of the Existing House/Office Along its Rear to The West Side of the Project Site

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. The format of the study is presented as follows.

The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant Impact With Mitigation Incorporated	Less than Significant Impact	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated, and no mitigation measures are required.
2. **Less than Significant Impact**: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials

☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: (prepared by Azhar Khan, Senior Planner) — Date: 10.24.2023

Chris Warrick

Signature:(Chris Warrick, Supervising Planner) — Date: 10/24/2023

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
I.	***AESTHETICS*** – Except as provided in Public Resources Code Section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SUBSTANTIATION: *San Bernardino County General Plan, 2007; Caltrans Scenic Highways Map, 2023; Federal Register; 2010 Census Urbanized Area Reference Map. (Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):*

Submitted Project Materials

a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. The County of San Bernardino General Plan Open Space Element Policy OS 5.1 states that a feature or vista can be considered scenic if it:

- provides a vista of undisturbed natural areas;
- includes a unique or unusual feature that comprises an important or dominant portion of the view shed; or
- offers a distant vista that provides relief from less attractive views of nearby features such as views of mountain backdrops from urban areas.

Scenic vistas are points or corridors that are accessible to the public and provide a view of scenic areas and/or landscapes. The mountains of the Angeles National Forest and San Bernardino National Forest, located north and east of the project site, respectively, are visible from the project site, but in the distant background. The proposed project

would result in a new building which would not exceed 35 feet in height. An existing single-story structure and mature trees currently occupy the site. As a result, the project would not substantially change the extent to which the views of the mountains are visible from surrounding public vantage points.

b) *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?*

No Impact. The project is not within a designated or eligible State or County scenic corridor and/or highway. The nearest eligible scenic corridor is located approximately 10 miles south of the project site in Carbon Canyon. The project site and surrounding area have no visual connection to the Carbon Canyon facility and as a result, no impacts are anticipated in this regard.

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less Than Significant Impact. The project site is within an Urbanized Area according to the Census 2010 Urbanized Area Reference Maps. **Figure 9, Aerial of the Project Site and Vicinity**, shows that the project site is surrounded by existing development. Industrial/commercial land uses occur to the north, west, and south, and single-family residences occur to the east across East End Avenue.

As discussed above, the project site is not within or near a designated or eligible State or County scenic corridor and/or highway. The nearest eligible scenic corridor is located approximately 10 miles south of the project site in Carbon Canyon. Scenic vistas viewable from either East End Avenue or nearby Philadelphia Street are unlikely to be impacted by the proposed project since the new warehouse structure would be a single-story building which would not exceed 35 feet. Therefore, any potential impacts are determined to be less than significant. The proposed project is subject to Development Code requirements governing scenic quality that stipulate new land uses and structures shall be designed, constructed, and established in compliance with the requirements in the Development Code, including but not limited to, Chapter 82.06 (Industrial and Special Purpose Land Use Zoning Districts), Chapter 83.02 (General Development and Use Standards), Chapter 83.06 (Fences, Hedges, and Walls), and Chapter 83.13 (Signs). Compliance with Development Code requirements would ensure that the project would not conflict with applicable zoning and other regulations governing scenic quality.

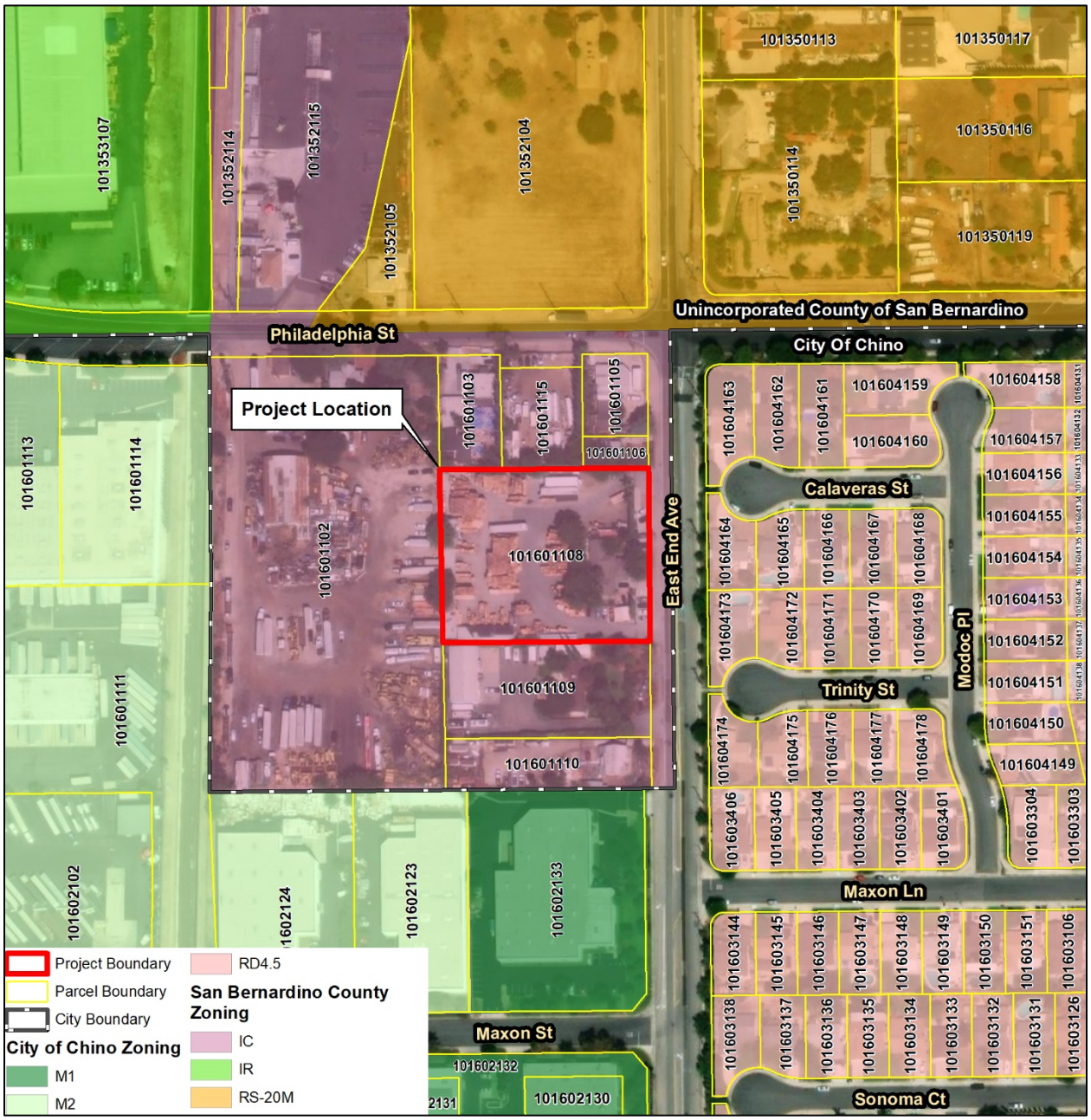
d) *Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?*

Less Than Significant Impact. The project's on-site lighting would be designed in accordance with standards defined in the County Development Code. A lighting plan is required, subject to review and approval by the Planning Department, which requires that all project light sources be placed and designed so as not to cause glare or excessive light spillage into neighboring sites, night sky, or public roadways. Consistent

with County Development Code Chapter 83.07: Glare and Outdoor Lighting, this approval does not allow installation or use of any artificial light source that would be emitted into the night sky. The project plans include the use of low intensity lamps, including at the development boundaries. All lighting would be hooded and designed with sharp-cutoff luminaries to reflect away from adjoining properties and public thoroughfares. All signs proposed by this project may only be lit by steady, stationary, and shielded light sources, and the glare from the luminous source shall not exceed one-half (0.5) foot-candle. The project would not be a source of substantial light or glare. Therefore, no potentially significant impact is anticipated in this regard and no mitigation measures are necessary.

Therefore, no significant adverse impacts are identified or anticipated with regard to aesthetics, and no mitigation measures are required.

Figure 9. Aerial of the Project Site and Vicinity



	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
II.	**AGRICULTURE AND FORESTRY RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located in the Important Farmlands Overlay):*

Countywide Plan*; *California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 by the California Department of Conservation (DOC) in order to analyze critical agricultural farmlands and observe land conversion change over time. The proposed project site is deemed as "Urban and Built-up Land," which means that the land has a building density of at least one building to 1.5 acres of land and is mainly utilized for residential, industrial, or other non-agricultural business. The project site is approximately 0.5 mile from the nearest designated Unique Farmland. The project site is already developed, and implementation of the proposed project would not convert designated farmland to non-agricultural use.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The Williamson Act, also known as the California Conservation Act of 1965, authorizes local governments to work with private landowners by negotiating an agreement to tax the landowners at lower rates if they restrict specific pieces of land to agricultural or open space use. According to San Bernardino County's Williamson Act Contract Map, the proposed project site is shown as being on land identified as "Urban and Built-Up Land", and it does not contain any land under the specific jurisdiction of the Williamson Act. The City of Chino's General Plan Land Use Element for 2025 identifies the proposed project area as "I-L," for Light Industrial uses. Currently, no agricultural operations are in the vicinity of the project site. Therefore, the project would not conflict with existing zoning for agriculture uses or any Williamson Act contracts.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The proposed project is in a highly urbanized setting and is zoned Community Industrial. The definitions given by Public Resource Code (PRC) § 4526 regarding timberland, by PRC § 12220(g) for forest land, or by California Government Code § 51104(g) for timberland zoned for production do not apply to this type of zoning because forest and timberland do not exist within light industrial zones. The project site and surrounding area are already developed; therefore, the project would have no impact on existing forestry or timberland zoning, nor would it cause rezoning.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The project site and vicinity are not within a forested area and are already developed. Construction and related activities would occur only within the project site. Therefore, the proposed project would not result in the loss and/or conversion of forest land.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. The proposed project site is located on land zoned Community Industrial which allows Light Industrial uses. The project site is also surrounded by land with the same zoning designation. The project site and surrounding area are developed and absent agricultural or forest uses. Therefore, the project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Therefore, no significant adverse impacts are identified or anticipated with regard to agriculture and forestry resources, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: *(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable):*

Countywide Plan*; *Submitted Project Materials

The information in the following analyses is based on the "Air Quality and Greenhouse Gas Assessment, Proposed Light Industrial Development, West Side of East End Ave (Between Maxon Street and Shasta Court), Chino, California", prepared by Salem Engineering Group, Inc., dated March 15, 2023.

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant Impact. The applicable air quality plan (AQP) is the 2022 Air Quality Management Plan (AQMP) adopted by the South Coast Air Quality Management

District (SCAQMD). The primary way of determining consistency with the air quality plan's (AQP's) assumptions is determining consistency with the applicable General Plan to ensure that the project's population density and land use would be consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county General Plans contain a Land Use Element that details the types and quantities of land uses that the city or county estimates will be needed for future growth, and that designates locations for land uses to regulate growth. The Southern California Association of Governments (SCAG) uses the growth projections and land use information in adopted general plans to estimate future average daily trips and vehicle miles traveled (VMT), which are provided to SCAQMD to estimate future emissions in the AQPs. Existing and future pollutant emissions computed in the AQP are based on land uses from area general plans. AQPs detail the control measures and emission reductions required for reaching attainment of applicable air standards.

The applicable General Plan for the project is the City of Chino General Plan. The project would be consistent with the currently adopted General Plan and would therefore be consistent with the population growth and VMT applied in the plan. Therefore, the project would be consistent with the growth assumptions used in the applicable AQPs. As a result, the project would not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

Another measurement tool in evaluating consistency with the AQMP is to determine whether a project would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecasted in the AQMP, and how the project would accommodate the expected increase in population or employment. The proposed project would not cause an increase in population nor employment and as a consequence, overall vehicle miles traveled (VMT). As a result, the proposed project would not produce population and/or employment opportunities which are not already included in the growth rates forecasted in the AQMP.

According to a trip generation and VMT screening analysis performed for this project, the project has been screened out from a full VMT analysis based on estimated project trip generation being less than 110 daily vehicle trips; project trip generation is estimated at 68 daily trips.

Additionally, to assist the implementation of the AQMP, projects must not create regionally significant emissions of regulated pollutants from either short-term construction or long-term operations. The SCAQMD has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant. They are useful for estimating whether a project is likely to result in a violation of the National Ambient Air Quality Standards (NAAQS) and/or whether the project is in conformity with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 2**. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Table 2
SCAQMD Emissions Thresholds for Significant Regional Impacts

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Source: Salem, 2023.
Note: lbs = pounds.

Regional Construction Emissions

Construction activities for the project are anticipated to last 11 months consisting of eight months for building construction and three months for paving the proposed parking lot.

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the project were estimated through the use of the CalEEMod Model (ENVIRON 2020). It was assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during project construction. In addition, it was assumed that, in accordance with the requirements of SCAQMD Rule 403, fugitive dust controls would be utilized during construction, including watering of active sites three times daily.

For the purpose of estimating emissions from the application of architectural coatings, it was assumed that water-based coatings that would be compliant with SCAQMD Regulations would be used for both exterior and interior surfaces. Within the CalEEMod Model, this assumption was included by assigning all architectural coating a low VOC content.

Table 3 summarizes the emissions estimates for construction of all proposed site improvements. The estimates address all steps of construction—including site grading, project construction, paving, and architectural coatings—averaged over the project's projected construction duration. These projected emissions assume standard measures are implemented to reduce emissions, as calculated with the CalEEMod Model, and are compared to the regional thresholds. Note that projected emissions for all pollutants during construction are below both of the SCAQMD's Air Quality Significance Thresholds. Regional construction impacts would be less than significant.

Table 3
Estimated Annual Construction Emissions (Unmitigated)

	ROG	NOX	CO	SOX	PM10	PM2.5
Regional Significance Criteria	75	100	550	150	150	55
Local Significance Thresholds	---	371	1965	---	13	8

Table 3
Estimated Annual Construction Emissions (Unmitigated)

Project Construction Emissions	.88	2.14	2.47	.00	.22	.11
Significant?	No	No	No	No	No	No

Source: Salem, 2023

Regional Operational Emissions

The main operational impacts associated with the project would be impacts associated with traffic. Minor impacts would be associated with energy use and area sources.

To address whether the project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with project-generated traffic and area sources were compared with the SCAQMD's quantitative significance criteria. The CalEEMod Model contains emission factors from the EMFAC2021 model, which is the latest version of the Caltrans Emission Factor Model for On-Road Traffic. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model default outputs for traffic. This assumption includes light duty automobiles and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. For conservative purposes, emission factors representing the vehicle mix for 2023 were used to estimate emissions as 2023 was assumed to be the first year of full operation; based on the results of the EMFAC2021 model for subsequent years, emissions would decrease on an annual basis from 2022 onward due to phaseout of higher polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2021 model. Emissions associated with area sources (energy use and landscaping activities) were also estimated using the default assumptions in the CalEEMod Model. For the proposed project, defaults were adjusted down to reflect likely trip distance and frequency more accurately, due to the project's location.

Table 4 below presents the results of the CalEEMod emission calculations in lbs/day for operations, as an annual average considering the project's design features, along with a comparison with the SCAQMD Air Quality Significance Thresholds for Operations. The calculation assumed that the project would be constructed to current Title 24 building standards and would use low flow plumbing fixtures. Regional operational impacts would be less than significant.

Table 4
Estimated Annual Operational Emissions (Unmitigated)

	ROG	**NOX**	**CO**	**SOX**	**PM10**	**PM2.5**
Regional Significance Criteria	55	55	550	150	150	55
Local Significance Thresholds	—	371	1965	—	4	2
Project Construction Emissions	.93	.66	4.16	.01	1.10	.33
Significant?	No	No	No	No	No	No

Source: Salem, 2023

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less Than Significant Impact. Project specific emissions that exceed the thresholds of significance for criteria pollutants would be expected to result in a cumulatively considerable net increase of any criteria pollutant for which the County is in non-attainment under applicable Federal or State ambient air quality standards. It should be noted that a project is not characterized as cumulatively insignificant when project emissions fall below thresholds of significance. The SCAQMD has established thresholds of significance for determining environmental significance, which are provided in Table 4.

As discussed above, results of the analysis show that emissions generated from construction would be less than the applicable SCAQMD emission thresholds for criteria pollutants. Therefore, impacts would be less than significant and no mitigation is required.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. The sensitive receptors nearest the project site are single-family residences located directly to the east across East End Avenue. Since previous Table 4 indicates that neither short- nor long-term emission levels attributable to the project would be significant, pollutant concentrations attributable to the proposed project in the vicinity of nearest sensitive receptors are anticipated to be less than significant.

Short-Term Construction Impacts

The annual emissions from the construction phase of the project would be less than the applicable SCAQMD emission thresholds for criteria pollutants, as shown above. Therefore, construction emissions associated with the project would be less than significant.

Long-Term Operational Impacts

Long-term emissions related to the project would generate primarily from mobile source (vehicle) emissions at the project site, and area sources such as maintenance equipment. Emissions from long-term operations generally represent a project's most substantial air quality impact. **Table 4** above summarizes the project's operational impacts by pollutant. Results indicate that the annual operational emissions from the project would be less than the SCAQMD emission thresholds for criteria pollutants. Therefore, operational emissions associated with the project would be less than significant.

d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?*

Less Than Significant Impact. The SCAQMD requires that an analysis of potential odor impacts be conducted for the following two situations:

- **Generators –** projects that would potentially generate odorous emissions proposed to be located near existing sensitive receptors or other land uses where people may congregate, and
- **Receivers –** residential or other sensitive receptor projects or other projects built for the intent of attracting people located near existing odor sources.

The proposed project would rehabilitate broken pallets, construct new ones, and then store market ready pallets until picked up by, or delivered to, a buyer. No odiferous processes are employed during pallet rehabilitation, construction, and storage operations. Thus, the proposed project is not an odor "Generator". As a consequence, no odors attributable to the proposed project are expected to adversely affect any sensitive receptors.

Therefore, no significant adverse impacts are identified or anticipated with regard to air quality, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IV.	**BIOLOGICAL RESOURCES -** Would the project:				
a)	Have substantial adverse effects, 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?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or	☐	☐	☐	☒

	migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION: *(Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐):*

Countywide Plan*; *Submitted Project Materials; San Bernardino County General Plan, 2007; City of Chino General Plan FEIR 2010; CNDDB, 2023; Site Visit, 6/26/23, National Wetlands Inventory Wetlands Mapper; Consulting Arborist's Report, July 3, 2023, Arborgate Consulting, Inc.

a) *Have substantial adverse effects, 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?*

Less than Significant Impact with Mitigation Incorporated. A review of readily available information, including relevant literature, databases, agency websites, various previously completed reports and management plans, Geographic Information Systems (GIS) data, maps, and aerial imagery from public domain sources, was undertaken to determine what, if any, species identified as candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) may be present, or have been known to be present, on or within a two-mile radius of the project site. **Table 5** identifies the wildlife species of interest to Federal and State Natural Resources Agencies, their scientific and common names, taxonomic group, their listing status, and their current status with the CDFW. **Figure 10** depicts the distribution of those species within a two-mile radius of the project site.

Table 5
California Natural Diversity Database Known Occurrences – Wildlife Species

Scientific Name	Common Name	Taxonomic Group	Federal Listing Status	State Listing Status	CDFW Status
Laterallus jamaicensis coturniculus	California black Rail	Birds	N	T	FP
Nyctinomops macrotis	Big free-tailed bat	Mammals	N	N	SSC

Table 5
California Natural Diversity Database Known Occurrences – Wildlife Species

Bombus crotchii	Crotch bumble bee	Insects	N	CE	-
Lasirius xanthinus	Western yellow bat	Mammals	N	N	SSC
Polioptila californica californica	Coastal California gnatcatcher	Birds	T	N	SSC
Gonidea angulate	Western ridge mussel	Mollusks	N	N	-
Buteo swainsoni	Swainson's hawk	Birds	N	T	-
Anniella stebbinsi	Southern CA legless lizard	Reptiles	N	N	SSC
Eumops perotis californicus	Western mastiff bat	Mammals	N	N	SSC

Notes: N=None; T=Threatened; E=Endangered, C=Candidate FP=Fully Protected, SSC=Species of Special Concern

Based on the information presented above, it was determined that only one bird species, the California black rail, had the potential to occur on-site or in the vicinity. However, based on the preferred habitat for this bird species, namely marsh lands and similar ecosystems, the potential for occurrence on the project site is considered negligible and any impact in this regard is considered less than significant. It is noted that the foregoing database searches also covered plant species in order to determine what, if any, plant species identified as candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), may be present, or have been known to be present, within a two-mile radius of the project site. One mature, native Coast live oak was identified on-site. No other protected plant species were identified.

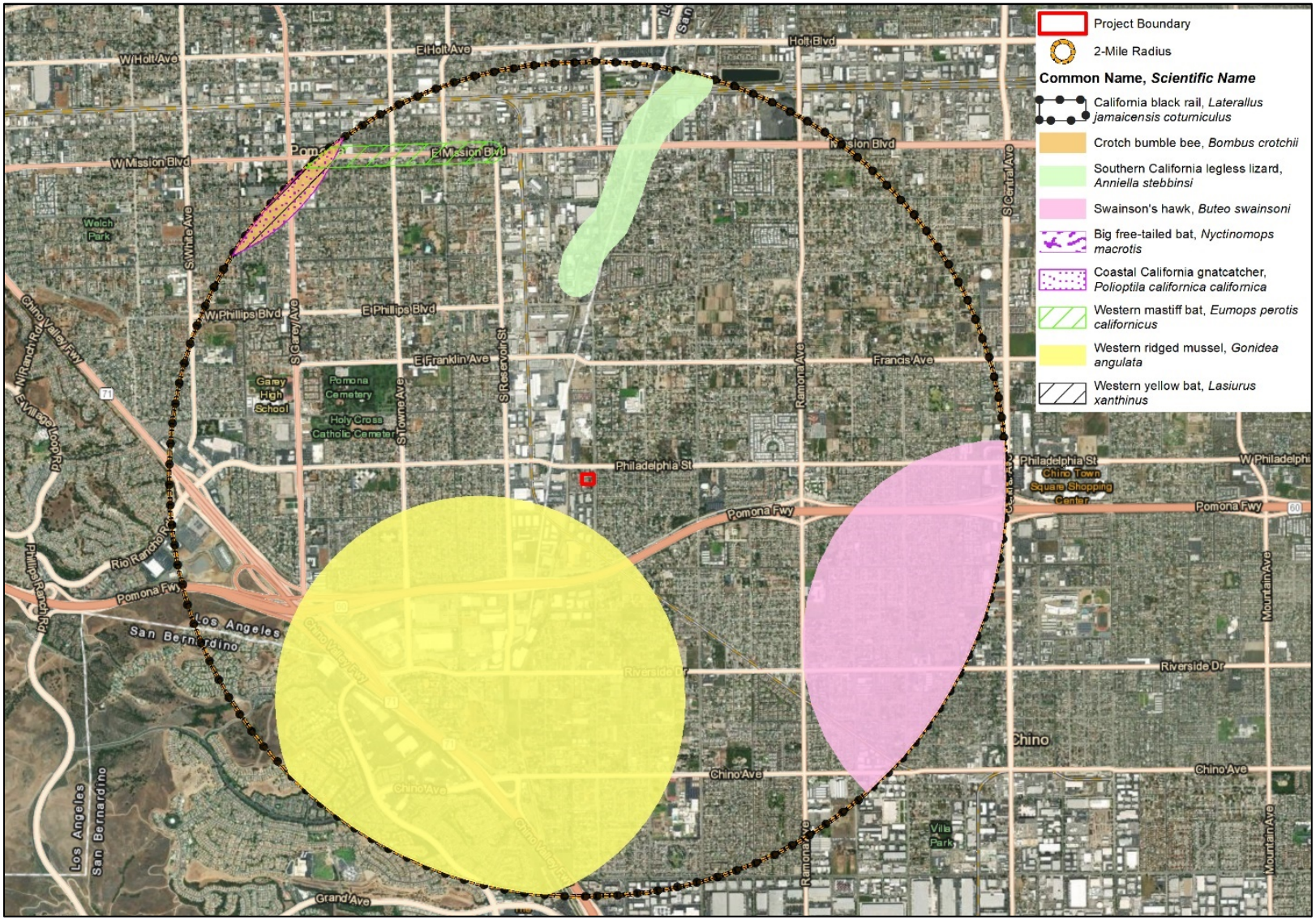
It is noted that the project site does support suitable habitat for ground-nesting birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. However, ornamental vegetation and various trees adjacent to the existing residential structure and driveways may provide suitable habitat for nesting birds to occupy the site prior to ground disturbance. Implementation of **Mitigation Measure BIO-1** would reduce impacts to nesting birds to a less than significant level with mitigation incorporated.

MM BIO-1: **Pre-Construction Nesting Bird Survey.** If project activities with potential to disturb suitable avian nesting habitat within 500 feet of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys shall conduct a nesting bird survey no more than three days prior to the initiation of project activities, to determine the presence or absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than three days after the completion of the nesting bird survey in the absence of active bird nests. An additional

nesting bird survey shall be conducted if project activities fail to start within three days of the completion of the pre-construction nesting bird survey.

Nesting Bird Exclusionary Buffers. Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist in accordance with the Migratory Bird Treaty Act. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged, or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. Without the written approval of the CDFW and/or the USFWS, no work shall occur if listed or fully protected bird species are found to be actively nesting within 500 feet of the areas subject to construction activities.

Figure 10. CNDDB Known Occurrences – Wildlife Species



b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

No Impact. The site of the proposed project is fully developed and covered with structures and hardscape. There are no natural features indicating the presence of riparian habitat. A review of the Open Space and Conservation Element of the Chino General Plan 2025 (2010) and San Bernardino Countywide Plan did not identify any riparian habitat or other sensitive natural community on or in the vicinity of the proposed project site. Therefore, no impacts to riparian habitat, or any other sensitive natural community, are expected to occur as a result of the proposed project.

c) *Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The project site is relatively flat and is improved with impervious surfaces within its perimeter wall. Lands surrounding the project site exhibit similar topography. According to the National Wetlands Inventory Wetlands Mapper, there are no State or Federally protected wetlands on or around the project site. Therefore, implementation of the proposed project would not have a substantial adverse effect on State or Federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would occur, and no mitigation is required.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. As indicated in the preceding section, the site of the proposed project is relatively flat and is improved with impervious surfaces within the perimeter wall. No native resident wildlife or migratory fish reside on the project site. No areas indicative of pathways or corridors frequented by native residents are known to exist within or adjacent to the property boundary, nor are any native wildlife nursery sites. Given the absence of resident wildlife species and migratory fish on and adjacent to the project site, it is unlikely that the proposed project would interfere substantially, or in any other manner, with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. As such, no impacts in the foregoing regard are anticipated and no mitigation measures are required.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact. The project site is presently located in an unincorporated portion of San Bernardino County and within the Sphere of Influence of the City of Chino. As such, any tree removal or native tree protection or preservation activities are subject to the provisions of the San Bernardino County Development Code (SBCODC). Section 88.01.050(a)(1), Native Tree or Plant Removal Permits, of the SBCODC requires land use applications or development permits to include a Tree or Plant Removal Permit based on the removal of regulated trees on a site. Section 88.01.040, Regulated Trees and Plants and General Permit, and § 88.01.070(b) define regulated trees as follows: Native Trees:

A living, native tree with a 6-inch or greater stem diameter or 19 inches in circumference measured 4.5 feet above natural grade level. Palm Trees: Three or more palm trees in linear plantings, which are 50 feet or greater in length within established windrows or parkway plantings, shall be considered to be heritage trees and shall be subject to the provisions of this chapter regarding native trees.

It is noted that a nearby development project is also seeking to annex an area containing the site of the proposed project into the City of Chino. Should annexation occur prior to the commencement of the proposed project, permits addressing onsite tree preservation, removal and/or replacement would have to be obtained from the City of Chino.

An arborist's report was prepared for the project site (Arborgate Consulting, Inc., July 3, 2023).The report indicates that 30 trees occupy the project site. The protected plants for this region include native trees, unbranched cacti, yuccas, palms, and Joshuas. With one exception, none of the trees found onsite are native to this area of California. The one exception is a native and mature Coast live oak (*Quercus agrifolia*). It is located in the wall on the western property line and is therefore jointly owned with the landowner to the west. All 30 trees located on the project site are slated for removal in order to accommodate site development. Removal of the oak tree would require concurrence from the adjoining landowner.

Removal of the oak tree and twelve other onsite trees considered "mature" (10-inch diameter at breast height or larger) by the City's regulations would require replacement at various ratios depending on the size and type of tree being removed. Please refer to Table 20.19.4-1 in the arborist report (Appendix B) to learn the replacement criteria for each of the trees that would be removed onsite. In the event the replacement trees cannot be located within the project site, the City's Community Development Director (or designee) would determine appropriate alternative locations where replacement tree planting would occur. The proposed project is committed to complying with either the County's or City's tree preservation, replacement, and/or removal permit processes as might be appropriate at the time. Given this, in that the proposed project will comply with all applicable County or City regulations concerning this issue, implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant in this regard.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

No Impact. The site of the proposed project is not within or in close proximity to any adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or State habitat conservation plan. As a result, the proposed project would not conflict with any adopted Federal, State, or local conservation plan and would yield no impacts in this regard.

Therefore, no significant adverse impacts are identified with regard to biological resources, and impacts would be less than significant with implementation of Mitigation Measure BIO-1.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
V.	**CULTURAL RESOURCES** - Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

SUBSTANTIATION: (Check if the project is located in the Cultural ☐ or Palaeontologic ☐ Resources overlays or cite results of cultural resource review):

Countywide Plan; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials

A Cultural Resource Assessment dated April 05, 2023, was prepared for the 12152 East End Avenue Warehouse project site by PaleoWest LLC. Based on the cultural resources records search, it was determined that no historic cultural resources or prehistoric archeological sites have been previously recorded within the project site area of potential effect (APE) or within the one-mile buffer zone of the APE. No prehistoric resources were observed during the field survey and a single historic property was identified and recorded. The study included a pedestrian survey of the project site.

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

No Impact. A Cultural Resource Assessment was prepared for the 12152 East End Avenue Warehouse project site by PaleoWest LLC. Based on the cultural resources records search conducted at the South Central Coastal Information Center (SCCIC), it was determined that no historic cultural resources have been previously recorded within the project site APE or within the one-mile buffer zone of the APE.

The result of the pedestrian survey was positive for an historic resource on the project parcel. A single historic period resource was identified within the project boundary as a 1946 single family residence. The entire residential property was documented and evaluated for listing on the California Register of Historical Resources (CRHR). No evidence was found to indicate it is directly associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. Furthermore, archival research found no evidence to suggest Clifford Carpenter, who appears to have owned the land when the original residence was built, played an

important role in California's past. As such, the resource is not recommended eligible for listing in the CRHR under Criterion 1 or 2. No other cultural resources were observed during the survey. Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of an historical resource, and no impacts are anticipated in this regard.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less than Significant Impact with Mitigation Incorporated. The project parcel has been highly disturbed by removal of a fruit tree orchard, urbanization with the construction of a single-family residence with a paved lot, and commercial use of the parcel. Due to the depositional environment, the project would likely result in a high degree of site preservation for any subsurface cultural resources that may be present.

The cultural resources records search conducted at the SCCIC determined that there are no known prehistoric cultural resource sites or isolates recorded within a one-mile radius of the project APE. The result of the pedestrian survey was negative for prehistoric sites and isolates on the project site.

A Native American Heritage Commission Sacred Lands File (NAHC SLF) search was conducted in an undefined area around the project site. The NAHC provided a response letter dated March 16, 2023, which stated a negative SLF result. The NAHC also provided PaleoWest with a list of local Native American tribes and specific tribal representatives to contact regarding this project. Subsequently, 18 representatives of the 12 Native American tribes were contacted with a letter and email on March 17, 2023, requesting a reply if they had knowledge of cultural resources in the area that they could provide, and asking if they had any questions or concerns regarding the project. The contacted tribes included the following:

- Agua Caliente Band of Cahuilla Indians
- Gabrielino Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseno Indians

There were three direct responses to this outreach. An email response was received from Xitlaly Madrigal, Cultural Resource Analyst for the Agua Caliente Band of Cahuilla Indians on March 17, 2023, indicating that the project is not within the tribe's traditional use area, and they defer to other tribes in the area. H. Jill McCormick, Historic Preservation Officer for the Quechan Tribe of the Fort Yuma Reservation, indicated on March 20, 2023, that the tribe does not wish to comment on this project and defers to more local tribes. An email was received from Ryan Nordness, Cultural Resource Analyst for the San Manuel

Band of Mission Indians, on April 5, 2023, indicating that the project is outside of Serrano territory and the tribe will not be requesting consulting status.

Following up on the initial contacts, telephone calls were conducted on April 5, 2023 to the tribal entities who had not already responded. Three telephone calls were placed with no direct answer and messages were left describing the project and requesting a response. The calls were made to the following: Anthony Morales, Chairperson for the Gabrieleno/Tongva San Gabriel Band of Mission Indians; Sandonne Goad, Chairperson of the Gabrieleno/Tongva Nation; and Wayne Walker, Co-Chairperson for the Serrano Nation of Mission Indians. In a call to Mark Cochrane, Co-Chairperson for the Serrano Nation of Mission Indians, and Charles Alvarez, Chairperson of the Gabrieleno - Tongva Nation, the phone number was disconnected, and no message could be left. There have been no further responses to date from these tribes.

During telephone calls on April 5, 2023, Andrew Salas, Chairperson for the Gabrieleno Band of Mission Indians – Kizh Nation, requested the contact information of the developer and the planning group directly to make sure they have consulted with the City Planner for Chino. Christina Conley, Tribal Consultant and Administrator for the Gabrielino Tongva Indians of California Tribal Counsel, responded by email on March 20, 2023, stating that the tribe will defer to their sister tribe which resides in the local area for comment, and indicated that they are a coastal band. Ann Brierty, Tribal Historic Preservation Officer for the Morongo Band of Mission Indians, indicated that the tribe will follow up with any comments if needed. Lovina Redner, Tribal Chair for the Santa Rosa Band of Cahuilla Indians, indicated that the tribe does not wish to comment. Joseph Ontiveros, Cultural Resource Department for the Soboba Band of Luiseño Indians, stated that they defer to Anthony Morales of the Gabrieleno/Tongva San Gabriel Band of Mission Indians.

The result of the pedestrian survey was negative for prehistoric sites and isolates on the project site. A single historic period resource was identified in the project boundary as a 1946 single family residence. The entire residential property was documented and evaluated for listing on the CRHR.

A geoarchaeological assessment concluded that the project area is characterized by young alluvial fan deposits, which saw active deposition during the middle and late Holocene, during which time proximity of the San Antonio Creek would have made this area optimal for habitation. Additionally, the depositional environment would likely result in a high degree of site preservation. Overall, this area has a high potential for buried prehistoric resources that may be present. In the event of an unanticipated discovery, implementation of mitigation measure **Mitigation Measure CUL-1** would ensure that impacts to archeological resources would be less than significant.

Mitigation Measure

MM CUL-1 If historical or unique archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the City. An on-call qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s). A Monitoring and Treatment Plan shall be prepared by

the qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afford the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the site while evaluation and treatment of historical or unique archaeological resources takes place.

With implementation of **Mitigation Measure CUL-1**, potential impacts related to archaeological resources would be less than significant.

c) *Disturb any human remains, including those outside of formal cemeteries?*

Less than Significant Impact with Mitigation Incorporated. As previously discussed, the project would be built on a parcel that has been disturbed by removal of a fruit tree orchard and urbanization. No human remains have been previously identified or recorded onsite. The project proposes the development of a 26,122 square foot warehouse and associated improvements, including a trash enclosure, fencing, hardscaping, and landscaping. Construction activities associated with development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. As such, this area has a high potential for buried prehistoric resources.

In the unlikely event of an unanticipated discovery, implementation of mitigation measure **Mitigation Measure CUL-2** and adherence to applicable codes and regulations would ensure that impacts related to the accidental discovery of human remains would be less than significant.

California Health and Safety Code § 7050.5 identifies procedures for the discovery of human remains. CEQA § 15064.5 indicates the process for determining the significance of impacts on archaeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated artifacts.

Mitigation Measure

MM CUL-2: If human remains are encountered during excavations associated with this project, all work shall stop within a 30-foot radius of the discovery and the San Bernardino County Coroner shall be notified (§ 5097.98 of the Public Resources Code). The coroner shall determine whether the remains are of recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they shall contact the NAHC. The NAHC shall be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) shall be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD shall make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and

nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

With implementation of **Mitigation Measure CUL-2** above, potential impacts related to human remains would be less than significant.

Therefore, no significant adverse impacts have been identified with regard to cultural resources, and impacts would be less than significant with implementation of Mitigation Measures CUL-1 and CUL-2.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VI.	**ENERGY** – Would the project:				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION: Countywide Plan; Submitted Materials

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less Than Significant Impact.

Electricity

<u>Construction Use</u>

Southern California Edison (SCE) would provide electric power for the proposed project. Temporary electric power for as-necessary lighting and electronic equipment would be provided by SCE. The amount of electricity used during construction would be minimal, as demand would primarily stem from the use of electrically powered hand tools. The electricity used for construction activities would be temporary and minimal; therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity. Therefore, impacts would be less than significant in this regard.

<u>Operational Use</u>

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water used by the project would involve indirect electricity usage. The California Emissions Estimator Model

(CalEEMod), as part of the air quality and greenhouse gas emissions analyses (refer to sections 4.3 and 4.8, respectively), was used to estimate the electricity demand for the proposed project; refer to **Table 6**. The project is estimated to employ 15 persons; estimated per-capita electricity and natural gas use is provided in **Table 6.**

The project would comply with all applicable regulations and codes that require achievement of various levels of energy efficiency in building operation. These include (1) the 2022 California's Energy Efficiency Standards for Nonresidential Buildings (California Code of Regulations Title 24, Part 6), and (2) the 2022 California Green Building Standards Code (CalGreen; California Code of Regulations Title 24 Part 11).

Table 6
Estimated Project Operational Energy Use

Energy Type	Units	Value	Per Capita Value
Onroad Motor Vehicle Travel (Fuel)[1]	Gallons gasoline/ year[1]	10,575	705
	Gallons diesel/ year[1]	35,000	2,333
Electricity Use	Kilowatt-hours per year	255,366	17,024
Natural Gas Use	1,000 BTU per year	818,111	54,541

Source: Salem, 2023
Notes:
1 Calculations for gasoline and diesel use are provided below in Table 7. Annual use is based in 250 workdays per year; the project would operate Monday through Friday (less certain holidays) and would be open occasionally on Saturdays and Sundays by appointment only.

Natural Gas

Construction Use

Southern California Gas Company (SoCalGas) would provide natural gas for the proposed project. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Any minor amounts of natural gas that may be consumed as a result of project construction would be temporary and negligible and would not have an adverse effect; therefore, construction would not result in wasteful, inefficient, or unnecessary consumption of natural gas. Therefore, impacts would be less than significant.

Operational Use

Natural gas consumption during operation would be required for various purposes, including building heating and cooling. The California Emissions Estimator Model (CalEEMod), as part of the air quality and greenhouse gas emissions analyses, was used to estimate natural gas demand for the proposed project, which is presented in **Table 6.**

Petroleum

Construction Use

Petroleum-based fuel consumed by construction equipment would be the primary energy resource expended over the course of construction. Transportation of construction materials and construction workers would also result in petroleum consumption. Heavy-duty construction equipment, vendor trucks, and haul trucks would use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. Construction for the proposed project is anticipated to take 11 months, and would begin in the 2nd quarter of 2024, and the final phase would be completed by the 2nd quarter of 2025. Because of the short-term nature of construction and relatively small scale of the project, the project's petroleum consumption would be negligible when compared to California's daily total use of approximately 1.8 million barrels of petroleum.

During project construction, trucks and construction equipment would be required to comply with the ARB's anti-idling regulations. ARB's In-Use Off-Road Diesel Fueled Fleets regulation would also apply. Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the federal government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary consumption, and impacts would be less than significant.

Operational Use

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by employees and visitors to the project site. Daily consumption of transportation fuels is estimated at 42.3 gallons of gasoline and 140 gallons of diesel fuel, as shown below in **Table 7**. All passenger cars are assumed to be gasoline-powered; all trucks are assumed to be 4+-axle and diesel powered. The proposed facility would operate five days per week; it would be open on Saturdays and Sundays occasionally by appointment only. Assuming 250 operating days per year (five days per week, less certain holidays), annual consumption of transportation fuels would be 10,575 gallons of gasoline and 35,000 gallons of diesel fuel. Project operation and construction would not involve wasteful, inefficient, or unnecessary energy consumption, and impacts would be less than significant.

Table 7
Estimated Project Operational Gasoline and Diesel Fuel Usage

Vehicle Category	Fuel	Average Daily Trips	Average Trip Length	Daily Miles Traveled, Total	Miles per Gallon[1]	Gallons Fuel Consumed
Passenger cars[2]	Gasoline	54	18.8	1,015	24	42.3

Table 7
Estimated Project Operational Gasoline and Diesel Fuel Usage

Trucks[3]	Diesel	14	50[4]	700	5	140

Source:
[1] USDOE, 2023
Notes:
[2] All passenger cars assumed to be gasoline-powered
[3] All trucks assumed to be heavy trucks (4+ axle) and diesel-powered
[4] Average truck trip length is estimated to be 50 miles, from the project site to downtown San Bernardino round trip. San Bernardino and Riverside are two major business centers in the project region; San Bernardino, the farther of the two, is used for a conservative estimate.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less than Significant Impact. The California Building Standards Codes (Title 24, California Code of Regulations) are updated on a three-year cycle; the current 2022 codes took effect on January 1, 2023.

The initial Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Compliance with Title 24 will result in a decrease in GHG emissions.

The California Green Building Standards Code (Title 24, Part 11 code), commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development.

The Appliance Efficiency Regulations comprise Title 20, CCR Sections 1601 through 1608. The regulations include standards for both federally and non–federally regulated appliances. These standards are updated regularly to allow consideration of new energy efficiency technologies and methods.

The CALGreen Code is adopted as Section 15.42.010 of the City of Chino Municipal Code. The Building Energy Efficiency Standards Code is adopted as Section 15.43.010 of the City Municipal Code. Municipal Code Chapter 15.45 implements the city Climate Action Plan that took effect in January 2021. Section 15.45.040 mandates that all equipment and appliances provided by the builder be ENERGY STAR labeled, as applicable; and that at least 70 percent of nonhazardous construction and demolition debris generated onsite be recycled or salvaged. Section 15.45.070 requires new development to exceed by three percent the mandatory California Energy Code Title 24, Part 6 standards, in effect at the time of development application submittal for discretionary review; and provides a range of methods for meeting that goal.

Project design and construction would comply with Title 24 Building Energy Efficiency Standards and CALGreen, and appliance efficiency regulations. The project would also

comply with the specified Chino Municipal Code sections. Project development would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Therefore, no impacts are identified or anticipated with regard to energy, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VII.	**GEOLOGY AND SOILS** - Would the project:				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems	☐	☐	☐	☒

where sewers are not available for the disposal of wastewater?				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District):* ***Countywide Plan; Submitted Project Materials***

Countywide Plan; Submitted Project Materials

This information in this section is based on the Geotechnical Engineering Investigation, Proposed Warehouse/Office Building, 12152 East End Avenue, Chino, California prepared by Salem Engineering, Inc. dated December 13, 2022.

a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact*.* The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,650 years (i.e., during the Holocene Period). The project site is located in the seismically active region of Southern California; however, the project site is not located within an Alquist-Priolo Earthquake Hazard Zone. The nearest Alquist-Priolo Earthquake Hazard Zone is the Chino fault, located approximately four miles south of the project site. This fault is capable of a magnitude 6.8 earthquake. The Chino Fault is also the nearest mapped active fault to the project site. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. Impacts would be less than significant in this regard.

ii) Strong seismic ground shaking?

Less than Significant Impact. The project site is in a seismically active region; active faults within 10 miles of the project site include the Chino, San Jose, Sierra Madre Connected, and Cucamonga faults, and the Elsinore fault zone. The Central Avenue Fault is the closest of these at about one mile southwest of the project site. The peak design ground acceleration at the project site is estimated at 0.816g where g is the acceleration of gravity. Project design and construction would comply with California Building Code (CBC) § 1613, Earthquake Loads, which sets forth provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability at the site. Project development would not

substantially exacerbate hazards from ground shaking after compliance with the CBC. Impacts would be less than significant, and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The soils encountered within the depth of 51.5 feet on the project site consisted predominately of loose to medium dense silty sand with various amounts of gravel, and stiff to very stiff sandy silt (Salem Engineering, 2022). Low to very low cohesion strength is associated with the sandy soil. A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands. Groundwater was not encountered during the investigation (Salem, 2022). According to regional groundwater data, the historically highest depth to groundwater is estimated to be at a depth greater than 50 feet below ground surface. The site was evaluated for liquefaction potential. The potential for liquefaction at the site is considered to be low due to the absence of shallow groundwater (Salem Engineering, 2022). No mitigation measures are required to reduce liquefaction hazards with respect to project construction, and impacts would be less than significant.

iv) Landslides?

No Impact. No landslides have been known to occur at the site, and the site is not in the path of any known or potential landslide hazards. Project development is not of sufficient scale to exacerbate landslide hazards, and no impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Construction

Project construction would involve extensive disturbance and exposure of soils, and therefore could cause substantial erosion if effective erosion control measures are not used. Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2009-0009-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2009. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Construction impacts would be less than significant after preparation and implementation of a SWPPP.

Operation

During project operation the entire project site would be covered with a building, parking lot, and landscaping. No bare soil would be left exposed to erosion. Project operation would not cause substantial erosion, and impacts would be less than significant.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less than Significant Impact With Mitigation Incorporated.

Lateral Spreading

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. In general, the soils within the depth of exploration consisted of loose to medium dense silty sand with various amounts of gravel, and stiff to very stiff sandy silt (Salem, 2023). Due to the low liquefaction potential and relatively flat site topography, the likelihood of lateral spreading is anticipated to be low. Therefore, impacts from lateral spreading would be less than significant and no mitigation would be required.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. The Chino Basin Watermaster (CBWM) manages groundwater withdrawals from, and recharge of water into, the Chino Groundwater Basin which underlies the project site. The project site is in an area of historical subsidence mapped by the CBWM, but not in an area currently requiring management to minimize subsidence (CBWM, 2023, exhibits 6-1 and 6-3). While historical subsidence has been observed in the project region, subsidence is now controlled by recharge of the groundwater basin and monitored using water pressure measurements within the groundwater aquifer and measurements of elevations of benchmarks on the ground surface. Therefore, impacts from subsidence would be less than significant.

Collapsible soils

Collapsible soils consist of loose, dry, low-density materials that collapse and compact with the addition of water or excessive loading. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. This saturation eliminates the clay bonds holding the soil grains together. Collapsible soils result in structural damage such as cracking of the foundation, floors, and walls.

The project geotechnical investigation determined that soils onsite are compressible. The geotechnical investigation report recommends removal of existing soils onsite to depths of four feet below existing grade or two feet below proposed footing bottoms, whichever is greater. Impacts would be less than significant with compliance with **Mitigation Measure GEO-1**.

Mitigation Measure

MM GEO-1 All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical report, including removal of existing soils onsite to depths of four feet below existing grade, or two feet below proposed footing bottoms, whichever is greater. Design, grading, and construction shall also be performed in accordance with the requirements of the County of San Bernardino Building Standards and the California Building Code applicable at the time of grading, appropriate local

grading regulations, and the recommendations of the project geotechnical consultant summarized in the final written report.

With implementation of **Mitigation Measure GEO-1**, impacts related to compressible soils would be reduced to a less than significant level.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less Than Significant Impact. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, or utility leakage. Repeated changes in soil volume due to water content fluctuations may compromise structure foundations. Expansive soils are commonly very fine-grained with high to very high percentages of clay. Design provisions such as adequate reinforcements, deeper foundations, or other measures may help alleviate the effects of soil expansion but may not completely eliminate the problem.

The geotechnical investigation report did not identify expansive soils onsite, and the report recommendations for moistening and compacting native soils below proposed building pads are specific to non-expansive soils. Expansive soils are not identified as a design consideration for the proposed project. The project would not be built on expansive soil, and project-related impacts resulting from expansive soils would be less than significant. No mitigation is required.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The proposed project would connect to the local sewage system. Therefore, it would not include septic tanks or alternative waste water disposal systems. Thus, no impacts associated with septic tanks or alternative waste water disposal systems would occur.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact with Mitigation Incorporated. Chino lies in a region which is made up of alluvial valley floors, fans, and terraces, and the basic soil types are young alluvial deposits. Pleistocene alluvium and Holocene alluvium deposits underlying several areas of the City have been identified as having varying potential to yield fossils of importance. Vertebrate land mammal fossils have been discovered in parts of the City, including the fossils of a mammoth, ground sloth, camel, bison, horse, and deer. Fossils could be present in site soils and could be damaged by project ground-disturbing activities.

Any substantial excavations below the uppermost layers should be closely monitored to quickly and professionally collect any specimens without impeding development. In the event of an unexpected discovery, implementation of **Mitigation Measure GEO-2** would ensure paleontological resources or unique geologic features are not significantly affected.

Mitigation Measure

MM GEO-2 If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The paleontologist shall offer the find(s) to a permanent accredited scientific institution such as the San Bernardino County Museum or the Natural History Museum of Los Angeles County. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.

With implementation of **Mitigation Measure GEO-2** above, impacts related to paleontological resources would be less than significant.

Therefore, no significant adverse impacts are identified or anticipated with regard to geology and soils, and impacts would be less than significant with implementation of Mitigation Measures GEO-1 and GEO-2.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
VIII.	**GREENHOUSE GAS EMISSIONS –** Would the project:				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials

a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact. California has enacted several pieces of legislation that relate to greenhouse gas (GHG) emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of

significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

GHG Significance Threshold

Neither the City of Chino, the SCAQMD, nor the State CEQA Guidelines Amendments have adopted quantitative thresholds of significance for addressing an industrial project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the proposed project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the proposed project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

SCAQMD's guidance uses a tiered approach rather than a single numerical emissions threshold. If a project's GHG emissions "fail" the non-significance of a given tier, then one goes to the next tier. The threshold selected for this analysis is Tier 3, which establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate. For Tier 3, the SCAQMD estimated that at a threshold of approximately 3,000 metric tons (tonnes) CO_2e per year, emissions would capture 90 percent of the GHG emissions from new residential or commercial projects.

The present analysis uses 3,000 tonnes of CO_2e per year as the significance threshold.

Construction GHG Emissions

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment, import or export of soil, and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from the manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level; CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities, offsite hauling and, construction worker trips. All GHG emissions are identified on an annual basis.

Estimated criteria pollutant emissions from the proposed project's onsite and offsite project construction activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. The total construction GHG emissions would be 74 metric tons. Consistent with SCAQMD recommendations and to ensure that construction emissions are assessed in a quantitative sense, construction GHG

emissions have been amortized over a 30-year period. The amortized value, 2.47 **$MTCO_2e$**, has been added to the proposed project's annual operational GHG emissions (see below.) **For each construction year, annual GHG emissions would be far below the threshold of 3,000 MT of CO_2e per year and therefore would be less than significant. No mitigation is necessary.**

Operational GHG Emissions

Operational GHG emissions were calculated by CalEEMod Version 2016.3 to be 292.75 $MTCO_2e$. Total annual unmitigated emissions from the proposed project including the amortized construction emissions would be 295.22 $MTCO_2e$ per year. Therefore, under threshold a), GHG emissions would be less than significant, and no mitigation is necessary.

b) *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?*

Less Than Significant Impact. The growth projections used in the 2022 AQMP are based on the currently adopted City of Chino General Plan and the adopted SCAG RTP/SCS and are therefore consistent with the population growth and VMT forecasts used in those plan documents. Therefore, the project is consistent with the growth assumptions used in the 2022 AQMP. In addition, yearly GHG emissions generated by the project would be less than the threshold identified by the SCAQMD.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the project's consistency with those strategies.

- California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs for long-term climate change goals. The project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the project. The project would not conflict with or obstruct this reduction measure.
- Energy Efficiency – Pursuit of comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards. The project is consistent with this reduction measure through compliance with mandatory measures for nonresidential buildings set forth in the 2022 California Green Building Code (CALGReen, California Code of Regulations, Title 24, Part 11). Though this measure applies to the State to increase its energy standards, the project would comply with this measure through existing regulations. The project would not conflict with or obstruct this reduction measure.
- Low Carbon Fuel – Development and adoption of the low carbon fuel standard. The project is consistent with this reduction measure. This measure cannot be implemented by a particular project or lead agency since it is a statewide measure.

When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the project. The project would not conflict with or obstruct this reduction measure. Impacts would be less than significant and no mitigation is required.

Therefore, no significant adverse impacts are identified or anticipated with regard to greenhouse gas emissions, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
IX.	**HAZARDS AND HAZARDOUS MATERIALS –** Would the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION:
Countywide Plan; Submitted Project Materials

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact.

Construction

Transportation of hazardous materials is regulated by the California Code of Regulations (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary among Federal, State, and local governmental authorities and private persons through a State-mandated Emergency Response Plan. Due to the significant short-term risks to public health and the environment associated with hazardous waste management during the transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and their proximity to vulnerable locations.

The proposed project includes the construction of a 22,267-square-foot tilt-up commercial building. Construction activities would be temporary and would involve the transport, storage, and use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage, and use would comply with the Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational Safety and Health Administration (OSHA); California Hazardous Waste Control Law; California Division of Safety and Health (DOSH); South Coast Air Quality Management District (SCAQMD), and the Chino Valley Fire District requirements. The proposed project would comply with all applicable laws and regulations. Impacts to the public or the environment resulting from the routine transport, use, or disposal of hazardous materials from the construction of the proposed project would be less than significant.

Operation

The current and proposed use for the project site is pallet manufacturing and storage space. The proposed project aims to create a building to move all current operations indoors, removing the outdoor storage of pallets and improving the property's aesthetics while increasing overall safety onsite. The land uses are permitted by the County of San Bernardino Development Code under the General Plan land use designation of Limited Industrial, and the Community Industrial (IC) Zoning District.

Project operation would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, sanitizing solutions, paints, fertilizers, and pesticides) typical of a pallet

manufacturing and storage facility that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to people in the vicinity of the proposed project. Operation of the proposed project would not involve the use or storage of large amounts of hazardous materials. Typical use of household hazardous materials would not generally result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or the environment.

The residences nearest to the project site are located adjacent to East End Avenue to the east of the project site. Since hazardous materials must not be transported through existing residential areas, in the unlikely event hazardous material transport was required, the tenant would propose routes that are surrounded primarily by existing industrial land uses. As previously noted, the project site is located within a Community Industrial zone of the County. Therefore, if any accidental releases of hazardous materials were to occur, they are anticipated to occur in the primarily industrial areas and along roads leading to and from the project site.

The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations (CFR) and implemented by Title 13 of the CFR. Should the tenant require the need for the transportation and storage of hazardous materials, appropriate documentation and permits would be required for all hazardous waste that is transported, as required by existing hazardous materials regulations. Chapter 6.95 of the California Health and Safety Code requires businesses that handle more than a specified amount of hazardous materials onsite to submit a Hazardous Materials Business Plan to firefighters, health officials, planners, public safety officers, health care providers, regulatory agencies, and other interested persons. The business plan must include an inventory of the hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee safety and emergency response training.

The occupant would be required to comply with existing regulations, standards, and guidelines established by the US Environmental Protection Agency, the State of California, the County of San Bernardino, and the City of Chino related to the storage, use, and disposal of hazardous materials, which would reduce the potential risk of hazardous materials exposure to a level that is less than significant.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact.

Construction

An online records search from the Department of Toxic Substances Control's EnviroStor, State Water Resources Control Board's GeoTracker, and Environmental Protection Agency online databases found no potential areas of concern/contamination on the project site. Additionally, the construction of the proposed project would adhere to applicable

Federal, State, and local regulations regarding the safe handling and transportation of hazardous materials during construction.

The construction contractor would maintain equipment and supplies onsite for containing and cleaning up small spills of hazardous materials and would train construction workers on such containment and cleanup. In the event of a release of hazardous materials of quantity and/or toxicity that onsite construction workers could not safely contain and clean up, the project proponent would notify the San Bernardino County Fire Department Hazardous Materials Division (HMD) immediately. The preceding provisions are requirements of Hazardous Materials Business Plans and Hazardous Materials Management Plans, two of the six programs administered by HMD in its role as the Certified Unified Program Agency (CUPA) for San Bernardino County. The Certified Unified Program coordinates and makes consistent enforcement of several State and Federal regulations governing hazardous materials. Therefore, impacts would be less than significant during construction.

Operation

Project operation would involve the handling and storage of materials such as commercial cleansers, solvents, and other janitorial or industrial-use materials, paints, and landscape fertilizers/pesticides during project operations. However, these materials would be stored, handled, and disposed of in accordance with applicable regulations and would not be stored in amounts that would create a significant hazard to the public or the environment through accidental release. The project would have a less than significant impact in this regard.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The project is not located within 0.25-mile of a school. The closest school to the project site, Lyle S. Briggs Fundamental School, is approximately 2,000 feet to the northeast, or roughly 0.38 miles from the project site. Therefore, there would be no impact in this regard.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. Government Code § 65962.5 requires the Department of Toxic Substances Control to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.
- SWRCB Cease and Desist Orders (CDOs) and Cleanup and Abatement Orders (CAOs).

- Hazardous waste facilities are subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

These lists are collectively referred to as the "Cortese List." The project site is not included in the Cortese List, and therefore there would be no impact in this regard.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The closest active airport to the project site, the Chino Airport, is located approximately 6.45 miles southeast of the project site. The project is not located within Chino Airport's Noise Impact Zone. Therefore, the project is a permitted use and there would be no impact in this regard.

f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact with Mitigation Incorporated.

Construction

The project would comply with applicable City regulations, such as the Chino Valley Fire District's Fire Code regarding providing adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the County of San Bernardino and the City of Chino would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The site design for the proposed project includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with County, City, and Caltrans design requirements. The County and City's review processes and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times.

Additionally, the County requires the preparation and implementation of a Traffic Management Plan (TMP) for all projects that require construction in the public right-of-way (ROW). The TMP must be reviewed and approved by the City of Chino and the County's Traffic Engineer prior to the start of construction activity in the public ROW. The typical TMP requires such things as the installation of a K-rail between the construction area and open traffic lanes, the use of flagmen and directional signage to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained. **Mitigation Measure TRANS-1**, requiring preparation and implementation of a Transportation Management Plan, would be implemented during project construction. With implementation of **Mitigation Measure TRANS-1**, impacts regarding emergency access during construction would be less than significant in this regard.

Mitigation Measures

Refer to **Mitigation Measure TRANS-1** in the **Transportation and Traffic** section of this Initial Study.

With implementation of **Mitigation Measure TRANS-1** above, the project would have less than significant impacts on emergency access during construction.

Operation

<u>County of San Bernardino Multi-Jurisdictional Hazard Mitigation Plan</u>

The purpose of the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) is to demonstrate the plan for reducing and/or eliminating risk in the unincorporated area of the County. San Bernardino County provides basic services to the residents and citizens of the unincorporated areas. These services include Law Enforcement, Fire Protection, Building and Safety Services, Public Health Services, Library, and Human Services. Five Interstate Highways and four inter-continental railroad lines cross the County, providing vital transportation links from southern California to the remainder of the United States. The San Bernardino County Sheriff's Department (Sheriff) is the lead County agency in identifying critical infrastructure in the County. The Sheriff's Department maintains a Critical Facility List for crucial infrastructure in the County. (County of San Bernadino, 2011, p.78). The proposed project would not be adjacent to any emergency routes or critical infrastructure listed by the Sheriff's Department; therefore, the proposed project would not interfere with emergency responses and evacuation routes. Additionally, as mentioned above, the proposed project design would undergo a site design review to ensure that there would be adequate emergency ingress and egress within the project site. Therefore, the proposed project would have a less than significant impact on emergency response and evacuation plans.

g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact. The California Department of Forestry and Fire Protection (CalFire) developed Fire Hazard Severity Zones (FHSZ) for State Responsibility Areas (SRA) and Very High FHSZ Local Responsibility Areas (LRA). The project site is not located within either an SRA FHSZ or a Very High FHSZ (VHFSZ) for either State or Local Responsibility Areas.

The proposed project site is located within an industrialized area and is surrounded by urban development. The project site is not located adjacent to wildlands which may increase the risk of wildland fires. Additionally, the project would be developed in compliance with all applicable fire codes. Thus, the project would have no impact in this regard.

Therefore, no significant adverse impacts are identified or anticipated with regard to hazards and hazardous materials, and implementation of Mitigation Measure TRANS-1 would reduce impacts to less than significant.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
X.	**HYDROLOGY AND WATER QUALITY -** Would the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☐	☒	☐
	iv. impede or redirect flood flows?	☐	☐	☐	☒
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less Than Significant Impact. Impacts related to water quality would occur during four different periods: (1) during the demolition phase; (2) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; (3) following construction, prior to the establishment of ground cover in the landscaped areas, when the erosion potential may remain relatively high; and

(4) following completion of the project, when impacts related to sedimentation would diminish, but those associated with urban runoff would increase.

The proposed project is under the jurisdiction of the Santa Ana (Region 8) Regional Water Quality Control Board (RWQCB). The project site is located within the Upper Chino Creek hydrologic unit (HU; HU Code 180702030702). The Upper Chino Creek HU drains approximately 40 square miles of mostly urbanized areas between Chino Hills and the San Gabriel Mountains. The Upper Chino Creek HU is contained within the larger Chino Creek HU (HU Code 1807020307) which drains approximately 232 square miles. Chino Creek discharges into the Pacific Ocean via the Santa Ana River, approximately 30 air miles southwest of the project site. Under existing conditions, stormwater generated on the project site drains to the west and enters an existing storm drain inlet on East End Avenue approximately 400 feet south of the project site. This storm drain eventually discharges into San Antonio Creek Channel, which discharges into Chino Creek.

Development of the project has the potential to result in two types of water quality impacts: (1) short-term impacts due to construction-related discharges; and (2) long-term impacts from operation. Temporary soil disturbance would occur during project construction, due to earth-moving activities such as demolition of existing structures, excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area.

Spills and mishandling of construction materials and waste may also potentially leave the project site and negatively impact water quality. The use of construction equipment and machinery may potentially result in contamination from petroleum products, hydraulic fluids, and heavy metals. Contamination from building preparation materials such as paints and solvents, and landscaping materials such as fertilizers, pesticides, and herbicides, may also potentially degrade water quality during project construction. Trash and demolition debris may also be carried into storm drains and discharged into receiving waters.

Construction Pollutant Controls

The project owner would be required by the State Water Resources Control Board (SWRCB) to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ), as authorized by § 402 of the Clean Water Act (CWA), National Pollutant Discharge Elimination System (NPDES) for projects which will disturb one or more acres of soil during construction. The Construction General Permit requires potential dischargers of pollutants into waters of the U.S. to prepare a site-specific Storm Water Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction BMPs to reduce or eliminate point and non-point source discharges of pollutants.

The project would be required to obtain an NPDES permit, prepare a site-specific SWPPP, and implement construction stormwater and non-stormwater best management practices (BMPs) prior to commencement of construction activities, including demolition.

Additionally, BMPs must be maintained, inspected before and after each precipitation event, and repaired or replaced as necessary. Because the project is required by the SWRCB to comply with all applicable conditions of Construction General Permit Order 2009-0009-DWQ, potential violations of water quality standards or waste discharge requirements during project construction would be less than significant.

Operational Pollutant Controls

The *National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region Area-Wide Urban Storm Water Runoff Management Program* (Order No. R8-2010-0036, NPDES No. CAS618036) regulates the discharge of pollutants into waters of the U.S. through stormwater and urban runoff conveyance systems, including flood control facilities. These conveyance systems are commonly referred to as municipal separate storm sewer systems (MS4s), or storm drains. In this context, this NPDES Permit is also referred to as an MS4 Permit.

Pursuant to the MS4 Permit, Principal Permittees and Co-Permittees (i.e., the City of Chino) must regulate discharges of pollutants in urban runoff from anthropogenic sources into storm water conveyance systems within their jurisdiction. The San Bernardino County MS4 Permit requires new development and significant redevelopment projects to incorporate post-construction low-impact development (LID) BMPs into project design to comply with the local Standard Urban Stormwater Mitigation Plan (SUSMP) or Water Quality Management Plan (WQMP) to reduce or eliminate the quantity, and improve the quality, of stormwater being discharged from the project site.

Pursuant to the MS4 Permit, a project-specific preliminary Water Quality Management Plan (WQMP) would be prepared for the proposed project. The MS4 Permit requires the implementation of LID features to ensure that most stormwater runoff is treated and retained onsite. The project WQMP would include structural BMPs, such as stenciling and signage for the storm drain system; design and construct trash and waste storage areas to reduce pollution introduction; use efficient irrigation systems and landscape design, water conservation, smart controllers, and source control; and finish grade of landscaped areas at a minimum of one to two inches below top of curb, sidewalk, or pavement. Additionally, the proposed project would include LID BMPs such as minimizing impervious areas, maximizing infiltration capacity, preserving the existing drainage patterns, and installation of infiltration basins to mitigate the impacts of runoff and stormwater pollution as close to the source as possible. LID facilities are highly effective at removing water pollutants such as sediment, nutrients, trash, metals, bacteria, oil and grease, and organic compounds, while reducing the volume and intensity of stormwater flow leaving a site.

The WQMP may also include non-structural source control BMPs including BMP maintenance, adherence to local water quality ordinances, a hazardous spill contingency plan, litter/debris control program, employee training, catch basin inspection program, vacuum sweeping of private streets and parking lots, and compliance with all applicable NPDES permits.

With implementation of construction and operational BMPs, potential impacts to water quality would be less than significant and mitigation is not required.

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less Than Significant Impact. The project site is in the Upper Santa Ana Valley Groundwater Basin (Basin ID 8-002), within the Chino subbasin (Subbasin ID 8-002.01). The project site is not used for intentional groundwater recharge. While project development would result in a slight increase in pervious area compared to existing conditions, development would not substantially reduce groundwater recharge into the Chino Subbasin. Regardless, the proposed project would implement LID measures that would maximize the volume of stormwater runoff that would be captured and allowed to infiltrate the soil to recharge groundwater. Impacts to groundwater recharge would be less than significant.

The project would connect to the City of Chino's existing water supply network in East End Avenue. The City is a retail water supplier that serves customers in the City of Chino as well as unincorporated areas of San Bernardino County. Demand within the City's service area is met primarily by groundwater produced from City-owned wells in the Chino Basin and the Chino Basin Desalter Authority. The City also purchases imported surface water from the Metropolitan Water District of Southern California through Inland Empire Utilities Agency (IEUA) which is treated by the Water Facilities Authority. Therefore, the proposed project would have less than significant impacts regarding groundwater supplies.

The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, or impede sustainable groundwater management of the basin. Project-related impacts would be less than significant, and no mitigation is required.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The proposed project site is situated on relatively flat ground and ephemeral, intermittent, or perennial streams or rivers are not located on the project site.

The project owner would be required to develop a SWPPP through a certified qualified SWPPP developer. The required SWPPP would be project-specific and would prescribe site-specific stormwater BMPs which would be intended to minimize or avoid having soil leave the project site, through either stormwater or wind, and thus minimize or avoid soil erosion onsite and siltation in receiving waters.

With implementation of a project-specific SWPPP and proper maintenance and replacement of required stormwater BMPs (as necessary), potential impacts resulting in substantial erosion or siltation on- or offsite would be minimized or avoided, and impacts would be less than significant. No mitigation is required.

Construction

As described above, temporary soil disturbance would occur during project construction, due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. Disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project area.

Implementation of the required SWPPP and applicable BMPs, including installation, maintenance, and replacement of BMPs as discussed above, would minimize, or avoid, potential impacts resulting from on or offsite erosion and siltation to a level that is less than significant.

Operation

The LID BMPs would be incorporated into project design to minimize or avoid on- or offsite erosion and siltation by a combination of maintenance of drainage patterns, installation of landscaping, and installation of LID BMPs which would prevent erosion and siltation-laden stormwater from leaving the site. Applicable regulations (e.g., the MS4 permit, and installation of LID BMPs, including site design, infiltration, and pre-treatment BMPs, etc.), would limit pollutant discharges from development of the project. The project's adherence to existing requirements would reduce erosion and siltation during operation; therefore, impacts resulting from operation of the project would be less than significant. Mitigation is not required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or

Less Than Significant Impact. The proposed project would incorporate operational LID BMPs in compliance with MS4 Permit requirements. The drainage plan that would be proposed in the Preliminary WQMP would maintain consistency with the historical drainage patterns for the proposed project site. These LID BMPs would mitigate the post-construction increase in peak flow of runoff from the site for the 2-, 5-, and 10-year storm events.
The project's preliminary WQMP would be designed such that the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

The MS4 and the project WQMP would require the implementation of water quality features to ensure that runoff is treated prior to discharge into native soils (infiltration), storm drains or other regional conveyance facilities, as described above. Therefore, upon adherence to existing State water quality requirements, including MS4 requirements, the proposed project would minimize or avoid causing a substantial increase in the rate or amount of surface runoff in a manner which would: (1) result in flooding on- or offsite; (2) would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff; or (3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation is required.

iv. Impede or redirect flood flows?

No Impact. The proposed project is in a densely developed area and is not within a five-mile radius of an open body of water. Additionally, the proposed project is not located within a flood hazard zone according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The nearest flood zone is that of San Antonio Creek Channel, located approximately 350 feet to the west and classified as an area of *1 percent annual discharge contained in structure*.

It is not anticipated that floodwaters would reach the project site, or that the proposed project would impede or redirect flood flows. Therefore, no impacts associated with flooding would occur, and no mitigation is required.

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

No Impact. The proposed project site is not within a flood hazard zone and it is not anticipated that the site would become inundated due to flood.

A tsunami is a sea wave (or series of waves) of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or exploding volcanic islands. Tsunami Inundation Zones are not mapped for San Bernardino County. The tsunami inundation zone nearest to the proposed project site would be at Upper Newport Bay Nature Preserve in Orange County, approximately 38 miles southwest of the project site. Therefore, it is not anticipated that the proposed project would become inundated due to a tsunami.

A seiche is an oscillating wave caused by wind, tidal forces, earthquakes, landslides and other phenomena in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body. A review of aerial imagery revealed no water bodies large enough to support a seiche within a five-mile radius of the proposed project site. Therefore, it is not anticipated that the proposed project would be inundated by a seiche.

Per the County of San Bernardino General Plan Hazard Overlays map, the project site is not located in a dam inundation area and the project site is not susceptible to inundation via dam breach.

Because of the project's inland location, relatively flat topography, and lack of adjacent large waterbodies, the project site would not be at risk of flood hazard, tsunami, or seiche, and therefore would not be at risk of release of pollutants through inundation. No impact would occur, and no mitigation is required.

e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

No Impact. The proposed project would comply with the Construction General Permit by developing and implementing a site-specific SWPPP and construction stormwater BMPs throughout the construction phase. The proposed project would also comply with the MS4 Permit by incorporating LID BMPs into project design, which would avoid or minimize the amount and type of pollutants leaving the project, entering receiving waters, and impacting water quality and beneficial uses defined for these waters by the Basin Plan. In addition, LID BMPs would allow stormwater infiltration into the local aquifer, similar to or greater than existing conditions, and would minimize or avoid impacts to groundwater quality and beneficial uses of the Chino Subbasin. The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; no impact would occur, and mitigation is not required.

Therefore, no significant adverse impacts are identified or anticipated with regard to hydrology and water quality, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XI.	**LAND USE AND PLANNING** - Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
SUBSTANTIATION:					
Countywide Plan; Submitted Project Materials					

a) *Physically divide an established community?*

No Impact. The project site and surrounding area have exhibited generally the same distribution of land use types for more than 50 years. In general terms this has included light industrial and commercial land uses west of East End Avenue and north and south

of Philadelphia Street, and residential uses east of East End Avenue and north and south of Philadelphia Street. The proposed project comprises approximately 1.65-acres which are occupied by a pallet manufacturing and storage business. The proposed project would continue the same business enterprise on the same site but with an enhanced operating environment. All pallet manufacturing and storage operations would be conducted indoors. As such, the proposed project would not physically divide an established community. No impact would occur in this regard.

b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact. This Initial Study concludes that the proposed project would not conflict with any applicable goals, objectives, or policies of the County of San Bernardino General Plan or Development Code, nor any applicable policy document, including, without limitation, the South Coast Air Quality Management District's Air Quality Management Plans, the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and Santa Ana Regional Water Quality Control Board Waste Discharge Requirements. The proposed uses are permitted within the existing General Plan land use designation, Limited Industrial (LI), and zoning designation, Community Industrial (CI). The project is accounted for in the 2022 Air Quality Management Plan. The project would comply with Santa Ana RWQCB waste discharge requirements through preparation and implementation of a Water Quality Management Plan (WQMP). The purpose of these plans is to avoid or mitigate an environmental effect. In conclusion, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects and as a consequence, impacts would be less than significant.

Therefore, no significant adverse impacts are identified or anticipated with regard to land use and planning, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XII.	**MINERAL RESOURCES** - Would the project:				
a)	Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
SUBSTANTIATION:	*(Check ☐ if project is located within the Mineral Resource Zone Overlay):*				
Countywide Plan; Submitted Project Materials					

a) *Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?*

No Impact. Refer to the response to **Threshold b)** below.

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. The proposed project site is located within Mineral Resource Zone (MRZ)-3. MRZ-3 are areas containing known or inferred mineral occurrences of undetermined mineral resource significance. The project site is also mapped in an urban area—therefore, unavailable for mining—on the Mineral Land Classification Map for the Claremont-Upland Production-Consumption Region. No mining sites are identified in the City of Chino General Plan. Therefore, project development would not cause a loss of availability of mining sites.

According to the 'Well Finder' tool generated by the California Department of Conservation Division of Oil, Gas, & Geothermal Resources, the nearest active oil or gas well is located six miles to the southwest**,** and the nearest active geothermal well is located 25 miles to the east of the project.

Therefore, no significant adverse impacts are identified or anticipated with regard to mineral resources, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIII.	**NOISE** - Would the project result in:				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐):*

Countywide Plan; Submitted Project Materials

The information in this section is based on the Noise Impact Study, Proposed Light Industrial Development, 12152 East End Avenue, Chino, California prepared by MD Acoustics, Inc., dated February 28, 2023.

The following noise descriptors are used in this Section:

dBA: decibel scale weighted (A-weighted) to account for the sensitivity of the human ear to various frequencies (more sensitive to higher frequencies, less sensitive to lower).

L_{eq}: the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.

CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 4.77 dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10 dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime. A 60 dBA 24-hour L_{eq}, after factoring in the two "penalties" would result in a calculation of 66.7 dBA CNEL.

Existing noise sources on and near the project site include industrial uses and roadway traffic. The City of Chino General Plan defines noise-sensitive land uses as schools, medical centers and hospitals, senior centers, and residences. City of Chino noise standards are considered because single-family residences, and thus sensitive land uses, are present opposite East End Drive from the project site. The nearest sensitive receptor to noise is a residential and business property immediately south of the project site.[1] Residential properties east of the project site opposite East End Avenue, about 83 feet east of the project site property line, are also sensitive receptors. 24-hour noise measurements were taken at the southerly boundary of the project site—the portion of the site boundary nearest the house to the south—on February 1, 2023. The L_{eq} per hour ranged from a high of 71.2 dB(A) between 3:00 and 4:00 p.m., to a low of 56.9 L_{eq} between 8:00 and 9:00 p.m.; the CNEL was 68.2 dB(A).

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards*

Less Than Significant Impact.

Short-Term Construction Noise

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction would vary with the different phases of construction.

[1] The property abutting the south side of the project site contains both a house and a commercial building (towing business). This analysis assumes the house is used as a residence and not just as a business office.

The Environmental Protection Agency (USEPA) has compiled data regarding the noise-generated characteristics of typical construction activities. The data is presented in **Table 8**.

Table 8
Construction Equipment Noise Generation

Type	Lmax (dBA) at 50 feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74
Source: Salem 2023	

Construction noise is considered a short-term impact, and it is considered exempt from the exterior noise standard per County Code 83.01.080(g)(3). Construction is anticipated to occur during the daytime (7:00 AM to 7:00 PM on weekdays and Saturdays). Construction noise will temporarily or periodically increase the ambient noise level above the existing noise level within the project vicinity. Furthermore, with the incorporation of the project design features described below into construction contracts, construction noise impacts would be less than significant. No mitigation is necessary.

Typical operating cycles for the relevant types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Noise levels would be the loudest during the grading phase. Equipment was determined using CalEEMod standards for a two-acre site. The distance to the nearest sensitive receptor is taken from the center of the project site in order to average the work area where the noise would be produced, as recommended by the FTA Transit Noise and Vibration Impact Assessment Manual.

Assuming usage factors and reference noise levels determined by the FHWA, unmitigated noise levels at 125 feet have the potential to reach 70 dBA L_{eq} at the nearest sensitive receptor during demolition. Noise levels for the other construction phases would be lower, as shown in **Table 9**. It shall be noted that the construction activities would take place over the allowable hours (7:00 AM to 7:00 PM on weekdays and Saturdays) and might have the potential to reach higher noise level at the property lines. Noise levels due to construction activities are to be exempt from the noise ordinance limits per 83.01.080(g)(3) of the Municipal Code. Construction noise impacts would be less than significant.

Table 9
Average Construction Noise Levels by Phase

Phase	Construction Noise Level (dBA, Leq)
Demolition	70
Site Preparation	68
Grading	69

Table 9
Average Construction Noise Levels by Phase

Building Construction	66
Paving	65
Architectural Coating	57
Source: MD Acoustics 2023	

Project Design Features

The following project design features (PDFs) are incorporated into the project to further limit construction noise. These PDFs are required to be included on project grading plans and building plans.

PDF NOI-2: During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise-attenuating devices such as mufflers, silencers, and other original equipment devices.

PDF NOI-3: The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

PDF NOI-4: Idling equipment shall be turned off when not in use.

PDF NOI-5: Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

Operational Noise

Stationary Sources

Sensitive receptors that may be affected by project operational noise include residential uses to the north, south, and west. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software.

For this study, project activities were assumed to be continuously operational when the noise would actually be intermittent. As a worst-case scenario, the study evaluated the loading dock noise for two trucks idling at loading docks at the northwest side of the building. The model assumes reverse sirens on the trucks. The study assumed that the industrial facilities would be running 24 hours per day. A total of five receptors were modeled to evaluate the proposed project's operational impact.

This study compares the project's operational noise levels for two scenarios: 1) Project-Only operational noise level projections; and 2) Project plus ambient noise level projections for the quietest hour of the day.

Project Operational Noise Levels

Operational noise levels at the adjacent residential uses are anticipated to range between 38 dBA to 42 dBA L_{eq}. The operational noise levels at the adjacent industrial uses are anticipated to be 50 to 62 dBA L_{eq}. These levels fall below the unadjusted 45 dBA County residential nighttime limit, 50 dBA Chino residential nighttime limit, and 70 dBA L_{eq} County industrial nighttime limit. **Figure 11** shows the "project only" operational noise levels at the site and illustrates how the noise will propagate at the property lines.

Project Plus Ambient Operational Noise Levels

Table 10 demonstrates the project noise levels plus the ambient noise levels. Project plus ambient noise level projections are anticipated to be 57 dBA L_{eq} at the adjacent residential uses and 63 L_{eq} at the adjacent industrial uses. There is no anticipated increase in noise level at the residential uses and a predicted increase of 6 dB at the industrial uses. **Table 11** lists characteristics of changes in noise levels.

Table 10
Chino Maximum Exterior Noise Levels

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Nighttime (10 PM – 7 AM) Stationary Noise Limit (dBA, Leq)[4]	Change in Noise Level as Result of Project
1: single-family residential	57	39	57	57	0
2: residential in industrial zone	57	42	57	57	0
3: industrial	57	62	63	70	6
4: industrial	57	50	58	70	1
5: residential in industrial zone	57	38	57	57	0
6: residential in industrial zone	57	34	57	57	0

Notes:
1. Receptors 3 & 4 represent industrial. Receptors 2 & 5 represent residential in industrial zones. Receptor 1 represents single family residential.
2. Existing ambient taken as 24-hour measurement.
3. See Exhibit F (Appendix E, Noise Study, p. 22) for the operational noise level projections at said receptors.
4. Per the City and County code, if the ambient level exceeds the limit the ambient becomes the limit.
Source: MD Acoustics

Table 11
Changes In Perceived Noise Levels

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: MD Acoustics

Figure 11. Modeled Project Operational Noise Levels

Project-Generated Traffic (Mobile Sources)

Project operation is estimated to generate 68 trips per day, with 14 of those being trucks (see Appendix F, Transportation Screening Assessment). It takes a doubling of traffic to increase the traffic noise level by 3 dBA, a just-perceptible level. The change in noise level due to project-generated automobile and truck trips would not be perceptible. The project would therefore have a less than significant impact.

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact.

Construction

Construction activities can produce vibration that may be felt by adjacent land uses. Vibration from construction is exempt from the County Code per § 81.01.090(c)(2). The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet, which is perceptible but below any risk to architectural damage.

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in **Table 12** provide general thresholds and guidelines as to the damage potential from vibration.

Table 12
Vibration Damage Potential Threshold

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: MD Acoustics		

Table 13 gives approximate vibration levels for a variety of construction equipment in a wide range of soil conditions.

Table 13
Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity Approximate Vibration Level	Peak Particle Velocity Approximate Vibration Level
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: MD Acoustics		

Considering the adjacent buildings located 10 feet from the project site's edge, a large bulldozer would yield a worst-case scenario 0.244 PPV (in/sec). This vibration level may be perceptible for short periods of time but is below the threshold of damage for old buildings. The project would have a less than significant impact, and no mitigation is required.

Operational Vibration

Groundborne vibration at the project site and immediate vicinity currently results from heavy-duty vehicular travel (e.g., heavy trucks) on nearby local roadways, and the project would not result in a substantial increase of these heavy-duty vehicles on the public roadways. The project VMT screening assessment estimates project operation would generate 14 daily truck trips (Ganddini, 2023). Therefore, vibration impacts associated with operation of the project would be less than significant.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*

Less Than Significant Impact. The closest public airport is the Chino Airport about 5.5 miles southeast of the project site. The project site is outside of noise contours for that airport (SBCALUC, 1991). Therefore, noise impacts would be less than significant.

Therefore, no significant adverse impacts are identified or anticipated with regard to noise, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIV.	**POPULATION AND HOUSING** - Would the project:				
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials.

a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. The project proposes to construct a 22,267 square-foot industrial building, and suggests construction of storage, manufacturing, and office space. In addition, project development would other infrastructure such as parking and landscaping. No residential uses are proposed. During the construction and operational phases, the project would create limited employment opportunities. However, it is anticipated that employees from the local workforce would be hired during both the construction and operational phases of the project. The project is not of the scope or scale to induce people to move from out of the project area to work at the proposed project. Therefore, less than significant impacts would occur regarding unplanned growth as a result of the project. Impacts would be less than significant in this regard.

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The project proposes to construct a building for pallet manufacturing and storage space, as well as 17,000 square-feet of landscaping and 15,200-square-feet of parking lot. No housing exists onsite and no one currently resides on the project site. Therefore, the project would not displace any housing or people, and the project would not necessitate the construction of replacement housing. No impact would occur in this regard.

Therefore, no significant adverse impacts are identified or anticipated with regard to population and housing, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XV.	**PUBLIC SERVICES**				
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire Protection?	☐	☐	☒	☐
	ii) Police Protection?	☐	☐	☒	☐
	iii) Schools?	☐	☐	☐	☒
	iv) Parks?	☐	☐	☒	☐
	Other Public Facilities?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

i) Fire Protection?

Less Than Significant Impact. Fire prevention, fire protection, and emergency response services for the City of Chino are provided by the Chino Valley Fire District (CVFD) through a contract with the cities of Chino, Chino Hills, and unincorporated areas of surrounding San Bernardino County. The CVFD also investigates and mitigates hazardous materials and has firefighters with special expertise in urban search and rescue services. The CVFD is staffed with 30 first-responders, 36 suppression personnel, and five paramedic squads. The CVFD has a response time goal for all service calls to arrive on the scene in eight minutes or less.

There are seven fire stations in the City. Fire Station 65 is the closest to the project site and is located at 12220 Ramona Avenue, approximately 2.5 miles southeast of the project site. This station is located just north of Highway 60, and is staffed with one paramedic engine and paramedic squad. Fire Station 66 is located at 13707 Peyton Drive, approximately 3.1 miles southwest of the project site, and also serves the largest portion of the northern and western portions of Chino Hills. Station 66 is staffed with one paramedic engine, one paramedic squad, and an OES brush engine.

The project proposes to construct a 22,267 square-foot warehouse building on a 1.65-acre site. The travel time to the project site from Station 65 is approximately five minutes

and from Station 66 is approximately seven minutes. Therefore, the CVFD response time for the two closest fire stations to the project site would be within the CVFD's goal of having an eight-minute response time.

The project site is not located in or near an State Responsibility Area (SRA) or a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA). The project would comply with applicable portions of the City of Chino Municipal Code, Chapter 2.32: Bureau of Fire Prevention and Arson Bureau.

Furthermore, the adequacy of existing water pressure and water availability in the project area would be verified by the CVFD during the proposed project's plan check review process. Compliance with the above-mentioned codes and CVFD standards is mandatory and routinely conditioned upon projects. The project, once operational, would be inspected periodically by the CVFD.

Development of the project site would be consistent with the land use goals and strategic policy map included in the City of Chino's 2025 General Plan and has therefore been planned for, from the standpoint of long-term infrastructure needs. In addition, the Chino Valley Fire District collects development mitigation fees for fire facilities, which would be available to fund additional fire protection facilities as needed. Fire impact fees for industrial uses are $0.04 per square foot (Chino, 2022). Impacts to fire protection services would be less than significant.

ii) Police Protection?

Less Than Significant Impact. The City of Chino Police Department provides police and law enforcement services in the project area. The police department has 52 sworn personnel and 15 civilian personnel assigned, and is comprised of two divisions: Operation Division and Support Services Division. The nearest police station to the project site is located at 5450 Guardian Way, approximately 2.9 miles east of the project site. With an estimated population of 93,140 residents in 2020, the City of Chino standard for police protection prescribes a ratio of 1.8 sworn police officers per 1,000 residents.

Additionally, the San Bernardino County Sheriff's Department operates a station in the City of Chino, located approximately two miles to the northwest. This department operates eight County and 14 contract patrol stations, and has approximately 3,600 employees.

The residential population is not expected to increase as a result of the proposed project. While the project would create limited employment opportunities (both during the construction and operational phases), it is anticipated that employees from the local workforce would be hired during both phases. The project is not of the scope or scale to induce people to move from out of the project area to work on the proposed project. Therefore, the ratio of sworn officers to residents is not expected to change.

Moreover, the development of the project site is consistent with the overall growth anticipated by the General Plan at buildout, and has therefore been planned for from the standpoint of long-term infrastructure needs. The project would not result in a

substantial increase in the population and housing in the surrounding area nor is it expected to significantly affect the existing service capacity of the Chino Police Department. Impacts to police protection services would be less than significant.

iii) Schools?

No Impact. The project site is located within the Chino Valley Unified School District (CVUSD). CVUSD provides public education for 26,520 students and includes 22 elementary schools, 22 middle schools, and 7 high schools (CVUSD, 2023). CVUSD schools serving the project site include Alcott Elementary School (TK-6 grades), Simons Middle School (grades 6-8), and Garey Senior High School (grades 9-12).

Alcott Elementary School is 2.5 miles north of the project site at 1600 South Towne Avenue, Simons Middle School is 2.3 miles northwest of the project site at 900 E Franklin Avenue, and Garey Senior High School is 2.9 miles northwest of the project site at 321 W Lexington Avenue. The project does not propose any new residential uses, and it is anticipated that employees from the local workforce would be hired during construction and operation of the project. Therefore, the project would not have an impact on school services.

iv) Parks?

Less Than Significant Impact. The City of Chino's park-to-resident ratio minimum standard is three acres of public parkland per 1,000 persons. The City of Chino General Plan indicates that the City owns 26 public parks comprised of a total of 345 acres. The City has an estimated population of 93,140 residents. Therefore, the City's existing parkland ratio of three acres per 1,000 residents meets the established General Plan parkland ratio goal.

The project does not propose residential land uses and is not anticipated to add new residents to the City. It is possible employees at the project site may visit nearby parks; however, the potential impact would be less than significant.

v) Other Public Facilities?

No Impact. Library services in the City and surrounding area are provided by the San Bernardino County Library System, which is comprised of 32 branch libraries. Within the City of Chino, there are three libraries: the Chino Branch Library located at 13180 Central Avenue; the James S. Thalman Chino Hills Branch Library located at 14020 City Center Drive; and the San Bernardino County Public Library located at 15850 Main Street. The Chino Branch Library is located approximately 3.5 miles southeast of the project site. The project is not of the scope or scale to induce any population growth. Therefore, the project would have no impact on other public facilities.

Therefore, no significant adverse impacts are identified or anticipated with regard to public services, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVI.	**RECREATION**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?*

Less Than Significant Impact. Recreational services in the City of Chino are provided by the City's Department of Community Services, which maintains over 26 parks, picnic areas, playgrounds, sports fields, and facilities. The City's Park acreage standard is three acres of public park land per 1,000 residents. The City currently has approximately 345 acres total in parks and land for public use, enough to meet this performance standard.

The project proposes a 22,267 square-foot tilt-up commercial building with a height of 36 feet,17,000 square-feet of landscaping, 15,200 square-feet of parking lot, and a loading dock in the rear of the building farthest away from the street. The residential population is not expected to increase as a result of the proposed project. While the project would create limited employment opportunities (both during the construction and operational phases), it is anticipated that employees from the local workforce would be hired during both phases. Moreover, the land uses nearest to the project site are primarily light industrial and/or general industrial.

The parks nearest to the project, all within four miles in the City of Chino, include Chino Skate Park at 5521 Edison Avenue, Monte Vista Park at 13196 Monte Vista Avenue, and Ruben S. Ayala Park at 14225 Central Avenue. All are located southeast of the project site. It is possible that employees at the project site may visit these parks; however, the potential impact of these visits on parks would be less than significant.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. As described above, the project does not propose new or expanded recreational facilities that would have potential adverse effects on the environment. Therefore, no impact would occur.

Therefore, no significant adverse impacts are identified or anticipated with regard to recreation, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XVII.	**TRANSPORTATION** – Would the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☒
d)	Result in inadequate emergency access?	☐	☒	☐	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

The analysis below is based on the M&J Pallet Building Transportation Study Screening Assessment (TSA), that was conducted by the Ganddini Group on January 19, 2023. The trip generation assessment estimates the combination of existing and future vehicular trips from the project site based on implementation of the proposed project.

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less Than Significant Impact. Vehicular access for the project is provided by two driveways on East End Avenue. East End Avenue is classified as a Secondary Arterial in the City of Chino General Plan. Access for pedestrians from the public right-of-way (ROW) to the building onsite would also be via the walkway along East End Avenue.

The project site's primary connection to the nearest regional transportation corridor, the SR-60 Freeway, is south on East End Avenue. East End Avenue is also a designated City of Chino Truck Route south of the project site.

The nearest public transit facility is the Omnitrans bus stop about 2,200 feet west of the project site, at the intersection of Reservoir Street and Philadelphia Street. The closest Metrolink commuter train line serving the project area is the Riverside line. The Riverside line is located north of Chino and stops in Downtown Pomona.

East End Avenue is also a Class II on-street bicycle path. The proposed project would not alter the existing bicycle path so there would be no conflict with existing or future bicycle or pedestrian facilities.

The project has been screened for both level of service (LOS) analysis and vehicle miles traveled (VMT) analysis using the established criteria as specified in the County of San Bernardino Transportation Impact Study Guidelines, July 2019.

As discussed in the TSA, the proposed project is forecast to generate approximately 90 daily Passenger Car Equivalent (PCE) trips, fewer than the 100 peak hour trips stated in the County TIA Guidelines, and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the project shall construct all on-site and off-site improvements in compliance with the County's design standards, the project is not anticipated to create any new safety or operational concerns. Therefore, the proposed project does not warrant the preparation of a transportation impact study with LOS analysis based on the County-established screening criteria. As discussed under **Threshold b)** below, preparation of a transportation impact study with VMT analysis is not warranted and the project may be presumed to have a less than significant VMT impact. Therefore, the service level is not expected to change once the proposed project is constructed and operational, due to the limited number of daily trips created by the project.

The following City and County plans, ordinances, and policies would apply to the project.

Caltrans Active Transportation Plan 2022 District 8 (ATP)
The Caltrans District 8 Active Transportation Plan (Plan) identifies pedestrian and bicycle needs on and across the State Highway System (SHS) and prioritizes highway segments and crossings to inform future investments. The Plan's main outputs are lists and maps of location-based needs, prioritized highway segments, and prioritized highway crossings. The Caltrans Active Transportation Plan 2022 District 8 ATP is used to implement infrastructure improvements for better connectivity throughout the region by providing safe and comfortable walking and bicycling linkages. The proposed project would not create walking or bicycling linkages, and therefore the proposed project would not conflict with the ATP.

Regional Transportation Development Mitigation Fee Plan Area (Chino Subarea)

The proposed project falls within the Regional Transportation Development Mitigation Fee Plan Area for the Chino Subarea. The Regional Transportation Development Mitigation Plan Fee will be paid to the Land Use Services Department and therefore the proposed project would not conflict in this regard.

San Bernardino County Congestion Management Program (CMP)

The CMP intends to provide the analytical basis for transportation decisions through the Statewide Transportation Improvement Program (STIP) process, a multi-year capital improvement program of transportation projects on and off the State Highway System. The San Bernardino County CMP, published by the San Bernardino County Transportation Authority, defines a network of State highways and arterials in the County and provides guidelines regarding level of service (LOS) standards, impact criteria, and a process for mitigation of impacts on CMP facilities.

Given that the proposed project would not interfere with public transit or bicycle transportation, or conflict with the provisions of the City General Plan's Circulation Element, the City's ATP, and San Bernardino's CMP, project impacts would be less than significant.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*

Less Than Significant Impact. The County TIA Guidelines provide recommendations in the form of thresholds of significance and methodology for identifying Vehicle Miles Travelled (VMT) related impacts. The County TIA Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA);
  - Projects located within a 0.5-mile radius of a major transit stop or high-quality transit corridor.
- Projects located within a low VMT area;
  - Site location can be verified with the web-based or map-based VMT Screening Tool.
- Project Type Screening;
  - Local serving land uses,
  - Projects that generate less than net new 110 daily vehicle trips.

The proposed redevelopment project is forecast to generate approximately 68 daily vehicle trips, based on the Transportation Screening Assessment. The proposed project satisfies the County-established VMT screening criteria for projects generating less than 110 daily vehicle trips. Therefore, preparation of a transportation impact study with VMT analysis is not warranted and the project may be presumed to have a less than significant VMT impact and would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. Vehicles would access the facility via one of the two driveways along East End Avenue. Access for pedestrians from the public ROW to the building onsite would be via the walkway along East End Avenue. Intersections of both driveways with East End Avenue would be perpendicular, as they are currently. All onsite access and sight-distance setbacks would be in accordance with the County of San

Bernardino and Caltrans design requirements. The project would not substantially alter or impact roads, sight lines, or offsite land uses. Therefore, the project would not increase hazards due to a geometric design feature, and traffic hazard impacts would be less than significant.

d) *Result in inadequate emergency access?*

Less Than Significant Impact with Mitigation Incorporated.

Construction

During the project construction phase, lanes and sidewalks may be temporarily closed off. To ensure that circulation and emergency access during construction are adequate, the County requires the preparation and implementation of a Transportation Management Plan (TMP) for all projects that require construction in the public ROW. Therefore, the proposed project would implement **Mitigation Measure TRANS-1**. With the implementation of **Mitigation Measure TRANS-1**, impacts regarding emergency access during construction would be less than significant.

Operation

The project would comply with applicable County regulations, such as the requirement to comply with the Chino Valley Fire District's Fire Code concerning providing adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the County of San Bernadino would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The site design for the proposed project includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with the County's and Caltrans's design requirements. The County's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times. Therefore, the proposed project would not result in inadequate emergency access and impacts would be less than significant in this regard.

Mitigation Measure

MM TRANS-1 The TMP must be reviewed and approved by the County's Traffic Engineer prior to the start of construction activity in the public ROW. The typical TMP requires such things as the installation of a K-rail between the construction area and open traffic lanes, the use of flagmen and directional signage to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained at all times.

With implementation of **Mitigation Measure TRANS-1** as described above, the project would have less than significant construction-phase impacts on emergency access.

Therefore, no significant adverse impacts are identified or anticipated with regard to traffic and transportation, and implementation of Mitigation Measure TRANS-1 would reduce impacts to less than significant.

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

SUBSTANTIATION:

Countywide Plan; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Submitted Project Materials

Information from the Cultural Resource Assessment for the 12152 East End Avenue Warehouse Project site, dated April 5, 2023, prepared by PaleoWest LLC, describes the research for and analysis of potential cultural resources data conducted for the project. No prehistoric archaeological resources were observed during the field survey. During the cultural resources record search by the South Central Coastal Information Center (SCCIC), no prehistoric resources were found within the project boundary or within a one-mile radius of the project site. Previous cultural resources surveys within a 0.5-mile radius resulted in no archaeological sites or isolates being recorded. The results of the pedestrian assessment were negative for prehistoric resources.

a) *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. The Cultural Resources investigation determined that there are no historical resources or tribal cultural resources (TCRs) listed or eligible for listing in the California Register of Historical Resources (CRHR) as defined in Public Resources Code § 5020.1(k) within the project site or within a one-mile radius surrounding the project site. Therefore, no impacts would occur.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation Incorporated. Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes regarding potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (California Natural Resources Agency [CNRA], 2007).

As part of AB 52, Native American tribes must submit a written request to a lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving the AB 52 notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures (MMs) to avoid a significant effect on a TCR, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

Azhar Khan, Senior Planner of the Land Use Services Department for San Bernardino County contacted the local tribes by letter sent via email on June 28, 2023. These tribes included the Gabrieleno Band of Mission Indians - Kizh Nation, the Morongo Band of Mission Indians, the San Manuel Band of Mission Indians, and the Soboba Band of Luiseño Indians.

A response was received on June 29, 2023, from Mr. Bonnie Bryant with the San Manuel Band of Mission Indians indicating that the proposed project is located outside of Serrano ancestral territory and the tribe will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates.

A response was received from the Gabrieleno Band of Mission Indians - Kizh Nation on June 30, 2023, providing a set of mitigation measures that the Tribe requested to be included in the Initial Study. Mr. Khan responded to the Gabrielino Kizh Nation on July 3, 2023, stating that the County would accept these mitigation measures (see **Mitigation Measures TCR-1 through TCR-3**) and they will be incorporated with the project Conditions of Approval.

There was no response from the Morongo Band of Mission Indians or the Soboba Band of Luiseño Indians.

With the acceptance of the Gabrielino – Kizh Nation's recommended mitigation measures, the County concluded AB 52 consultation on July 3, 2023.

No prehistoric archaeological resources were observed during the field survey. During the cultural resources record search by the SCCIC within the one-mile radius, no record of prehistoric resources was found. The previous cultural resources surveys within the one-mile radius resulted in no archaeological sites or isolates being recorded. The project parcel has been highly disturbed by removal of the fruit tree orchard tree cropping, urbanization with the construction of a single-family residence with a paved lot, and commercial use of the parcel. Due to the depositional environment, the project would likely result in a high degree of site preservation for any subsurface cultural resources that may be present.

Mitigation Measures

MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe.

Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Mitigation Measures TCR-1 through **TCR-3** pertain to the Gabrielino – Kizh Nation. These Mitigation Measures require monitoring of ground-disturbing activities during project construction by a Native American monitor; halting construction activities if unanticipated discovery of a TCR or historic artifact(s) and their evaluation by the Native American and the proponent's qualified archaeologist, describe treatment of human remains if found, and the disposition of TCRs and historic artifacts if found. With implementation of **Mitigation Measures TCR-1** through **TCR-3**, potential project impacts on TCRs would be less than significant.

No significant adverse impacts are identified or anticipated, and with implementation of Mitigation Measures TCR-1 through TCR-3, impacts to tribal cultural resources would be less than significant.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XIX.	**UTILITIES AND SERVICE SYSTEMS -** Would the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION:

Countywide Plan; Submitted Project Materials

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less Than Significant Impact.

Water: As detailed in **Threshold b)** below, there would be sufficient water supplies to serve the project site. Therefore, the proposed project would not require new or expanded water facilities. The project would have a less than significant impact in this regard.

Wastewater Treatment: The project would connect to existing regional sewers through the City of Chino (City) via a proposed sanitary sewer line from the project site to City services in East End Avenue. Manufacturing and industrial facilities are estimated to generate 39 gallons of wastewater per day per 1,000 square feet (LACSD, 2023). Thus, the proposed 22,267 square-foot building is estimated to use about 869 gallons per day (gpd) of wastewater. The wastewater estimated to be generated by the proposed project per day is a fraction of Inland Empire Utility Agency (IEUA)'s RP-5 and Carbon Canyon Water Recycling Facility (CCWRF)'s combined daily capacity. Therefore, there is sufficient capacity available to meet the needs of the proposed project.

The project proposes offsite sewer improvements to connect the sewer lines from the project site to the existing sewer network on East End Avenue. All sewer line sizes and connections are subject to review by the City. The project applicant would work with the City's Public Works Department for necessary approvals and ensure compliance with applicable requirements. No new treatment facilities or expanded entitlements would be required. Therefore, the project would have a less than significant impact on wastewater treatment.

Stormwater Drainage: Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2009-0009-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2009. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying Best Management Practices (BMPs) that would be used by the project to minimize pollution of stormwater. Project construction would include preparation and implementation of a SWPPP. See *Hydrology and Water Quality* for more discussion. Project construction impacts on storm drainage would be less than significant.

Electric Power: Electric power for the project site is provided by Southern California Edison (SCE). The proposed project is located in a developed area, and the infrastructure for providing electric power to the area is well established. SCE typically utilizes existing

utility corridors to reduce environmental impacts and has energy-efficiency programs to reduce energy usage and maintain reliable service throughout the year. The project would be constructed in accordance with all applicable Title 24 regulations, and would not necessitate the construction or relocation of electric power facilities.

Natural Gas: The Southern California Gas Company (SoCalGas) is the primary distributor of retail and wholesale natural gas across Southern California. SoCalGas provides services to residential, commercial, and industrial consumers, and also provides gas for electric generation customers. The anticipated natural gas supply is adequate to meet demand in the SoCalGas region, and the proposed project is not expected to impact this determination. The project would be designed and built in accordance with all applicable Title 24 regulations and would not require the construction or relocation of natural gas facilities.

Telecommunications Facilities: Telecommunication services, including internet and phone for the project area, are available from AT&T, Spectrum, Verizon, and T-Mobile, among others. The proposed project would not interfere with the operation of any telecommunication services.

The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities; therefore, a less than significant impact would occur.

b) *Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Less Than Significant Impact. The project proposes to connect to the City of Chino's existing water supply network in East End Avenue. As detailed in **Table 14,** the City of Chino would have adequate water supplies during normal, dry, and multiple dry years. Manufacturing and industrial facilities are estimated to use 49 gallons of water per day per 1,000 square feet. The water demand factor is estimated as 125 percent of the Los Angeles County Sanitation District's wastewater generation factor (LACSD, 2023). Thus, the proposed 22,267 square-foot building is estimated to use about 1,086 gallons per day (gpd) of water, a negligible quantity in the context of citywide demand. The City would be able to adequately supply water to the project and would not require the development of an additional water facility to serve the site. Impacts would be less than significant.

Table 14
Multiple Dry Years Supply and Demand Comparison

		2025*	2030*	2035*	2040*	2045*
First-year	Supply totals	24,889	26,641	27,569	28,614	29,982
	Demand totals	24,889	26,641	27,569	28,614	29,982
	Difference	0	0	0	0	0
Second year	Supply totals	26,190	28,034	29,010	30,110	31,549
	Demand totals	26,190	28,034	29,010	30,110	31,549
	Difference	0	0	0	0	0

Table 14
Multiple Dry Years Supply and Demand Comparison

Third year	Supply totals	26,135	27,975	28,949	30,046	31,482
	Demand totals	26,135	27,975	28,949	30,046	31,482
	Difference	0	0	0	0	0
Fourth-year	Supply totals	23,837	25,515	26,404	27,405	28,715
	Demand totals	23,837	25,515	26,404	27,405	28,715
	Difference	0	0	0	0	0
Fifth year	Supply totals	20,873	22,342	23,121	23,997	25,144
	Demand totals	20,873	22,342	23,121	23,997	25,144
	Difference	0	0	0	0	0

*Units of measure (AF, CCF, MG)
Source: Stetson Engineers, 2021, p. 7-10

c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. As described under **Threshold a)** above, the volume of wastewater generated by the project (869 gpd) represents only a small fraction of the existing daily capacity of the wastewater treatment facilities providing service in the area. Therefore, the wastewater anticipated to be generated by the project would be within the existing capacity of the wastewater treatment provider, and less than significant impacts would occur.

d) *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact. The Mid-Valley Sanitary Landfill located in the nearby City of Rialto is the primary solid waste depository for the area. The current permitted solid waste disposal at the Mid-Valley Landfill is 7,500 tons per day. The facility has a permitted capacity of 101,300,000 tons with a remaining capacity of 61,219,377 tons, and the anticipated lifetime for the landfill at its currently permitted capacity is April 1, 2045.

Project construction and operation would generate solid waste requiring disposal at local landfills. Materials generated during the construction of the project would include paper, cardboard, metal, plastics, glass, concrete, lumber scraps, and other materials. During construction (short-term) and operation (long-term), bulk solid waste, excess building material, fill, and other construction-related solid waste would be disposed of in a manner consistent with the State of California Integrated Waste Management Act of 1989 (CIWMA) and would be removed from the project site. Existing regulations related to recycling during the construction and operation phases of the project require that the project provide readily accessible areas that serve the entire building and are identified for the depositing, storage,

and collection of nonhazardous materials for recycling, including paper, corrugated cardboard, glass, plastics, metals, and various other materials.

The project is anticipated to have 15 employees which, using the solid waste generation rate in **Table 15**, would result in an estimated generation of 21.3 tons of waste per year. As discussed above, the current permitted solid waste disposal at the Mid-Valley Landfill is 7,500 tons per day. Therefore, the project's operational waste would represent a small fraction (0.000008) of the maximum landfill capacity.

Table 15
Estimated Project-Generated Solid Waste

Land Use	Generation Rate[1]	Waste (tons/year)
Manufacturing/warehouse	1.42 (pounds/employee/day)	21.3

Notes:
[1] Cal Recycle, 1997. Solid Waste Generation Rates. Accessed online at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates/ on June 23, 2023.

Since sufficient permitted landfill capacity exists to support the operation of the proposed project, no adverse impact on either the solid waste collection service or the landfill disposal system would occur. Therefore, project impacts on existing solid waste disposal facilities would be less than significant.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less Than Significant Impact. In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), in an effort to address solid waste problems and capacities comprehensively. The law required each city and county to divert 50 percent of its waste from landfills by the year 2000.

The San Bernardino Countywide Integrated Waste Management Plan (SBCIWMP) outlines the goals, policies, and programs the County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The Infrastructure and Utilities Element of the County of San Bernadino General Plan Establishes goals and policies for the safe disposal of solid waste.

The solid waste generated by the project would be collected by Waste Management, the franchise waste hauler for the general area (WM, 2023). Waste Management delivers solid waste to the Mid-Valley Landfill, which operates under a permit from the San Bernardino County Department of Public Health, Solid Waste Management Division, which requires regular reporting and monitors compliance.

The proposed project would comply with the SBCIWMP and the County's General Plan guidelines for waste reduction procedures and with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring

that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Impacts are considered less than significant.

Therefore, no significant adverse impacts are identified or anticipated with regard to utilities and service systems, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XX.	**WILDFIRE:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
SUBSTANTIATION:					
Countywide Plan; Submitted Project Materials					

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. The nearest fire hazard severity zone (FHSZ) in a local responsibility area (LRA; that is, where cities or counties are responsible for the costs of wildfire prevention and suppression) to the project site is a very high FHSZ (VHFHSZ) about 3.2 miles southwest in the city of Chino Hills. The nearest FHSZ to the project site in a State responsibility area (SRA, where the State is responsible for the costs of wildfire prevention and suppression) is a moderate FHSZ about 5.6 miles west in an unincorporated area of Los Angeles County (CAL FIRE, 2023). Therefore, the proposed project would not “substantially impair an adopted emergency response plan or emergency evacuation plan” and as such would have no impact.

b) *Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?*

No Impact. As indicated under item a) above, the project site is not located in or near a SRA or a VHFHSZ within a LRA. The project site is developed; is in a built-out urban area; and is in an area with a south slope of about 1.1 percent grade. No slopes or wildland vegetation are on or near the site that could contribute to wildfire risks. Therefore, project development would not exacerbate existing wildfire risks, and no impact would occur.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. As indicated under **Threshold a)** above, the project site is not located in or near a SRA or a VHFHSZ within a LRA. The project site is developed. Access to the site is provided by East End Avenue, and the site is served by existing utilities in East End Avenue. Project construction would include installation of new utility laterals connecting to existing utilities in East End Avenue. Therefore, project development would not require the installation or maintenance of roadways, utilities, or other infrastructure that may exacerbate fire risk and thus would have no impact.

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. As stated under item a) above, the project site is not in or near a SRA or a VHFHSZ within an LRA. The project site is not on a slope where landslides consequent to wildfire could be expected to occur, and is not in a floodplain where flooding consequent to wildfire would be anticipated. Therefore, project development would not expose people or structures to significant risks such as landslides or flooding consequent to wildfire, and no impact would occur.

Therefore, no significant adverse impacts are identified or anticipated with regard to wildfire, and no mitigation measures are required.

	Issues	*Potentially Significant Impact*	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE:**				
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Section 4.4, Biological Resources, of this document addresses potential impacts to plant and animal communities. The project site is located in a highly urbanized area characterized by industrial and residential development, providing low habitat value for special-status plant and wildlife species (including species listed by State or Federal agencies as "candidate" or "sensitive" species). No special-status wildlife species were observed during the field evaluation mentioned in **Section 4.4, Biological Resources**, and of the 30 trees present onsite, only one is a native. The project would be required to comply with all County or City regulations regarding tree removal, replacement, and/or preservation relevant to the type and size of the tree being removed. The one native tree is located on the western property line and is therefore jointly owned by the property

owner to the west. Removal of this tree would also require a County or City tree removal permit and would therefore comply with all local regulations. Impacts would be less than significant in this regard.

However, the project site supports ornamental vegetation that could potentially provide cover and nesting habitat for bird species that have adapted to urban areas and are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. With the implementation of Mitigation Measure **BIO-1,** the project would have a less than significant impact on plant and wildlife species.

Less Than Significant Impact with Mitigation

Sections 4.5, Cultural Resources, and **4.18, Tribal Cultural Resources,** of this document address potential impacts on Cultural Resources and Tribal Cultural Resources. The project would be built on vacant land that has been previously graded. Based on the cultural resources records search, it was determined that no historic cultural resources have been previously recorded within the project site boundary. The result of the pedestrian survey was negative for both prehistoric and historic sites and isolates on the project site. Based on the results of the records search and tribal consultation it is unlikely that cultural resources or tribal resources would be adversely affected by the construction of the project. No human remains have been previously identified or recorded onsite. It is unlikely that undisturbed unique archaeological resources exist on the project site. However, future grading activities associated with the development of the project would cause new subsurface disturbance and could potentially result in the unanticipated discovery of archaeological resources. Mitigation Measures **CUL-1**, **CUL-2,** and **TCR-1 through TCR-3** are recommended to reduce potential impacts to archaeological resources, human remains, and tribal cultural resources to a less than significant level.

Less than Significant Impact with Mitigation

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The proposed project would be consistent with Federal, State, County, and local plans and programs that address environmental factors such as air quality, water quality, and other applicable regulations that have been adopted by public agencies with jurisdiction over the project for the purpose of avoiding or mitigating environmental effects.

The Air Quality and Noise sections of this Initial Study address potential impacts related to Air Quality and Noise, respectively. As detailed in **Section 4.3, Air Quality**, air quality impacts associated with project construction and operation would be less than significant and do not warrant mitigation. As detailed in **Section 4.12, Noise,** construction and operational noise impacts associated with the project site were found to be less than significant and do not warrant mitigation.

The project would create employment opportunities during the construction phase and would preserve existing employment during the operational phase. Employees from the local workforce would be hired during the construction phase of the project whenever feasible. The project is not of the scope or scale to induce people to move from outside of the project area to work on the proposed project. The project does not include a housing component or otherwise support an increase in the resident population of the area and would utilize existing infrastructure for its operation. Therefore, indirect population growth resulting solely from the project is expected to be less than significant.

Because the project would not increase environmental impacts, the incremental contribution to cumulative impacts is anticipated to be less than significant.

Less than Significant Impact

c) *Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?*

As analyzed in **Section 4.9, Hazards** and **Hazardous Materials,** project operations would involve the use of potentially hazardous materials (e.g., solvents, cleaning agents, sanitizing solutions, paints, fertilizers, and pesticides) typical of a pallet manufacturing and storage facility that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to people in the vicinity of the proposed project. Operation of the proposed project would not involve the use or storage of large amounts of hazardous materials. Typical use of household hazardous materials would not generally result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or the environment.

As detailed in **Section 4.17, Transportation** section of this document, the County requires the preparation and implementation of a Traffic Management Plan (TMP) for all projects that require construction in the public right-of-way (ROW). The TMP must be reviewed and approved by the City of Chino and the County's Traffic Engineer prior to the start of construction activity in the public ROW.

The project would comply with applicable City regulations, such as the Chino Valley Fire District's Fire Code regarding providing adequate emergency access, as well as the California Building Standards Code. All onsite access and sight-distance requirements would be in accordance with County, City, and Caltrans design requirements. The County, City, and Caltrans's review processes and the obligatory compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times. Therefore, with the implementation of Mitigation Measure **TRANS-1,** impacts regarding emergency access during construction would be less than significant in this regard.

As discussed in **Sections 4.1, Aesthetics** through **4.20**, **Wildfire** of this document, after the implementation of mitigation measures, potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly. Therefore, less than significant impacts would occur.

Less than Significant Impact with Mitigation

Conclusion

This document evaluated all CEQA issues contained in the Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Air Quality, Agriculture, Energy, Greenhouse Gases, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire. The issues of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Transportation, and Tribal Cultural Resources require the implementation of mitigation measures as prescribed to reduce project specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant level.

Based on the evidence and findings in this Initial Study, San Bernardino County proposes to adopt a Mitigated Negative Declaration for the M&J Pallet Building Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the County. The Initial Study and NOI will be circulated for 30 days of public comment. At the end of the 30-day review period, a final MND package will be prepared, and it will be reviewed by the County for possible adoption at a future County Planning Commission meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

MITIGATION MEASURES

Any mitigation measures, which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure.

Biological Resources

Mitigation Measure BIO-1: Pre-Construction Nesting Bird Survey. If project activities with potential to disturb suitable avian nesting habitat within 500 feet of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys shall conduct a nesting bird survey no more than three days prior to the initiation of project activities, to determine the presence or absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than three days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey shall be conducted if project activities fail to start within three days of the completion of the pre-construction nesting bird survey.

Nesting Bird Exclusionary Buffers. Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist in accordance with the Migratory Bird Treaty Act. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged, or the nest is no longer

active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. Without the written approval of the CDFW and/or the USFWS, no work shall occur if listed or fully protected bird species are found to be actively nesting within 500 feet of the areas subject to construction activities.

Cultural Resources

Mitigation Measure CUL-1: If historical or unique archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the City. An on-call qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s). A Monitoring and Treatment Plan shall be prepared by the qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afford the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the site while evaluation and treatment of historical or unique archaeological resources takes place.

Mitigation Measure CUL-2: If human remains are encountered during excavations associated with this project, all work shall stop within a 30-foot radius of the discovery and the San Bernardino County Coroner shall be notified (§ 5097.98 of the Public Resources Code). The coroner shall determine whether the remains are of recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they shall contact the NAHC. The NAHC shall be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) shall be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD shall make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Geology and Soils

Mitigation Measure GEO-1: All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical report, including removal of existing soils onsite to depths of four feet below existing grade, or two feet below proposed footing bottoms, whichever is greater. Design, grading, and construction shall also be performed in accordance with the requirements of the County of San Bernardino Building Standards and the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant summarized in the final written report.

Mitigation Measure GEO-2: If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The paleontologist shall offer the find(s) to a permanent accredited scientific institution such as the San Bernardino County Museum or the Natural History Museum of Los Angeles County. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.

Hazards and Hazardous Materials

Refer to **Mitigation Measure TRANS-1**.

Transportation

Mitigation Measure TRANS-1: The TMP must be reviewed and approved by the County's Traffic Engineer prior to the start of construction activity in the public ROW. The typical TMP requires such things as the installation of a K-rail between the construction area and open traffic lanes, the use of flagmen and directional signage to direct traffic where only one travel lane is available or when equipment movement creates temporary hazards, and the installation of steel plates to cover trenches under construction. Emergency access must be maintained at all times.

Tribal Cultural Resources

Mitigation Measure TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts,

conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Mitigation Measure TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

GENERAL REFERENCES

County of San Bernardino, Countywide Plan. Adopted July 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf

County of San Bernardino, Countywide Plan Draft EIR. Prepared June 2019. http://countywideplan.com/wp-content/uploads/2019/06/Ch_000_TITLE-PAGE.pdf

County of San Bernardino. County Policy Plan web maps.

San Bernardino County Code -Title 8–Development Code. http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf. Accessed periodically.

PROJECT-SPECIFIC REFERENCES

A Manual of California Vegetation, Online Edition (CNPS, 2023b).

Air Resources Board (ARB), 2023. iADAM: Air Quality Data Statistics. Accessed online at https://www.arb.ca.gov/adam/, on January 18, 2023.

Air Resources Board (ARB). 2022. Final 2022 Scoping Plan for Achieving Carbon Neutrality. Accessed online at: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf, on July 7, 2023.

Air Resources Board (ARB). 2016. Advanced Technologies Reduce Diesel Pollution. Accessed online at: https://ww2.arb.ca.gov/sites/default/files/2020-01/Synthesis%20Diesel%20Reduction%2016-02_final2_0_ADA.pdf, on July 7, 2023.

Air Resources Board (ARB). 2014. First Update to the Climate Change Scoping Plan. Accessed online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, on July 7, 2023.

Air Resources Board (ARB). 2008. Climate Change Scoping Plan. Accessed online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf, on July 7, 2023.

CalEPA, 2023. Cortese List. Accessed online at https://calepa.ca.gov/sitecleanup/corteselist/, accessed on March 30, 2023.

CAL FIRE, 2008. Very High Fire Hazard Severity Zones in LRA. https://osfm.fire.ca.gov/media/5943/fontana.pdf. Accessed on April 21, 2023.

California Department of Fish and Wildlife (CDFW) BIOS Habitat Connectivity Viewer (CDFW, 2023a).

California Natural Diversity Database (CNDDB), provided by the CDFW (CNDDB, 2023a).

California Natural Resources Agency (CNRA), 2007. The California Environmental Quality Act (CEQA). Guidelines for Implementation of the California Environmental Quality Act. As amended 2018. Accessed online at http://files.resources.ca.gov/ceqa/docs/update2018/proposed-regulatory-text.pdf; accessed on June 30, 2023.

California Invasive Plant Inventory, provided by the California Invasive Plant Council (Cal-IPC, 2006)

California Department of Forestry and Fire Prevention (CAL FIRE). 2023. FHSZ Viewer. Accessed online at: http://egis.fire.ca.gov/FHSZ/, on June 16, 2023.

California Energy Commission (CEC). 2022. 2022 Building Energy Efficiency Standards. Accessed online at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency, on July 7, 2023.

CAL FIRE, 2020. State Responsibility Area Viewer. https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/. Accessed on April 21, 2023.

Cal Trans, 2022. CalTrans Active Transportation Plan – District 8, 2022. Dates July 2022. Accessed online at https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/caltrans-reconnecting-communities-program/d8-finalactivetransportationplan-a11y.pdf on June 22, 2023.

CAPCOA (California Air Pollution Control Officers Association), 2008. CEQA & Climate Change. Accessed online at http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf, on January 26, 2023.

Census, 2023. U.S. Census Bureau QuickFacts Chino, CA. Accessed online at: https://www.census.gov/quickfacts/chinocitycalifornia, on June 20, 2023.

CDFW Natural Communities List (CDFW, 2023b)

CGS (California Geological Survey). 2023. CGS Information Warehouse: Regulatory Maps. Available at https://maps.conservation.ca.gov/cgs/informationwarehouse/. Accessed on April 3, 2023.

CGS (California Geological Survey), 2023a. EQ Zapp: California Earthquake Hazards Zone Application. Available at https://www.conservation.ca.gov/cgs/geohazards/eq-zapp. Accessed on March 29, 2023.

CGS (California Geological Survey), 2023b. Reported California Landslides Database. California Department of Conservation. Accessed online at https://www.conservation.ca.gov/cgs/landslides. Accessed on March 29, 2023.

CGS (California Geological Survey), 2023c. California Department of Conservation. California Tsunami Maps and Data. Accessed online at https://www.conservation.ca.gov/cgs/tsunami/maps/, accessed on March 23, 2023.

Chico, T. and Koizumi, J. 2008. Final Localized Significance Threshold Methodology. South Coast Air Quality Management District, Diamond Bar, California. June 2003. Revised June 2008. URL: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2. Accessed on March 23, 2020.

City of Chino. 2010. City of chino General Plan. Chapter 9: Open Space and Conservation element. Accessed online at: https://www.cityofchino.org/DocumentCenter/View/403/Chino-General-Plan---09-Open-Space-and-Conservation-PDF, on June 10, 2023.

City of Chino, 2023. Facilities and Parks. Accessed online at: https://www.cityofchino.org/170/Facilities-Parks, on June 14, 2023.

City of Chino, 2010. City of Chino General Plan: Parks and Recreation Element. Accessed online at: https://www.cityofchino.org/DocumentCenter/View/404/Chino-General-Plan---10-Parks-and-Recreation-PDF, on June 14, 2023.

City of Chino, 2010. City of Chino General Plan: Land Use Element. Accessed online at: https://www.cityofchino.org/DocumentCenter/View/415/Chino-General-Plan---04-Land-Use-PDF, on June 14, 2023.

City of Chino, 2010. City of Chino General Plan: Open Space and Conservation Element. Accessed online at: https://cityofchino.org/DocumentCenter/View/403/Chino-General-Plan---09-Open-Space-and-Conservation-PDF, on June 19, 2023.

City of Chino, 2009. City of Chino General Plan Draft EIR: Public Services. Accessed online at: Microsoft Word - 04.12_Public_Services_PR.doc (cityofchino.org), on June 20, 2023.

City of Chino Municipal Code, 2023. Title 20-Zoning. Accessed online at: https://library.municode.com/ca/chino/codes/code_of_ordinances?nodeId=TIT20ZO, on June 14, 2023.

City of Chino Police, 2023. Accessed online at: https://www.cityofchino.org/253/About-Us, on June 20, 2023.

Chino Valley Fire District, 2023. Fire Station 66. Accessed online at: https://chinovalleyfire.org/fire-station-66 - overlay_unique_id_641|2, on June 20, 2023.

Chino Valley Unified School District, 2023. Accessed online at: https://www.chino.k12.ca.us/domain/5297, on June 20, 2023.

County of San Bernardino, 1991. Rialto Airport Land Use Plan. Accessed online at http://www.sbcounty.gov/Uploads/lus/Airports/Rialto.pdf , accessed on March 30, 2023.

County of San Bernardino, 2010. County of San Bernardino General Plan: Hazard Overlay [map]. March 9, 2010. Accessed online at: http://www.sbcounty.gov/uploads/lus/hazmaps/fh21b_20100309.pdf. Accessed on March 30, 2023.

County of San Bernadino, 1991. Chino Airport Comprehensive Land Use Plan. Dated November 1991. Accessed online at https://www.sbcounty.gov/uploads/lus/airports/chino.pdf on June 22, 2023.

Critical Habitat Portal, provided by the USFWS (USFWS, 2023b).

DOC (California Department of Conservation), 2000. Guidelines for Classification and Designation of Mineral Lands. Dated January 2000. Accessed online at https://www.conservation.ca.gov/smgb/guidelines/documents/classdesig.pdf on March 20, 2023.

DOC, 2023. Important Farmland Categories. Accessed online at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx on June 14, 2023.

DOC, 2019b. Mineral Resource Zone. https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf. Accessed on April 21, 2023.

DOC, 2020a. Williamson Act Contract. https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx. Accessed on June 14, 2023.

DWR (California Department of Water Resources). 2003. Bulletin 118: California's Groundwater, Upper Santa Ana Valley Groundwater Basin (Groundwater Basin Number 8-002). Accessed online at: https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118. Accessed on March 9, 2023.

eBird online database of bird distribution and abundance, provided by Cornell Lab of Ornithology (eBird, 2023).

eFlora, provided by the Jepson Herbarium (University of California Berkeley; Jepson, 2023)

EPA Waters GeoViewer, provided by USEPA (USEPA, 2023a).

ERSL, 2022. Recent Global Monthly Mean CO2. Trends in Atmospheric Carbon Dioxide. Earth System Research Laboratory. National Oceanic and Atmospheric Administration. Accessed online at https://www.esrl.noaa.gov/gmd/ccgg/trends/global.html, on December 15, 2022.

Ganddini Group. 2023. M&J Pallet Building Transportation Study Screening Assessment. Prepared for Bergman KPRS. Dated January 19, 2023.

Information, Planning and Conservation (IPaC), provided by the United States Fish and Wildlife Service (USFWS) (USFWS, 2023a).

Inventory of Rare and Endangered Plants of California, 8th Edition, provided by the California Native Plant Society (CNPS, 2023a).

IEUA, 2023a. Inland Empire Utilities Agency Regional Water Recycling Plant No. 5 (RP-5). Accessed online at: https://www.ieua.org/regional-water-recycling-plant-no-5/ on July 7, 2023.

IEUA, 2023b. Inland Empire Utilities Agency Carbon Canyon Water Recycling Facility (CCWRF). Accessed online at: https://www.ieua.org/carbon-canyon-water-recycling-facility on July 7, 2023.

IEUA, 2023c. Inland Empire Utilities Agency Regional Water Recycling Plant No. 5 Expansion Project. Accessed online at: https://www.ieua.org/regional-water-recycling-plant-no-5-expansion-project on July 7, 2023.

IEUA, 2023d. Inland Empire Utilities Agency Regional Water Recycling Plant No. 2 (RP-2). Accessed online at: https://www.ieua.org/regional-water-recycling-plant-no-2 on July 7, 2023.

Ganddini Group, 2023. M&J Pallet Building Transportation Study Screening Assessment, Dated January 19, 2023.

National Wetlands Inventory (NWI), provided by the USFWS (USFWS, 2023c).

National Hydrography Dataset, provided by the USGS (USGS, 2023).

NASA, 2022. Global Climate Change: Vital Signs of the Planet. National Air and Space Administration. Accessed online at https://climate.nasa.gov/evidence/, on December 15, 2022.

(SBCALUC) San Bernardino County Airport Land Use Commission. 1991. Chino Airport Comprehensive Land Use Plan. Accessed online at: http://www.sbcounty.gov/Uploads/lus/Airports/Chino.pdf, on June 15, 2023.

San Bernardino County Sheriff's Department, 2023. Accessed at: https://wp.sbcounty.gov/sheriff/about-us/, on June 20, 2023.

SCAQMD, 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Accessed online at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2, on January 26, 2023.

Sawyer, J.O., T. Keeler-Wolf, J.M. Evens, 2009. *A Manual of California Vegetation, Second Edition,* provided by California Native Plant Society Press.

SCAQMD, 2022b. 2022 Air Quality Management Plan. Accessed online at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, on March 31, 2023.

The Web Soil Survey, provided by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) (Soil Survey Staff, 2023).

United States Geological Survey (USGS) 7.5-Minute Topographic Map Fontana and Guasti Quadrangles and current aerial imagery (USGS, 2015a,b; ; Google Earth Pro, 2023).

USDOE (US Department of Energy). 2023. Average Fuel Economy by Major Vehicle Category. Accessed online at: file:///C:/Users/mmilroy/Downloads/average-fuel-economy-by.pdf, on June 16, 2023.

USEPA (U.S. Environmental Protection Agency), 2010. Integrated Science Assessment (ISA) for Carbon Monoxide (Final Report, Jan 2010). Accessed online at https://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=218686, on July 14, 2023.

USEPA, 2011 Nitrogen Oxides (NOx) Control Regulations. Accessed online at https://www3.epa.gov/region1/airquality/nox.html, on October 5, 2022.

USEPA, 2021. Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks. Accessed online at https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-passenger-cars-and, on April 4, 2023.

USEPA, 2022a. Nonattainment Areas for Criteria Pollutants (Green Book). Accessed online at https://www.epa.gov/green-book, on February 9, 2023.

USEPA, 2022b. Particulate Matter (PM) Pollution. Accessed online at https://www.epa.gov/pm-pollution, on October 5, 2022.

USEPA, 2022c. What is Ozone? Accessed online at https://www.epa.gov/ozone-pollution-and-your-patients-health/what-ozone, on October 5, 2022.

USEPA (U.S. Environmental Protection Agency). 2023a. WATERS GeoViewer. Available at https://www.epa.gov/waterdata/waters-geoviewer. Accessed on February 9, 2023.

USEPA, 2023. The Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. Accessed online at https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule, on January 26, 2023.

USEPA, 2022d. Final Rule for Model Year 2012 - 2016 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards. Accessed online at https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-model-year-2012-2016-light-duty-vehicle, on September 12, 2022.

USEPA, 2023. The Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. Accessed online at https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-final-rule, on January 26, 2023.

USFWS (U.S. Fish and Wildlife Service). 2023a. Carlsbad Fish and Wildlife Office. Official iPac Species List: Consultation Code: 2022-0066892. Carlsbad, California. Retrieved from http://ecos.fws.gov/ipac/. Accessed on February 24, 2023.

USFWS (U.S. Fish and Wildlife Service), 2023b. USFWS Critical Habitat Portal: http://ecos.fws.gov/crithab/. Accessed on March 3, 2023.

USFWS (U.S. Fish and Wildlife Service), 2023c. National Wetlands Inventory (NWI) website, National Wetlands Mapper. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. Retrieved from https://www.fws.gov/wetlands/. Accessed on September 16, 2022.

USGS (U.S. Geological Survey). 2023. Quaternary Fault and Fold Database of the United States, Interactive Fault Map. Available at https://www.usgs.gov/programs/earthquake-hazards/faults. Accessed on April 3, 2023.

West Yost Associates. 2022. Chino Basin Watermaster: 2020 State of the Basin Report. Accessed online at: https://www.cbwm.org/docs/engdocs/State_of_the_Basin_Reports/SOB%202020/2020%20State%20of%20the%20Basin%20Report.pdf, on June 10, 2023.