

Summary Form for Electronic Document Submittal

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2024090833

Project Title: Chino 2045 General Plan Update Project

Lead Agency: City of Chino

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Project Location: City of Chino San Bernardino
City *County*

Project Description (Proposed actions, location, and/or consequences).

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

- Four new land use designations designed to promote a vibrant mix of uses in key opportunity areas including a Regional Mixed Use (RMU) designation, a Boulevard Mixed Use (BMU) designation, a new Downtown (DT) land use designation, and a new Employment Mixed Use (EMU) designation.
- An updated circulation diagram with new roadway classifications for mixed-use boulevards and Downtown streets that emphasize walkability and roadway safety.
- Completion of the Pine Avenue Connector, linking State Route 71 with Euclid Avenue.
- Strategies for effectively managing truck traffic to minimize conflicts with bicycles, pedestrians, and local traffic while optimizing access to the regional network.
- Establishing "good neighbor" policies and performance standards for light industrial and manufacturing uses, particularly where adjacent to residential neighborhoods. These policies and standards would govern screening, landscaping, architectural design, noise, air quality, traffic, and access.
- Streetscape improvements to improve bicycle/pedestrian safety and enhance walkability along segments of Riverside Drive, including wider sidewalks, landscaped buffers between pedestrians and traffic, the addition of bicycle lanes, and the conversion of the ends of some alleyways into pocket parks/plazas.
- A new Community Health and Environmental Justice Element with strategies to promote active, healthy lifestyles, reduce exposure to air pollution, mitigate urban heat in summertime, and improve roadway safety, particularly around schools and community centers.
- Strategies to incentivize the creation of mini parks, plazas, and publicly accessible privately-owned open spaces in the northern part of the city where there is a need for new parks and recreational spaces.
- Policy guidance for future uses on the former Ayala Park driving range, including providing on-site food and beverage vending for game and events days and/or constructing a water park.

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

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Air Quality: Buildout under the project would exceed the estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the Basin. Incorporation of goals, policies, and actions, as well as mitigation measures AQ-1 and AQ-2 into future site-specific projects would contribute to reduced criteria air pollutant emissions associated with buildout of the project. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. The population and employment assumptions of the AQMP would continue to be exceeded until the AQMP is revised and incorporates the projections of the project, and impacts related to air quality plan consistency would remain significant and unavoidable. Construction time frames and equipment for site-specific development and redevelopment projects are not available at this time, and there is a potential for multiple development projects to be constructed at one time, resulting in significant construction-related emissions. Similarly, site-specific development projects are not currently available, and there is a potential for operational emissions to exceed the SCAQMD's significance thresholds. Therefore, impacts related to criteria pollutants would remain significant and unavoidable. Future site-specific projects within 500 feet of SR-71 and SR-60 could result in the exposure of sensitive receptors to substantial concentrations of DPM and impacts would be considered potentially significant. Implementation of mitigation measure AQ-3 would reduce exposure of sensitive receptors to mobile source toxic air contaminants (TACs) to the extent feasible. However, site-specific projects are not currently available, and there is a potential for TAC exposure to remain. Therefore, impacts related to sensitive receptors would remain significant and unavoidable.

Biological Resources: At a program level of analysis, it cannot be known with certainty that impacts to sensitive species could be fully avoided, which would be considered a potentially significant impact. However, implementation of mitigation measures BIO-1 and BIO-2 would reduce impacts on sensitive and special status species to a less than significant level. Similarly, implementation of mitigation measure BIO-1 would reduce impacts on riparian and sensitive habitats, as well as wetlands, to a level less than significant.

Cultural and Tribal Cultural Resources: At a program level of analysis, it cannot be known with certainty that impacts to historic resources could be fully avoided. Although implementation of the mitigation measure CUL-1 described above would potentially reduce impacts on historic resources, no specific development projects have been identified at this time, and there are no additional feasible mitigation measure to ensure significant impacts could be fully mitigated. Therefore, impacts to historic resources would remain significant and unavoidable at this program level of review. At a program level of analysis, it cannot be known with certainty that impacts to cultural and tribal cultural resources could be fully avoided, which would be considered a potentially significant impact. Implementation of mitigation measure CUL-2 would reduce impacts on cultural resources and tribal cultural resources to a level less than significant.

Paleontological Resources: At a program level of analysis, it cannot be known with certainty that impacts to paleontological resources could be fully avoided, which would be considered a potentially significant impact. Implementation of mitigation measure GEO-1 would reduce impacts on paleontological resources to a level less than significant.

Greenhouse Gas Emissions: Although the project would support City's Climate Action Plan (CAP) goals to reduce greenhouse gas (GHG) emissions, the project would result in an increase in the growth and emission assumptions used in the City's CAP. Therefore, despite adherence to mitigation measure GHG-1, impacts associated with GHG emissions would remain significant and unavoidable. Similarly, because project buildout would exceed the assumptions used in the City's CAP, the project would conflict with CAP implementation and would not ensure statewide emission goals can be achieved by 2045. Therefore, impacts related to conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs would be remain significant and unavoidable.

Noise: Implementation of mitigation measures NOI-1 and NOI-2 would reduce noise exposure for future development to the extent feasible. However, site-specific development projects are not currently available, and there is a potential for noise to exceed the City's noise standards. Therefore, despite adherence to mitigation measures NOI-1 and NOI-2, impacts associated with increases in ambient noise and land use compatibility would remain significant and unavoidable. Implementation of mitigation measure NOI-3 would reduce impacts related to stationary noise to a level less than significant. Implementation of mitigation measure NOI-4 would reduce impacts related to construction noise to a level less than significant. Implementation of mitigation measure NOI-5 would reduce exposure to construction vibration to the extent feasible. However, site-specific development projects are not currently available, and there is a potential for construction vibration to exceed the applicable standards. Therefore, despite adherence to mitigation measure NOI-5, impacts associated with construction vibration would remain significant and unavoidable at this program level of review.

Transportation: Two roadway segments that would operate at unacceptable levels under buildout of the project. No feasible mitigation exists to improve these roadway segment operations, and impacts on the roadway system would remain significant and unavoidable. Although buildout of the project would reduce vehicle miles traveled (VMT) compared to the Adopted General Plan, there are qualitative factors impacting travel behavior that are not completely captured by the VMT model. Furthermore, site specific development that would occur before complete buildout of the project may generate VMT that would exceed the applicable threshold until the cumulative condition is reached. No feasible mitigation exists to reduce VMT, and impacts would remain significant and unavoidable.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Environmental impacts classified as significant and unavoidable have been identified for air quality (air quality plan consistency; criteria pollutants; and sensitive receptors), cultural resources (historic resources), greenhouse gas (emissions and policy consistency), noise (ambient noise/land use compatibility and construction vibration), and transportation (circulation system and vehicle miles traveled).

Provide a list of the responsible or trustee agencies for the project.

U.S. Army Corps of Engineers
California Department of Transportation
California Department of Fish and Wildlife