

Euclid Avenue Bridge Project

Draft Environmental Impact Report
SCH#2026010287

prepared for
City of Chino
Public Works Department
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June 2026

RVA

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Acronyms, Units of Measurement, Chemical Symbols

Acronyms, units of measurement and chemical symbols used throughout the Draft EIR are identified in this section.

Acronyms

AAQS	Ambient Air Quality Standards
A	Agriculture Land Use
AB	Assembly Bill
AEP	Annual Exceedance Probability
ALUC	Airport Land Use Commission
AMTP	Archaeological Monitoring and Treatment Plan
AMSL	Above Mean Sea Level
APA	Administrative Procedure Act
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
ARB	Air Resources Board
BACMs	Best Available Control Measures
BERD	Built Environment Resources Directory
BFE	Base Flood Elevation
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices

Acronyms

BTU	British Thermal Units
BUOW	Burrowing Owl
CadnaA	Computer Aided Noise Abatement
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal/ARP	California Emergency Management Agency's Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Cal Fire	California Department of Forestry and Fire Protection
Cal Green	California Green Building Standards
Cal OES	Governor's Office of Emergency Service
Cal/OSHA	California Department of Industrial Relations' Division of Occupational Safety and Health
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CASP	California Aviation System Plan
CBC	California Building Code
CBOs	Community-Based Organizations
CBWM	Chino Basin Watermaster
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDA	Chino Desalter Authority
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Projects
City	City of Chino
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act

Acronyms

CLUP	Comprehensive Land Use Plan
CMP	Congestion Management Plan
CNDDB	California Native Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CPD	Chino Police Department
COA	Conditions of Approval
COG	Council of Governments
Corps	U.S. Army Corps of Engineering
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRMP	Cultural Resource Management Plan
CSA	Community Supported Agriculture
CTC	California Transportation Commissions
CTR	California Toxics Rule
CVFD	Chino Valley Fire District
CVUSD	Chino Valley Unified School District
CWA	Clean Water Act
DEIR	Draft Environmental Impact Report
DEM	Digital Elevation Model
DMV	Department of Motor Vehicle
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substance Control
DWQ	Department of Water Quality
DWR	Department of Water Resources
EI	Expansion Index
EIA	Energy Information Administration
EIR	Environmental Impact Report
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
EPR	Extended Producer Responsibility
ESA	Endangered Species Act or Environmentally Sensitive Areas
EV	Electric Vehicle
EVSE	Electrical Vehicle Charging Station
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency

Acronyms

FERC	Federal Energy Regulatory Commission
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FHSZ	Fire Hazard Severity Zone
FIRMs	Flood Insurance Rate Maps
FMMP	Farmland Monitoring and Mapping Program
FP	Fully Protected
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GCC	Global Climate Change
GHG	Greenhouse Gas
GP	General Plan
GWP	Global Warming Potential
HEQ	Hazards and Environmental Quality
HHDT	Heavy-Heavy Duty Truck
HI	Hazard Index
HMBP	Hazardous Materials Business Plan
HMMA	Hazardous Materials Management Act
HMTA	Hazardous Materials Transportation Act
HRA	Health Risk Assessments
HSN	Hazards, Safety, and Noise
IDA	International Dark-Sky Association
IEPR	Integrated Energy Policy Report
IEUA	Inland Empire Utilities Agency
INF	Infrastructure
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resource Plan
IRWMP	Integrated Regional Water Management Plan
ITP	Incidental Take Permit
IWMA	Integrated Waste Management Act
LAWRB	Los Angeles Regional Water Board
LCC	Land Use and Community Character
LCFS	Low Carbon Fuel Standards
LDA	Light-Duty-Auto
LEV	Low Emission Vehicle
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
LRA	Local Responsibility Area
LRFMP	Long Range Facilities Master Plan
LSA	Lake and Streambed Alteration
LST	Localized Significance Thresholds

Acronyms

MBTA	Migratory Bird Treaty Act
MHDT	Medium-Heavy Duty Trucks
MICR	Maximum Individual Cancer Risk
MLD	Most Likely Descendent
MM	Mitigation Measure
MPO	Metropolitan Planning Organizations
MRMHMP	Mineral's Resources and Mineral Hazard Mapping Program
MRR	Mandatory Reporting Rule
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
MWD	Metropolitan Water District
MWELO	Model Water Efficient Landscape Ordinance
MY	Model Year
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NAVD	North American Vertical Datum
NED	National Elevation Dataset
NFPA	National Fire Protection Association
NGVD	National Geodetic Vertical Datum
NHTSA	National Highway Traffic Safety Administration
NOC	Notice of Completion
NOD	Notice of Determination
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPS	Nonpoint source
NRC	Nuclear Regulatory Commission
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NRHR	National Register of Historic Resources
NPS	Non-Point Source
NTR	National Toxics Rule
NGVD	National Geodetic Vertical Datum
NWI	National Wetland Inventory
OAL	Office of Administrative Law
OCFCD	Orange County Flood Control District
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OS-N	Open Space Natural

Acronyms

OS-R	Open Space Recreational
OS-W	Open Space Water
PDEIR	Program Draft Environmental Impact Report
PEIR	Program Environmental Impact Report
PFAS	Polyfluoroalkyl Substances
PG&E	Pacific Gas and Electric
PM	Post Mile
PMF	Probable Maximum Flood
PRC	Public Resources Code
PRC	Parks, Recreation, and Community Services Element
Qa	Quaternary alluvial deposits
Qyf	Quaternary Younger Alluvial Fan Deposits
QYof	Quaternary Older Alluvial Fan Deposits
RCB	Reinforced Concrete Box
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RMP	Resources Management Plan
R/OS	Recreation/Open Space Recreational Land Use
ROW	Right-of-way
RPR	Rare Plant Rank
RPS	Renewables Portfolio Standard
RTPA	Regional Transportation Plan Agency
RTP	Regional Transportation Plans
RWQCB	Regional Water Quality Control Board
RWQCP	Regional Water Quality Control Plan
SAR	Second Assessment Report
SARA	Superfund Amendments and Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board
SAWPA	Santa Ana Watershed Project Authority
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDG&E	San Diego Gas & Electric
SDWA	Safe Drinking Water Act
SGMA	Sustainable Groundwater Management Act
SF	Square footage

Acronyms

SFHA	Special Flood Hazard Areas
SIP	State Implementation Plan
SKRHCP	Stephen's Kangaroo Rat Habitat Conservation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SoCalGas	Southern California Gas Company
SOI	United States Secretary of Interior Standards
SP	Specific Plan
SP	Service populations
SR	State Route
SRA	Source Receptor Area (Air Quality)
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SZ	Scientific Research Area (Mineral Resources)
TAC	Toxic Air Contaminant
TCL	Tribal Cultural Landscape
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
THPO	Tribal Historic Preservation Officer
TIA	Traffic Impact Analysis
TMP	Transportation Management Plan
TRI	Toxics Release Inventory
USACE	United States Army Corps of Engineers
USAR	Upper Santa Ana River
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United State Environmental Protection Agency
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plant
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WDR	Water Discharge Requirements
WFA	Water Facilities Authority
WL	Watch List
WoUS	Waters of the State of the U.S.
WMI	Watershed Management Initiative

Acronyms

WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
ZEV	Zero Emissions Vehicle

Units of Measurement and Chemical Symbols

CH_4	Methane
CFCs	Chlorofluorocarbons
cfs	Cubic feet per second
C_2H_3Cl	Vinyl chloride
CO	Carbon monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon dioxide equivalent
CY	Cubic Yards
dB	Decibels
dBA	A-weighted decibel
DPM	Diesel particulate matter
°F	Degrees in Fahrenheit
Gg	Gigagram
GWh	Gigawatt hours
HFCs	Hydrofluorocarbons
H_2O	Water
H_2S	Hydrogen Sulfide
Hz	Hertz
kBTU	Thousands British Thermal Units
L_{dn}	Day-night average noise level
L_{eq}	Equivalent continuous sound level
L_{max}	Maximum sound level during designated time interval
L_{min}	Minimum sound level during designated time interval
LST	Localized Significance Thresholds
$MMTCO_2e$	Million metro tons of carbon dioxide equivalent
$MTCO_2e$	Metric Tons of Carbon Dioxide equivalent
N_2	Nitrogen
N_2O	Nitrous oxide
NF_3	Nitrogen trifluoride
NO	Nitric oxide
NO_2	Nitrogen dioxide
NO_X	Nitrogen oxide
O_2	Oxygen
O_3	Ozone
P_b	Lead

Units of Measurement and Chemical Symbols

PFCs	Perfluorocarbons
PM	Atmospheric Particulate Matter
PM_{10}	Particulate matter 2.5 to 10 microns in diameter
$PM_{2.5}$	Particulate matter 2.5 microns or less in diameter
Ppb	Parts per billion
Ppm	Parts per million
Ppt	Parts per trillion
PPV	Peak Particle Velocity
PWL	Sound Power Level
Qa	Quaternary alluvium
Qoa	Older quaternary alluvium
R	Refrigerants
RMS	Root Mean Square
ROG	Reactive organic gases
SF_6	Sulfur hexafluoride
SO_2	Sulfur dioxide
SO_4	Sulfides
SO_X	Oxides of sulfur
TAG	Total Acres Graded
VdB	Vibration Total Velocity Decibels
V_{ref}	Reference velocity amplitude
VOC	Volatile organic compounds

1.0 Executive Summary

The purpose of this Environmental Impact Report (EIR) is to evaluate and disclose potential environmental impacts resulting from the implementation of the Euclid Avenue Bridge Project (Project). This section summarizes the characteristics of the Project, alternatives to the Project, and the environmental impacts and mitigation measures associated with the Project.

1.1 Lead Agency

Michele Hindersinn, Senior Engineer
City of Chino
Public Works Department
13220 Central Avenue
Chino, CA 91710

Discretionary Actions and Approvals

- Approve Plans, Specifications, and Estimates Package
- Certify the Environmental Impact Report

1.2 Project Description

Bridge and Roadway Improvements

The Project would include the construction of a new viaduct structure (i.e. “Euclid Avenue Viaduct”) that crosses above Pomona Rincon Road and over Chino Creek within the Prado Basin, above the Prado Basin 50-year inundation pool elevation (543 feet about mean sea level). A viaduct is a specific type of bridge designed to carry a road or railway over long distances and consists of a series of uniform spans supported by regularly spaced columns or bents. The maximum height of the viaduct is not anticipated to exceed approximately 28 feet above ground level. The new bridge and Euclid Avenue roadway alignment would be adjacent to and offset to the east of the existing roadway and bridge. The existing bridge would be left in place.

The Project would widen the new roadway to four lanes to match the existing roadway capacity and add bicycle and pedestrian lanes, facilitating traffic circulation. The Project would also include adding a signal and pedestrian crosswalks on Euclid Avenue at the Prado Regional Park intersection and entrance at M Combs Way. The Project would include on and off ramps at the intersection of Pomona Rincon Road and the raised Euclid Avenue, and associated multi-use trails, storm drains, street lighting, fencing and railing. The Project would also install retaining walls and imported soils to support the raised Euclid Avenue and Pomona Rincon Road intersection.

Existing Site Conditions

The Project site includes an existing 1.5-mile corridor of Euclid Avenue, with a paved roadway of four lanes that narrow to two lanes before the existing Chino Creek Bridge over Chino Creek. This section of Euclid Avenue between Pomona Rincon Road has an entrance to Prado Regional Park

(at M Combs Way), contains no median, contains narrow shoulders, and has no sidewalks or dedicated bike facilities. The Project site is entirely within the rights-of-way of Euclid Avenue and Pomona Rincon Road and is approximately 24.2 acres in area.

The Project site is located within the northern portion of the Prado Flood Control Basin. The Project site is located entirely below the United States Army Corps of Engineers (USACE) designated inundation elevation for Prado Dam at 566-feet above mean sea level (AMSL) National Geodetic Vertical Datum (NGVD) 29. The Project site is also located within a USACE flowage easement.

Construction

Construction of the Project is expected to occur over approximately 18-24 months, with development activities anticipated to commence in 2027. Construction would occur Monday-Friday between 7:00 a.m. and 5:30 p.m. Some night and weekend work may be required but would occur in short durations. Construction activity would consist of clearing and grubbing, grading, foundation construction, substruction construction, superstructure construction, retaining wall construction, and roadway construction. Multiple construction staging areas would be required, including an area at the north end of the Project site immediately south of the entrance to Prado Regional Park and at the south end of the Project site that would be used until the Pomona Rincon Road ramp construction is completed. No staging areas are needed or proposed outside the Project site, or outside the City of Chino's public road right-of-way. All ingress and egress for Project construction and future maintenance vehicles would be via Euclid Avenue and Pomona Rincon Road.

Proposed grading activities anticipate an estimated 20,000 cubic yards of cut and 96,000 cubic yards of fill material. Most fill would be required along the south bound off ramp on Pomona Rincon Road. The cut material would not be suitable to use as fill which would be importuned along existing roadways from areas beyond the Project site. Fill material is anticipated to be secured from elsewhere in the Prado Basin.

Project Objectives

The Project has the following objectives:

- Create an "all weather" bridge that remains open and safe during the rainy season
- Improve safety for motorists, bicyclists, and pedestrians
- Enhance mobility and circulation during the rainy season
- Provide unhindered access for emergency responders
- Alleviate traffic congestion and remove roadway bottlenecks
- Add facilities for cyclists and pedestrians, supporting active transportation, and better access for all users
- Improve safety at the intersection of Euclid Avenue and Pomona Rincon Road through the addition of ramps and right-turn movements on and off of Euclid Avenue

- Improve safety at the intersection of Euclid Avenue and M Combs Way (entrance to Prado Regional Park) with installation of a signal

1.3 Alternatives

The *CEQA Guidelines*, Section 15126.6, identify the parameters within which consideration and discussion of alternatives to the Project should occur. As stated in this section of the guidelines, an EIR shall describe a range of reasonable alternatives to the Project or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate comparative merits of the alternatives.

Included in this analysis are three alternatives, including the CEQA-required "No Project" Alternative, that involve changes to the Project that may reduce Project-related environmental impacts as identified in this DEIR. Alternatives have been developed to provide a reasonable range of options that would help decision makers and the public understand the general implications of revising or eliminating certain components of the Project.

The following alternatives are evaluated in this DEIR:

- **Alternative 1**: No Project Alternative
- **Alternative 2:** New Two-lane Facility for Northbound Traffic
- **Alternative 3**: 100-year Elevation Facility

1.3.1 Alternative 1 – No Project

The No Project Alternative assumes that the new bridge over Chino Creek would not be constructed and that no redevelopment or disturbance would occur on the Project site. Under this Alternative, the existing roadway and bridge over Chino Creek, the existing Pomona Rincon Road configuration, and the unsignalized entrance at Prado Regional Park would remain as is. The roadway would continue to be subject to closures during storm events, and no improvements would be made to mitigate flooding, improve emergency access, or enhance regional connectivity. The No Project Alternative would not fulfill any of the Project's Objectives because it would not improve access over Chino Creek, reduce roadway closures during storm events, improve public safety and emergency response, or support safer and more efficient transportation circulation. Under this Alternative, no construction-related impacts would occur, and impacts related to aesthetics, air quality, biological resources, cultural resources, utilities, and wildfire would generally be less than those of the Project. However, impacts related to hydrology and water quality, land use and planning, public services, and transportation would be greater than the Project because the site would continue to flood and to pick up and carry roadway pollutants and limit emergency access and reroute vehicle trips during large storm events and closures. Overall, this Alternative would leave the Project site in its existing condition and would have no characteristics in common with the Project because no bridge or roadway improvements would occur.

1.3.2 Alternative 2 – New Two-Lane Facility for Northbound Traffic

This Alternative assumes that a new two-lane facility would be constructed over the 50-year flood elevation for northbound traffic, while the existing Euclid Avenue roadway and bridge over Chino Creek would remain in place and be repurposed as two southbound lanes. During flood events requiring closure of the existing bridge, the new bridge temporarily operates as one lane in each direction. The new two-lane bridge would also include bike lanes within the roadway shoulders and a protected multi-use path on the southeast side for pedestrians and bicyclists. Alternative 2 would have some characteristics in common with the Project because it would construct a new elevated bridge facility, improve active transportation access, and reduce some flood-related roadway closures. However, it would not fulfill the Objectives to the same extent as the Project because the existing bridge would continue to be used for southbound traffic and would remain subject to flooding and temporary closure during large storm events. Under this Alternative, most impacts would be similar to or less than those of the Project due to the smaller bridge width and smaller construction footprint, including impacts related to aesthetics, air quality, agriculture and forestry, geology and soils, greenhouse gas emissions, hazards, mineral resources. Impacts to cultural resources and tribal cultural resources would be less than the Project with required mitigation because ground disturbance and habitat impacts would occur within a smaller construction footprint. However, impacts related to hydrology and water quality, land use and planning, public services, and transportation would be greater than the Project because the existing bridge would continue to periodically flood and pick up and carry roadway pollutants. Also, emergency access would be limited to one lane in each direction during closures, and the Alternative would not provide the same level of safe all-weather local and regional connectivity as the Project.

1.3.3 Alternative 3 – 100-year Elevation Facility

This Alternative assumes that a new viaduct bridge would be constructed above the 100-year flood elevation, approximately 10 feet higher than the Project's 50-year flood elevation. The new bridge and Euclid Avenue roadway alignment would be offset east of the exiting roadway and bridge while the existing bridge would be left in place. Compared to the Project, Alternative 3 would be taller and much longer, increasing from approximately 2,500 feet to 5,900 feet in length, with a maximum height of about 38 feet about ground level. It would also require the Prado Regional Park entrance intersection to be raised by about 12 feet, resulting in ramps and a larger project footprint. Alternative 3 would share some characteristics with the Project because it would provide an elevated four-lane roadway, improve active transportation access, reduce flooding, and support emergency access and regional connectivity. However, because it would require a larger, taller, and heavier bridge structure, impacts related to aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, and tribal cultural resources would be greater than the Project. Impacts related to agriculture and forestry, geology and soils, hazards, land use and planning, mineral resources, noise, population and housing, recreation, utilities, and wildfire would be similar to the Project. Impacts related to hydrology and water quality,

public services, and transportation would be less than the Project because all four lanes would be elevated above the 100-year flood elevation, reducing flood-related closures and improving all-weather access.

Refer to Section 7.0, Alternatives, for the complete alternatives analysis.

1.4 Areas of Known Controversy

The City of Chino circulated a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on January 12th, 2026, and ending on February 11th, 2026. The City distributed the NOP to the State Clearinghouse, responsible agencies, and other interested parties. The City held an in-person Public Scoping Meeting on January 27th, 2026, at 6:00 PM at the Parkhouse at the Preserve at Chino. They also held a second virtual Public Scoping meeting on January 29th, 2026, on Zoom. The meetings aimed to provide information about the Project and the CEQA process to members of public agencies, interested stakeholders, and residents/community members.

The City received three comment letters in response to the NOP. Comments received during the

Primary areas of concern include the following:

- Protection of endangered species and considerations of habitat restoration
- Future potential traffic impacts on Butterfield Ranch Road and Pine Avenue, impacts to SR-71 segment between SR-91 and Euclid Avenue, possible construction staging locations and effects on Chino Hills streets
- Compliance of AB 52 and SB 18

The comment letters received in response to the NOP are included in Appendix A and are summarized in Table 2.0-1 in Section 1.0 (Introduction) of the EIR. Comments received at the in-person and virtual scoping meetings primarily consisted of questions related to how long construction would last, potential closures of Euclid Avenue, 18-wheel trucks access, why is the proposed bridge not above the 100-year floodplain, and is there Federal funding for the Project.

1.5 Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the environmental impacts of the Project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable:** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the Project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated:** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant:** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could

further lessen the environmental effect may be suggested if readily available and easily achievable.

- **No Impact:** The proposed Project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table 1.0-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Aesthetics			
Threshold A: Would the Project have a substantial adverse effect on a scenic vista?	Less than significant	None required	Less than significant
Threshold B: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	Less than significant	None required	Less than significant
Threshold C: In non-urbanized areas, would the Project 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	None required	Less than significant
Threshold D: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant	None required	Less than significant
Agriculture and Forestry Resources			
Threshold A: Would the Project 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 nonagricultural use?	No impact	None required	No impact

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold B: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No impact	None required	No impact
Threshold C: Would the Project 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	None required	No impact
Threshold D: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially significant impact	Refer to BIO-9 below	Less than significant
Threshold E: Would the Project 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?	Potentially significant impact	Refer to BIO-9 below	Less than significant
Air Quality			
Threshold A: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Less than significant	None required	Less than significant
Threshold B: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard?	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold C: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less than significant	None required	Less than significant
Threshold D: Would the Project result in emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant	None required	Less than significant
Biological Resources			
Threshold A: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	Potentially significant impact	**BIO-1: Focused Plant Survey. To avoid and/or minimize potential impacts to rare plant species.** Prior to commencement of Project development (site preparation, grading, construction) in areas that could support special-status plant species, the City of Chino shall employ a qualified biologist who shall conduct pre-construction focused plant surveys to determine and delineate on a graphic the location and extent of any special-status plant species occurrences within the Project site/Project area. The focused plant surveys shall occur during the typical blooming periods of special-status plants with potential to occur within the Project site/Project area. The focused plant surveys shall follow California Department of Fish and Wildlife Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities (November 2009). **BIO-2: Nesting Bird Surveys. To avoid and/or minimize potential impacts to nesting migratory birds and raptors.** Project activities such earthwork, clearing, grubbing, etc. will take place outside of the nesting bird season. If construction activities such as earthwork, clearing, grubbing, etc. cannot feasibly conducted outside of the general bird nesting season for birds and raptors (January 15 to September 15), a qualified biologist shall perform a pre-construction survey	Less than significant impact with mitigation

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		of potential nesting habitat to confirm the absence of active nests. The pre-construction nesting bird survey shall be performed no more than three (3) days prior to the start of construction activities. The results of the pre-construction survey shall be performed no more than three (3) days prior to the start of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist(s) and submitted to the appropriate agencies (i.e., CDFW) prior to construction. A report on the survey shall include survey methods and results in addition to recommended avoidance and minimization measures if active nests are located. If the qualified biologist determines no active migratory bird nests are present within 300 feet (500 feet for raptors and special status species) of Project impacts, construction activities shall be allowed to proceed. If the qualified biologist determines an active migratory bird or raptor nest is present within the Project area, no impacts within 300 feet (500 feet for raptors and special status species) of the active nest(s) shall occur until the young have fledged the nest and the nest is confirmed to no longer be active. The qualified biologist may modify the avoidance buffer or propose other recommendations to minimize or avoid disturbance to nesting birds. **BIO-3: Least Bell's Vireo. To avoid and/or minimize potential impacts to least Bell's vireo.** Prior to commencement of Project activities, the City of Chino shall submit a Mitigation Proposal for "take" compensation pertaining to permanent removal of riparian vegetation suitable for least Bell's vireo to USFWS and CDFW, who shall approve said Proposal	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		prior to commencement of Project. The Proposal shall stipulate permanent removal of riparian vegetation suitable for least Bell's vireo shall be replaced at a minimum ratio of 3:1, with compensation to occur as creation, enhancement, and/or restoration. Compensation may occur through a combination of one or more of the following: on-site enhancement, re-establishment, and/or creation; fee payment to other approved mitigation providers; off-site permittee-responsible mitigation; and/or other off-site mitigation within the Prado Basin or Santa Ana watershed. For all riparian habitat that would be temporarily removed during construction, restoration shall occur on-site or off-site at a 2:1 ratio through enhancement, re-establishment, and/or creation. The City of Chino shall coordinate compensation for occupied least Bell's vireo habitat with aquatic permitting mitigation requirements. Completion of compensation shall be completed prior to completion of Project construction and operation of the new bridge. **BIO-4: Construction Noise. To avoid and/or minimize potential impacts of noise on nesting birds and raptors.** Should construction activities occur within nesting season, a qualified acoustician shall monitor noise within established buffers around active nests, as directed by a qualified biologist. If the noise levels exceed 60 dB, or if the biologists determine construction activities are disturbing nesting behavior, noise attenuation measures shall be implemented. These measures may include but not be limited to the installation of noise barriers and noise reducing features on construction equipment to ensure noise levels remain within acceptable levels at nest sites.	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		BIO-5: Focused Burrowing Owl Surveys. To avoid and/or minimize potential impacts to burrowing owls. Prior to commencement of Project development (site-clearing and grading) activities, the City of Chino shall employ a qualified biologist who shall perform focused surveys to determine presence/absence of burrowing owl on the Project site in accordance with the 2012 California Department of Fish and Game (CDFG) Staff Report on Burrowing Owl Mitigation (supersedes the 1995 Staff Report). In accordance with the 2012 Staff Report, the focused surveys shall occur between February 1 and August 31. In addition, the selected qualified biologist shall conduct a Pre-Construction "Take" Avoidance Burrowing Owl Survey within 14 days prior to Project site disturbance. If burrowing owl are confirmed absent during the "Take" Avoidance Survey, ground-disturbing Activities shall be allowed to commence, and no further Mitigation will be required. If burrowing owl are detected during the "Take" Avoidance Survey, the City of Chino must consult with the California Department of Fish and Wildlife and shall apply for and secure an Incidental Take Permit (ITP) prior to any Project development activities. **BIO-6: Sensitive Fish and Herpetofauna.** Prior to commencement of Project activities (site-clearing and grading), a qualified biologist shall conduct pre-construction surveys in suitable habitat to determine the presence or absence of special-status reptile, amphibian, and/or fish species within the Project site. These surveys shall be conducted in accordance with any required agency protocols. In addition, the following avoidance measures shall be implemented if any sensitive reptile,	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		amphibian or fish species are found within the Project site: 1) Exclusionary fencing with one-way funnels shall be installed to prevent native species from entering the work areas while allowing them to leave; 2) A biological monitor shall be present prior to and during construction to perform a pre-construction sweep and to relocate any native species encountered during initial ground disturbance to predetermined release locations beyond the exclusion fencing; and 3) Biological monitors shall rake soils and duff at the base of trees along the edge of the roadway right-of-way in advance of grading activities and monitor during grading to relocate legless lizards potentially exposed by soil disturbance to areas beyond the exclusion fence. A qualified biologist shall prepare a Hazard Analysis Critical Control Plan which shall stipulate methods for preventing the spread of invasive species to be implemented by the construction crews. **BIO-7: Sensitive Bat Species.** Prior to commencement of Project activities and if Project activities are proposed with the bat maternity roosting season (April 1 to August 1), the City of Chino shall employ a qualified biologist experienced with bats who shall conduct a Pre-Construction Survey within all suitable habitat within the Project site/area. The Pre-Construction Survey shall be conducted 30 days prior to commencing construction activities and shall consist of two (2) separate surveys	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		conducted no more than a week apart. The second and final survey should be conducted no more than seven (7) days prior to commencing construction activities. The Pre-Construction Surveys should be conducted using a detector for echolocation calls, such as an Anabat detector system. The results of the Pre-Construction Bat Surveys shall be documented by the qualified biologist and submitted to the appropriate Responsible/Trustee Agencies for approval prior to commencement of Project development. If the qualified biologist determines no sensitive bat maternity roosts are present, the construction activities shall be allowed to proceed without any further requirements. If it is determined sensitive bat maternity roosts are present, the following measures shall be implemented: 1) No construction activities shall occur within 300 feet of any sensitive bat maternity roosts. A qualified biologist shall clearly delineate any bat maternity roosts and any required avoidance buffers, which shall be clearly marked with flags and/or fencing prior to the initiation of construction activities. 2) If construction activities are proposed within 300 feet of a sensitive bat maternity roost, a biological monitor shall be required to observe the behavior of any roosting bats. The construction supervisor shall be notified if the construction activities appear to be altering the bats' normal roosting behavior. No construction activities will be allowed within 300 feet of bat maternity roosts	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		until additional minimization measures are taken, as determined by the biological monitor in coordination with the California Department of Fish and Wildlife. The biological monitor shall prepare written documentation of all monitoring activities and any additional minimization measures taken, which shall be submitted to California Department of Fish and Wildlife at the completion of construction activities. **BIO-8: Crotch's Bumblebee.** Prior to commencement of Project activities, a qualified biologist familiar with Crotch's bumblebee behavior and life history shall conduct a pre-construction presence/absence survey for Crotch's bumblebee prior to site disturbance. If Crotch's Bumblebee were to be detected (or assumed present) within the disturbance footprint, the City of Chino shall coordinate with the California Department of Fish and Wildlife to outline Project specific avoidance measures that if implemented would avoid the need for an Incidental Take Permit (ITP) and, if avoidance is not feasible, obtain an ITP prior to construction start. **BIO-10: Biological Monitor.** A qualified biologist shall be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from the Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety.	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		BIO-11: Nighttime Lightning. The final design of the bridge shall eliminate all non-essential lighting. Lighting shall be shielded, cast downward, reduced in intensity to the greatest extent feasible, and shall not spill over onto adjacent sensitive habitat or upward into the night sky. The bridge shall include LED lighting with a correlated color temperature of 3,000 Kelvins or less. Replaced lighting shall be properly disposed of or recycled with a qualified recycler.	
Threshold B: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially significant impact	Refer to **MM BIO-3** above **BIO-9: Jurisdictional Resources.** To avoid and/or minimize potential impacts to jurisdictional resources, the City of Chino shall provide compensation for permanent impacts on Federal and State jurisdictional waters through a combination of one or more of the following: on-site enhancement, re-establishment, and/or creation; payment into an in-lieu fee program or other approved mitigation provider; permittee responsible mitigation; and/or other off-site restoration/mitigation within the Prado Basin or Santa Ana watershed. Compensation for the permanent loss of USACE non-wetlands and estate streambeds shall be provided at a minimum 2:1 ratio and for USACE wetlands and non-wetland waters and CDFW streambed and associated riparian habitat will occur at minimum 3:1 ratio. Compensation for temporary impacts on jurisdictional waters, wetlands, and State streambeds shall be provided at a minimum 1:1 ratio. **BIO-12: Habitat Revegetation/Restoration Plans.** Plans for restoration and revegetation shall be prepared by persons with expertise in southern California ecosystems and native plan restoration techniques.	Less than significant impact with mitigation

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		Plans shall identify the assumptions used to develop the proposed restoration strategy. Each Plan shall include at a minimum: (a) the location of restoration sites and assessment of appropriate references sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings planning schedule; (e) a description of the irrigation criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas shall extend across a sufficient time frame to ensure that the new habitat is established and self-sustaining.	
Threshold C: Would the Project have a substantial adverse effect on Federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially significant impact	Refer to **MM BIO-3, BIO-9, and BIO-12** above	Less than significant impact with mitigation
Threshold D: Would the Project 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?	Less than significant impact	None required	Less than significant impact
Threshold E: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially significant impact	Refer to **MM BIO-9 and BIO-12** above	Less than significant impact with mitigation

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold F: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially significant impact	Refer to **MM BIO-3, BIO-9, and BIO-12** above	Less than significant impact with mitigation
Cultural Resources			
Threshold A: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines?	No impact	None required	No impact
Threshold B: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?	Potentially significant impact	**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 movement 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	Less than significant impact with mitigation

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		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, 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 (collectively, tribal cultural resources, or "TCR") including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., 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. **TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)**	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease 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. **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).	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		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. **TCR-4: Native American Treatment Agreement** Prior to the issuance of grading permits, the Applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the Project. The Tribal Monitor(s) shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources and/or tribal cultural resources. **TCR-5: Retention of Archaeologist** Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. **TCR-6: Cultural Resources Management Plan** Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule. **TCR-7: Pre-Grade Meeting** The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan. **TCR-8: On-site Monitoring** During all ground-disturbing activities the qualified archaeologist and the Tribal Monitor(s) shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074.	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Tribal Monitor(s), shall be responsible for determining the duration and frequency of monitoring. **TCR-9: Inadvertent Discovery of Cultural Resources** In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Tribal Monitor(s) shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed. If a potentially significant cultural resource(s) is discovered, work within a 60-foot perimeter of the discovery shall stop and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified archaeologist and Tribal Monitor[s]. The archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The qualified archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the qualified archaeologist in consultation with the Tribe[s] and the Native American monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		treatments and dispositions of significant cultural resources in order of CEQA preference: A. Full avoidance. B. If avoidance is not feasible, preservation in place. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction. C. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (36 CFR 79) **TCR-10: Inadvertent Discovery of Human Remains** The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the Coroner, with written approval by the consulting Tribe[s]. A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected by the	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		establishment of an ESA with a marked boundary. Project personnel/observers will be restricted from entry into the ESA. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision I of HSC §7050.5. C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98 D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department. **TCR-11: Final Report** The final report[s] created as a part of the Project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].	
Threshold C: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than significant	None required	Less than significant
Energy			
Threshold A: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant	None required	Less than significant
Threshold B: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant	None required	Less than significant
Geology and Soils			
Threshold 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	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
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; and/or iv) landslides?			
Threshold B: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than significant	None required	Less than significant
Threshold C: Will 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	None required	Less than significant
Threshold D: Will the Project 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?	Less than significant	None required	Less than significant
Threshold 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	None required	No impact

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold F: Will the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially significant impact	**GEO-1:** In the event that a paleontological resource is inadvertently discovered, work in the immediate area shall halt and a qualified paleontologist shall assess the resource. The paleontologist shall determine the treatment and final deposition of the resources and if paleontological monitoring is required for any remaining grading, excavation and/or ground disturbing construction activities.	Less than significant with implementation of mitigation
Greenhouse Gas Emissions			
Threshold A: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	None required	Less than significant
Threshold B: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant	None required	Less than significant
Hazards			
Threshold 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	None required	Less than significant
Threshold 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	None required	Less than significant
Threshold C: Would the Project emit hazardous emissions or handle	No impact	None required	No impact

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			
Threshold D: Would the Project 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?	No impact	None required	No impact
Threshold E: Would the Project be 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 for people residing or working in the project area?	Less than significant	None required	Less than significant
Threshold F: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant	None required	Less than significant
Threshold G: Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Less than significant	None required	Less than significant
Hydrology & Water Quality			
Threshold A: Would the Project violate any water quality standards or waste discharge requirements or otherwise	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
substantially degrade surface or ground water quality?			
Threshold B: Would the Project 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	None required	Less than significant
Threshold C: Would the Project 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 polluted runoff; or iv) impede or redirect flood flows?	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold D: Would the Project 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, which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than significant	None required	Less than significant
Threshold E: Would the Project 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 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?	Less than significant	None required	Less than significant
Threshold F: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	Less than significant	None required	Less than significant
Threshold G: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant	None required	Less than significant
Threshold H: Would the Project conflict with or obstruct implementation of a water quality control plan or	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
sustainable ground water management plan?			
Land Use and Planning			
Threshold A: Would the Project physically divide an established community?	No impact	None required	No impact
Threshold B: Would the Project 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?	No impact	None required	No impact
Mineral Resources			
Threshold A: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No impact	None required	No impact
Threshold B: Would the Project 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, based on Threshold "A"	None required	No Impact
Noise			
Threshold A: Would the Project result in the 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?	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold B: Would the Project result in the generation of excessive groundeborne vibration or groundborne noise levels?	Less than significant	None required	Less than significant
Threshold 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	None required	Less than significant
Population and Housing			
Threshold A: Would the Project 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)?	No impact	None required	No Impact
Threshold B: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No impact	None required	No impact
Public Services			
Threshold 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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other	Less than significant	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
performance objectives for any of the public services?			
Recreation			
Threshold 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 would occur or be accelerated?	No impact	None required	No impact
Threshold B: Would 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	None required	No impact
Transportation			
Threshold A: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less than significant	None required	Less than significant
Threshold B: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than significant	None required	Less than significant
Threshold 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	None required	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold D: Result in inadequate emergency access?	Less than significant	None required	Less than significant
Tribal Cultural Resources			
Threshold 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 that is • 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)? • 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 Resources Code Section 5024.1, would the lead agency consider the significance of the resource to a California Native American tribe?	Potentially significant impact	**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 movement 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, 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 (collectively, tribal cultural resources, or "TCR") including but not limited to,	Less than significant

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		Native American cultural and historical artifacts, remains, places of significance, etc., 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. **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 (i.e., not less than the surrounding 50 feet) shall cease 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,	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		including for educational, cultural and/or historic purposes. **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. **TCR-4: Native American Treatment Agreement** Prior to the issuance of grading permits, the Applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the Project. The Tribal Monitor(s) shall be on-site during all ground-disturbing activities (including, but not limited to, clearing,	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources and/or tribal cultural resources. **TCR-5: Retention of Archaeologist** Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event. **TCR-6: Cultural Resources Management Plan** Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule. **TCR-7: Pre-Grade Meeting** The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan. **TCR-8: On-site Monitoring** During all ground-disturbing activities the qualified archaeologist and the Tribal Monitor(s) shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Tribal Monitor(s), shall be responsible for determining the duration and frequency of monitoring. **TCR-9: Inadvertent Discovery of Cultural Resources** In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Tribal Monitor(s) shall have the authority to temporarily divert and/or temporarily	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed. If a potentially significant cultural resource(s) is discovered, work within a 60-foot perimeter of the discovery shall stop and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified archaeologist and Tribal Monitor[s]. The archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The qualified archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the qualified archaeologist in consultation with the Tribe[s] and the Native American monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference: A. Full avoidance. B. If avoidance is not feasible, preservation in place. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		C. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (36 CFR 79) **TCR-10: Inadvertent Discovery of Human Remains** The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the Coroner, with written approval by the consulting Tribe[s]. A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected by the establishment of an ESA with a marked boundary. Project personnel/observers will be restricted from entry into the ESA. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98. B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5. C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98 D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department. **TCR-11: Final Report** The final report[s] created as a part of the Project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be	

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
		submitted to the Eastern Information Center, and the Consulting Tribe[s].	
Utilities and Service Systems			
Threshold 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	None required	Less than significant
Threshold 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	None required	Less than significant
Threshold 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	None required	Less than significant
Threshold 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	None required	Less than significant
Threshold E: Would the Project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	Less than significant	None required	Less than significant
Wildfire			

Impact	Significance Pre-mitigation	Mitigation Measure(s)	Residual Impact
Threshold A: Would the Project Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant	None required	Less than significant
Threshold B: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than significant	None required	Less than significant
Threshold C: Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than significant	None required	Less than significant
Threshold 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?	Less than significant	None required	Less than significant
Threshold F: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than significant	None required	Less than significant

2.0 Introduction

2.1 Purpose and Scope

In accordance with Section 15121 of the California Environmental Quality Act (CEQA) Guidelines, the purpose of this Environmental Impact Report (EIR) is to serve as an informational document that:

> Will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (California Code of Regulations, Title 14).

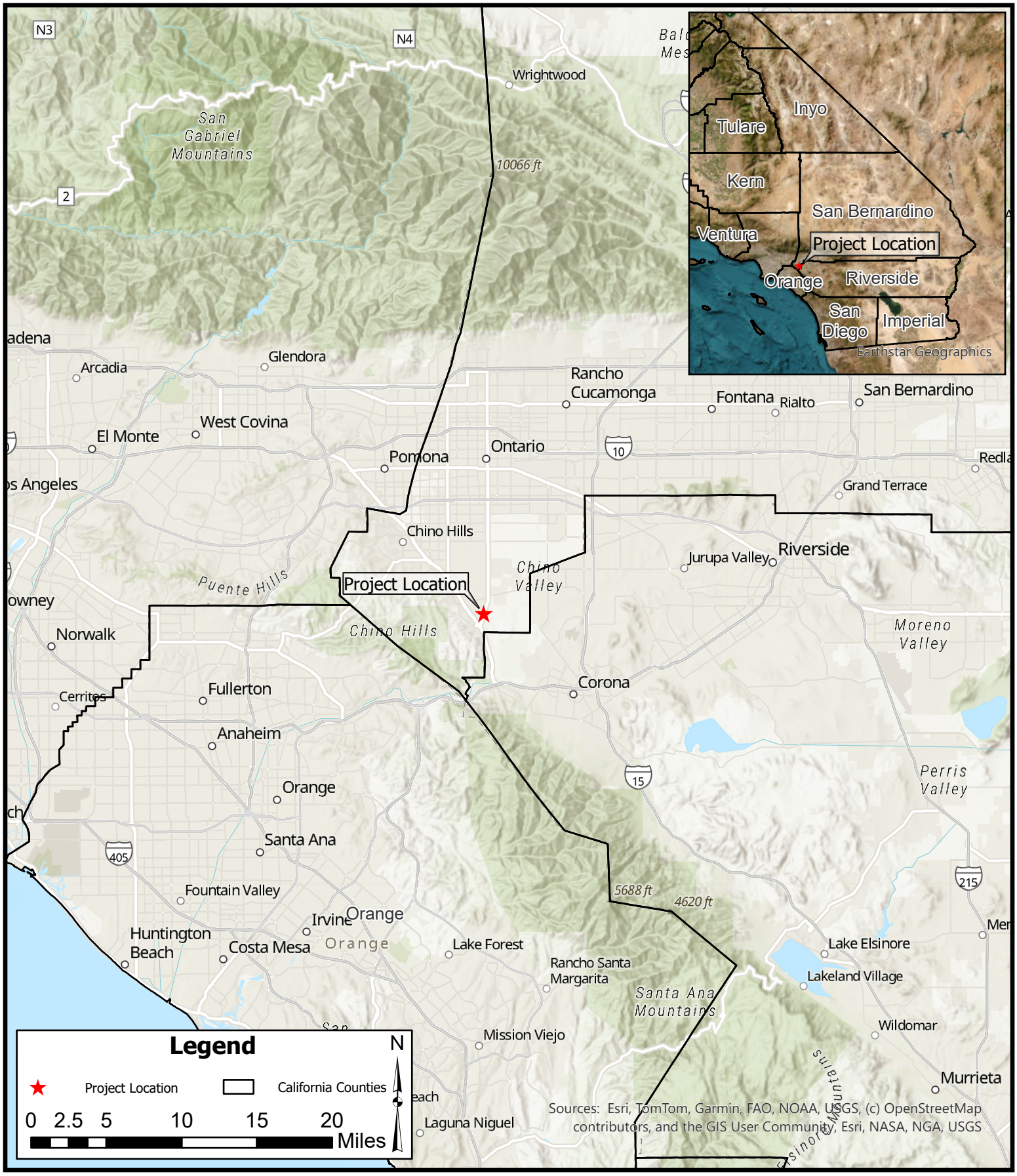
This EIR has been prepared as a project EIR pursuant to Section 15161 of the CEQA Guidelines. A Project EIR is appropriate for a specific development project. The CEQA Guidelines state:

> This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.

This EIR discusses the potential environmental consequences from the development of the Euclid Avenue Bridge Project, a proposed infrastructure project along a 1.5-mile corridor along Euclid Avenue, between Pine Avenue and State Route-71 (SR-71), refer to Figure 2.0-1 (Regional Map), 2.0-2 (Site Vicinity Map), and Figure 2.0-3 (Project Overview Map). Euclid Avenue experiences frequent flooding during heavy rains where the water level of Chino Creek and the Prado Basin overtops the existing roadway. The Project would raise Euclid Avenue over Chino Creek to create an all-weather bridge that remains open and safe during the rainy season, prevents future closures during storm events, reduces possibility of encountering flood waters, thereby improves safety for motorists and pedestrians. The Project would also widen the new roadway to four lanes to match existing roadway capacity north and south of the bridge and add bicycle and pedestrian lanes to enhance mobility and circulation for the community.

This EIR is to serve as an informational document for the public and City of Chino (City) decision makers. The process to finalize the EIR includes a public hearing before the City Council to consider certification of the EIR and approval of the Project.

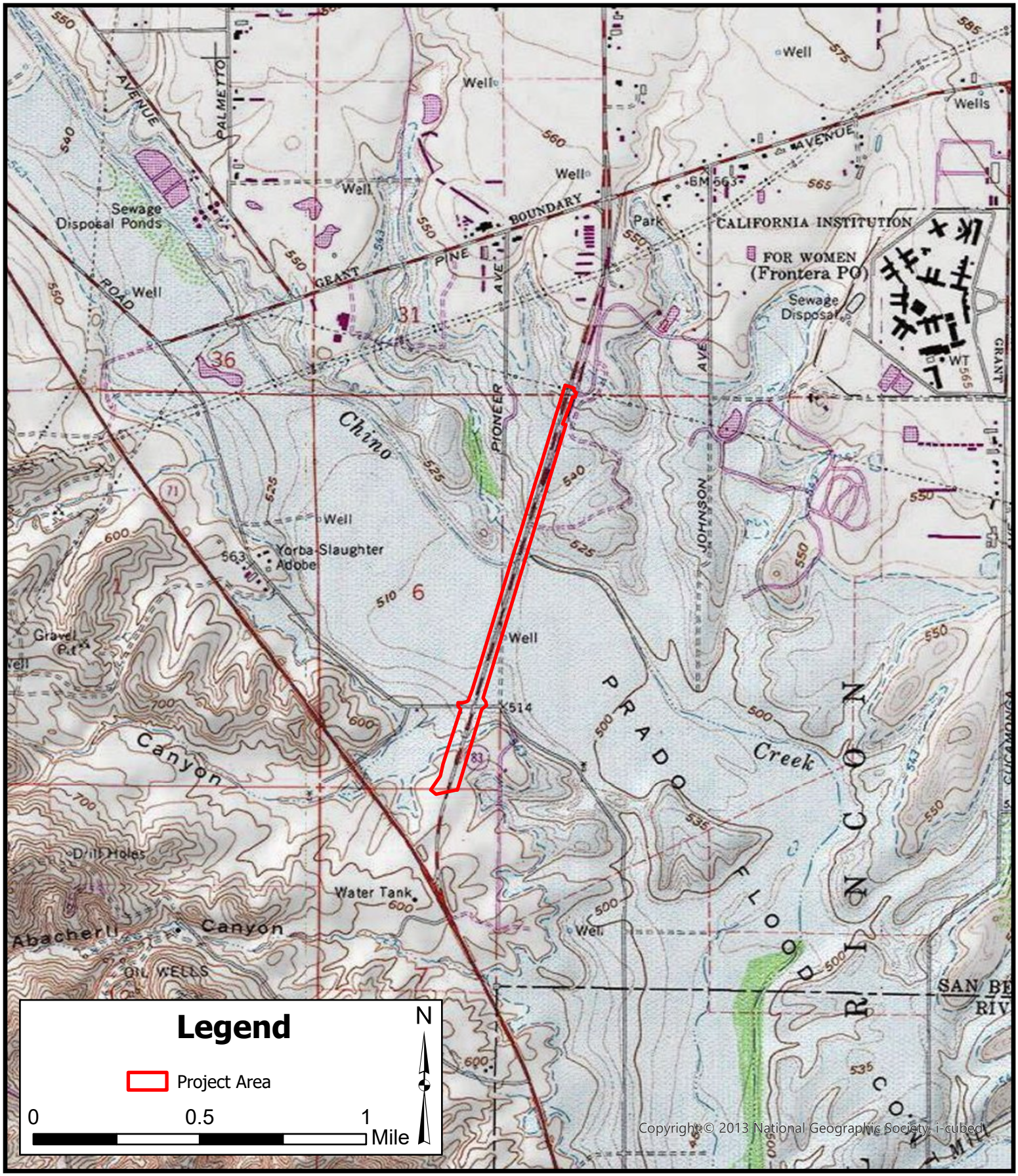
This section discusses (1) the EIR Purpose and Scope; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) the lead, the responsible, and the trustee agencies; and (5) the environmental review process required by CEQA. The Project is described in more detail in Section 3.0 (Project Description).



Euclid Avenue Bridge Project

Regional Map

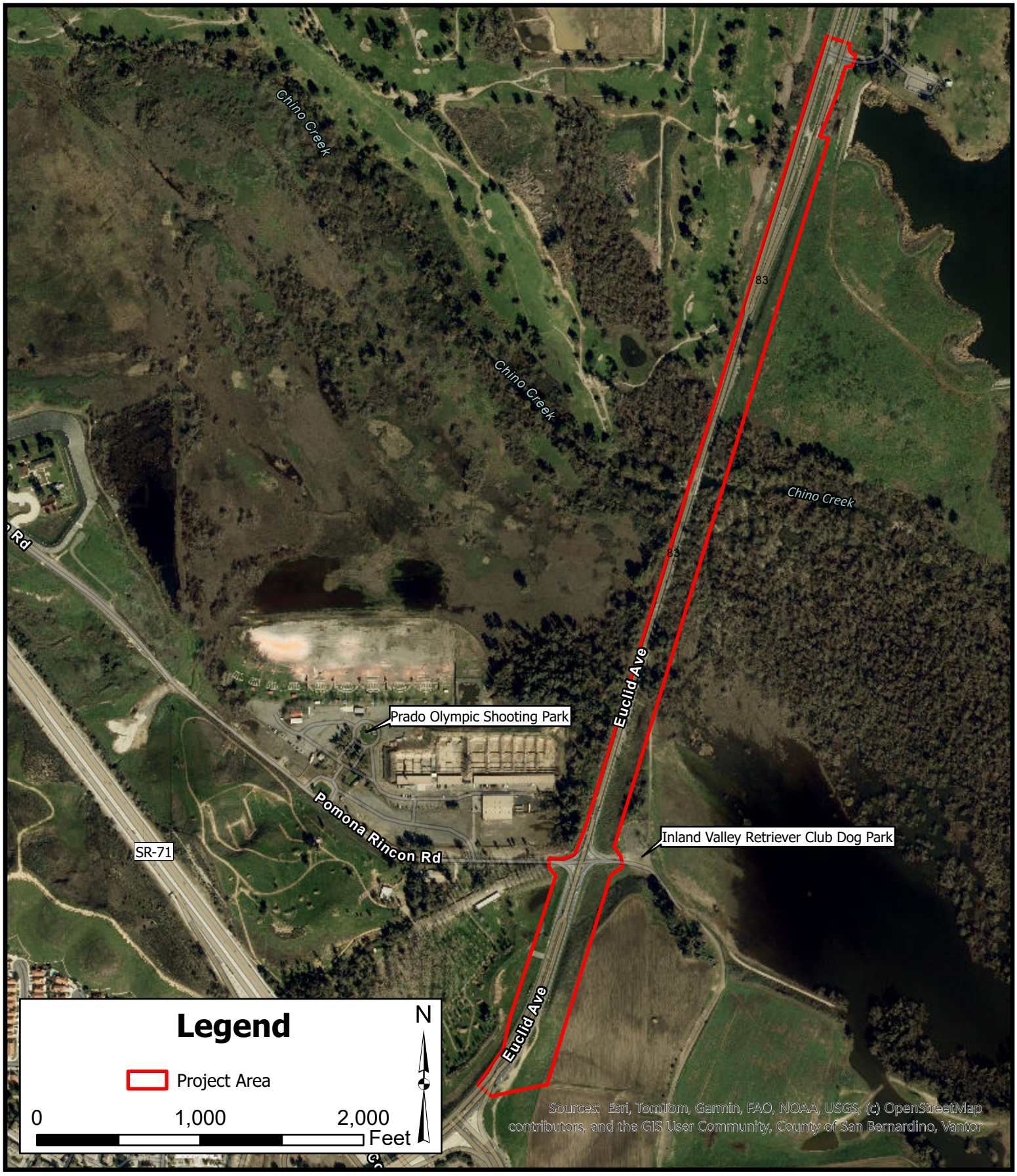
Figure 2.0-1



Euclid Avenue Bridge Project

Site Vicinity Map

Figure 2.0-2



Euclid Avenue Bridge Project

Project Overview Map

Figure 2.0-3

2.2 Legal Authority

The City, as "Lead Agency," prepared this EIR in accordance with the CEQA Guidelines for the implementation of the California Environmental Quality Act (State CEQA Guidelines), Sections 15000-15387 of the California Code of Regulations, and the City's CEQA Guidelines. The Project considered in this EIR is a "project" as defined by Section 15378 of the State CEQA Guidelines, which states that an EIR must be prepared for any project that may have a significant impact on the environment. The City, as the Lead Agency, has determined the Project may have a significant adverse impact on the environment and therefore required preparation of an EIR for Project approval.

2.3 Environmental Procedure

The EIR process typically consists of three (3) parts: the Notice of Preparation (NOP), the Draft EIR, and the Final EIR. Pursuant to Section 15060(d) of the CEQA Guidelines, the City initiated the environmental process with the preparation of an Initial Study (Environmental Checklist) for the Project to determine if it would have a significant effect on the environment.

The City circulated the NOP of the EIR for a 30-day agency and public review period starting January 12, 2026 and ending on February 11, 2026. The City distributed the NOP to the State Clearinghouse, responsible agencies, and other interested parties.

The City held an in-person Public Scoping Meeting on January 27, 2026 at the Parkhouse in Chino at 6 PM. They also held a second virtual Public Scoping Meeting on January 29, 2026 on Zoom. The meeting aimed to provide information about the Project and the CEQA process to members of public agencies, interested stakeholders, and residents/community members. The NOP and all comments received during the 30-day review period in response to the NOP are provided in Appendix A, as well as the City's Outreach Summary Report. Table 2.0-1 (NOP and Scoping Meeting Comments) summarizes written comments from agencies in response to the NOP and where each is addressed in the EIR.

Table 2.0-1: NOP and Scoping Meeting Comments

Commenter	Primary Comments to Address	Where in EIR it is addressed
Agency Comments		
California Department of Fish and Wildlife	The California Department of Fish and Wildlife (CDFW) recommends that the DEIR include a thorough analysis of biological resources that is focused on habitat mapping, updated surveys, and species-specific assessments for special-status plants and wildlife within and adjacent to the Project site, especially within the Prado Basin. CDFW also specifically suggests that the DEIR analyze direct, indirect, and cumulative impacts to riparian habitat, wetlands, open space, wildlife corridors, drainage, lighting, noise, and long-term maintenance activities; evaluate a reasonable range of project alternatives which includes a no-project alternative; and identify specific and enforceable mitigation measures instead of deferring them. CDFW also emphasized the need for focused studies and protections for the following species: least Bell's vireo, burrowing owl, Crotch's bumble bee, southwestern willow flycatcher, bats, western spadefoot, nesting birds, and other sensitive species. Also to be considered is habitat restoration, native landscaping, nighttime lighting controls, construction noise reduction, possible CESA incidental take authorization, and potential Lake and Streambed Alteration Agreement requirements.	Potential impacts related to habitat and species mitigation are discussed in Section 5.4 Biological Resources
City of Chino Hills	The City of Chino Hills recommends that the EIR evaluate the following transportation, construction, land use, and environmental issues that could affect Chino Hills, specifically asking that the EIR study bike lane and pedestrian connectivity from Euclid Avenue across Caltrans right of ways to Butterfield Ranch Road, future truck traffic impacts on Butterfield Ranch Road and Pine Avenue, the potential growth-inducing effects of the Project, impacts to the SR-71 segment between SR-91 and Euclid Avenue, possible construction staging locations and related effects on Chino Hills streets, any needed design changes at the Butterfield Ranch Road and Shady View Drive intersection, detours caused by any closures on Euclid Avenue, changes in access to Pomona-Rincon Road facilities, and the bridge's effects on wildlife movement in the Prado Basin.	Potential impacts related to transportation/circulation are discussed in Section 5.17 Transportation. Potential impacts related to wildlife movement can be found in Section 5.4 Biological Resources
Native American Heritage Commission	The Native American Heritage Commission (NAHC) recommends that the DEIR for the Euclid Avenue Bridge Project addresses in full tribal resources by complying with AB 52 and SB 18 consultation requirements,	Potential impacts to tribal resources are discussed in section 5.18 Tribal Cultural Resources.

Commenter	Primary Comments to Address	Where in EIR it is addressed
	initiating consultation early with traditionally and culturally affiliated tribes, and incorporating tribal input into Project review, alternatives, mitigation, and impact analysis. The NAHC also suggests that the City conduct appropriate assessments for cultural resources, including records searches through the regional CHRIS center, Sacred Lands File searches, and, if necessary, archaeological surveys and professional reporting; in order to keep sensitive tribal cultural information confidential; and to include clear procedures for treatment, monitoring, and disposition of inadvertent discoveries of archaeological resources, tribal cultural resources, and Native American human remains during ground-disturbing activities.	Potential impacts related to archaeological resources can be found in Section 5.5 Cultural Resources.
Public Comments		
None received.		

2.4 Scope and Content

This EIR addresses impacts identified to be potentially significant. The following issues have been studied in the EIR:

- Aesthetics
- Agriculture/ Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/ Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/ Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

EIR preparation included use of pertinent City General Plan policies and other guidelines, certified EIRs and adopted CEQA documents, and other background documents. References are provided at the end of each EIR section.

The Alternatives section of the EIR (Section 7.0) was prepared in accordance with Section 15126.6 of the CEQA Guidelines and focuses on alternatives capable of eliminating or reducing significant adverse effects associated with the Project while potentially and feasibly attaining most of the basic Project objectives. The Alternatives section identifies the "environmentally superior" alternative among the alternatives assessed; the evaluation included the CEQA-required "No Project" alternative and two alternative development scenarios for the Project.

The level of detail throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the CEQA Guidelines provides the standard of adequacy on which this document is based, as follows:

> An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

2.5 Lead, Responsible, and Trustee Agencies

The CEQA Guidelines define lead, responsible, and trustee agencies. The City is the Lead Agency for the Project because the City holds principal responsibility for approving the Project.

A Responsible Agency refers to a public agency other than the lead agency with discretionary approval over the Project. Responsible Agencies for the Project include:

- United States Army Corps of Engineers for Section 10 and 404 Permits.
- California Department of Fish and Wildlife for Lake and Streambed Alteration Agreement pursuant to Fish and Game Code Section 1602 and Incidental Take Permit (ITP) pursuant to the California Endangered Species Act.
- Santa Ana Regional Water Quality Control Board for Clean Water Act Section 401 Water Quality Certification, and as applicable, waste discharge requirements and/or coverage under the NPDES Construction General Permit.

A Trustee Agency refers to a State agency with legal jurisdiction over natural resources affected by a project. Trustee Agencies for the Project include:

- California Department of Fish and Wildlife for fish and wildlife resources, designated rare or endangered native plans, and any game refuges, ecological reserves, or other areas administered by the Department.

2.6 EIR Format

This EIR has been organized into several sections as follows:

- **Table of Contents.** Assists readers in locating the analysis of different subjects and issues as required by Section 15122 of the State CEQA Guidelines. A list of acronyms used in the EIR is included in the table of contents.
- **Section 1.0 – Executive Summary.** Identifies the summary requirements of CEQA as required by Section 15123 of the State CEQA Guidelines and includes: the Project location, a brief Project description, a matrix containing a summary of environmental impacts and mitigation measures, Project Objectives, approvals related to the Project, areas of controversy, and a brief description of the Project alternatives.
- **Section 2.0 – Introduction.** Describes the scope and purpose of the EIR, identifies the lead agency, and provides a brief summary of the CEQA process to date.
- **Section 3.0 – Project Description.** Contains the information required by Section 15124 of the State CEQA Guidelines including: a detailed description of the Project, the Project objectives, a general description of the Project's environmental setting, the approvals needed to implement the Project, and a list of agencies expected to use the DEIR.
- **Section 4.0 – Environmental Setting.** Identifies the regional setting, the Project site setting, and the cumulative development setting.
- **Section 5.0 – Environmental Impact Analysis.** Satisfies the requirements of Sections 15125, 15126, 15126.2, and 15126.4 of the State CEQA Guidelines by including an analysis of each environmental issue area determined to have potentially significant impacts during preparation of the NOP or as a result of comments received in response to the NOP. For each issue area analyzed, this section includes a discussion of the setting to which each issue area is analyzed against, defines the related regulations affecting the Project, identifies the thresholds used to determine significance, describes any Project design features that would reduce impacts, analyzes the Project's impacts, provides a description of the mitigation measures used to reduce or lessen potential impacts, and discusses the Project's impacts after implementation of mitigation. This section also includes the Project's cumulative impact analysis**.**
- **Section 6.0 – Other CEQA Topics.** Includes an analysis of the Project's consistency with applicable regional plans, irreversible environmental effects, and growth inducing impacts.
- **Section 7.0 – Alternatives.** Satisfies the requirements of Section 15126.6 of the State CEQA Guidelines by identifying and discussing the "No Project" Alternative in addition to alternatives to the Project that lessen the severity of significant impacts and identifying the environmentally superior alternative.

- **Section 8 – References.** Includes a listing of all reference materials, the organizations and persons contacted in preparing the EIR, and a list of preparers as required by Section 15129 of the State CEQA Guidelines.

2.7 Environmental Review Process

The environmental review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparaton (NOP).** After deciding an EIR is required, the Lead Agency (City) must publicly circulate an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the Project would create significant environmental impacts.
2. **Draft EIR (DEIR) Prepared.** The Draft EIR must contain a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion (NOC).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the NOC in the County Clerk's office for 30 days (Public Resource Code Section 21092) and send a copy of the NOC to anyone requesting it (CEQA Guidelines Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the Project site; c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond to writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for a review, the public review must be 45 days unless the State Clearinghouse approves a shorter period (Public Resource Code 21091).
4. **Final EIR.** A Final EIR must include a) the Draft EIR; b) copies of comments received during public review of the Draft EIR; c) list of persons and entities commenting; d) responses to comments and e) any errata to Draft EIR.
5. **Certification of Final EIR.** Prior to making any decision on a proposed project, the lead agency must certify that a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; c) the decision-making body reviewed and considered the information in the Final EIR

prior to approving a project, and d) the Final EIR reflects the lead agency's independent judgement and analysis (CEQA Guidelines Section 15090).

6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and a statement of overriding considerations are adopted (CEQA Guidelines Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination (NOD).** The lead agency should file an NOD after deciding to approve a project for which an EIR is prepared (CEQA Guidelines Section 15094). A local agency must file the NOD with the county clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day status of limitations on CEQA legal challenges (Public Resources Code Section 21169[c]).

3.0 Project Description

This section describes the Project location, the existing conditions, the Project site and surrounding land uses, major Project characteristics, Project objectives, and discretionary actions needed for approval.

3.1 Project Location

The Euclid Avenue Bridge Project (Project) site is located along Euclid Avenue between Pine Avenue and State Route 71 within the City of Chino (City), San Bernardino County, California. (Refer to Figure 2.0-1 (Regional Map), 2.0-2 (Site Vicinity Map), and Figure 2.0-3 (Project Overview Map) in Section 1.0 (Introduction).

The Project's northern limit occurs approximately 0.5-mile southwest of the Euclid Avenue/Pine Avenue intersection at the M Combs Way entrance to Prado Regional Park (Latitude N 33º 56' 51.75"; Longitude W 117º 39' 05.11"), and the southern limit of the Project occurs approximately 0.2-mile northeast of the Euclid Avenue/State Route 71 interchange and includes the intersection of Euclid Avenue and Pomona Rincon Road (Latitude N 33º 55' 56.45", Longitude W 117º 39' 26.82'), within Sections 6 and 7 and a non-sectioned portion of Township 3 South, Range 7 West, San Bernardino Baseline and Meridian and is depicted on the United States Geological Survey (USGS) Prado Dam, California (1981) 7.5-minute topographic quadrangle.

3.2 Project Site

The Project site includes an existing approximately 1.5-mile corridor of Euclid Avenue, with a paved roadway with four lanes that narrow to two lanes before the existing Chino Creek Bridge (No. 54-1248) over Chino Creek. This section of Euclid Avenue between Pomona Rincon Road has an entrance to Prado Regional Park (at M Combs Way), contains no median, contains narrow shoulders, and has no sidewalks or dedicated bike facilities. The Project site is contained entirely within the public rights-of-way of Euclid Avenue and Pomona Rincon Road and is approximately 24.2 acres in area. Refer to Figure 3.0-1 (Project Site).

The existing Chino Creek Bridge was constructed in 2006 to replace an older deficient structure. The bridge is a two-lane, two-span, 144-foot long, precast concrete bridge. The structure is less than 20 years old and is in relatively good condition. The Project would not remove the existing bridge which would be left in place and repurpose the bridge as a wildlife crossing across Chino Creek to provide better wildlife movement opportunities within the Prado Basin.

The Project site is located within the northern portion of the Prado Flood Control Basin. The Project site is located entirely below the United States Army Corps of Engineers (USACE) designated inundation elevation for Prado Dam at 566-foot above mean sea level (AMSL) National Geodetic Vertical Datum (NGVD) 29. All land below this elevation is considered subject to flooding from normal operations of the Dam. The Project site is also located within a USACE flowage easement. The USACE Los Angeles District presently is embarking on the Prado Dam Spillway Modification project that would raise the Dam and Spillway and thereby would increase the Prado Basin capacity.

3.3 Project Site Setting

The City of Chino encompasses approximately 29.7 square miles and is located approximately 35 miles east of Los Angeles and 33 miles west of San Bernadino. Currently, the City of Chino is a growing suburban community, with a population of approximately 94,000 residents. Historically rooted in agriculture and dairy farming, Chino has evolved into a vibrant, family-oriented community with a mix of residential, commercial, and light industrial uses. A network of arterial, collector, and local streets forms a grid-based circulation system, connecting neighborhoods across the City and beyond.

Euclid Avenue is a major north-south route through the City of Chino that serves as an essential corridor for the transport of goods and commuter travel connections to various parts of the region. Euclid Avenue connects the cities of Chino Hills, Chino, Ontario, and Upland to Orange and Los Angeles counties via access to State Routes (SR) 60, 66, 71 and 91, and via access to Interstate Highways I-10 and I-210.

Caltrans previously had ownership and maintenance responsibilities for Euclid Avenue/SR 83. A relinquishment of Euclid Avenue from Caltrans to the City was recently completed in April 2026. The right-of-way along the corridor is approximately 240-feet wide, within which the Project site and total development footprint, is located.

The existing Chino Creek Bridge does not have sufficient hydraulic capacity to accommodate a 100-year storm event without overtopping the Bridge. The segment of Euclid Avenue between Pine Avenue and State Route 71 is highly susceptible to flooding during storm events, frequently leading to road closures and contributing to various traffic incidents. Historical data indicate that this stretch has been shut down due to flooding on at least five occasions since January 2017. With an average daily traffic volume of approximately 32,500 vehicles, these closures cause significant disruptions. The resulting detour routes are long and result in delays for passenger vehicles, commercial trucks, cyclists, and pedestrians. They also hinder access to essential local services and may obstruct or significantly delay emergency response operations.

The Project site primarily consists of the paved Euclid Avenue roadway as it crosses the Prado Basin. The majority of the surrounding area is open space that is in conservation for the preservation of the Prado Basin. The northern extent of the Project site is adjacent to the El Prado Golf Course and the Prado Reservoir Regional Park which are respectively to the west and east of the site. The southern extent of the Project site is adjacent to the Prado Olympic Shooting Park and the Oranco Bowmen Archery Range, both of which are to the west of the site. The southern extent of the Project site is also adjacent to the Inland Valley Retriever Club and agricultural fields both of which are to the east of the site.



Euclid Avenue Bridge Project

RVA

Project Site Map

Figure 3.0-1

3.3 Project Characteristics

3.3.1 Bridge and Roadway Improvements

The Project would include construction of a new viaduct structure (i.e. "Euclid Avenue Viaduct") that crosses above Pomona Rincon Road and over Chino Creek within the Prado Basin, above the Prado Basin 50-year inundation pool elevation (543 feet above mean sea level). A viaduct is a specific type of bridge designed to carry a road or railway over long distances and consists of a series of uniform spans supported by regularly spaced columns or bents. The maximum height of the viaduct is not anticipated to exceed approximately 28 feet above ground level. The proposed new bridge and Euclid Avenue roadway alignment would be adjacent to and offset to the east of the existing roadway and bridge. The existing bridge would remain in place. Refer to Figure 3.0-2 (Existing Span Bridge and Proposed Viaduct Bridge Rendering) and Figure 3.0-3 (Bridge Elevation, Plan, and Typical Section).

The Project would widen the new roadway to four lanes to match the existing roadway capacity and add bicycle and pedestrian lanes facilitating traffic circulation. Refer to Figure 3.0-4 (Existing Span Bridge and Proposed Viaduct Bridge Roadway Section). The Project would also include adding a signal on Euclid Avenue at Prado Regional Park entrance at M Combs Way. The Project would include on and off ramps at the intersection of Pomona Rincon Road and the raised Euclid Avenue, and associated multi-use trails, storm drains, street lighting, fencing and railing. The Project would also install retaining walls and imported fill soils to support the raised Euclid Avenue and Pomona Rincon Road intersection. Refer to Figure 3.0-5 (Proposed Improvements at Pomona Rincon Road Intersection). Project development would require an estimated 20,000 cubic yards of cut and 96,000 cubic yards of fill material. Most fill would be required along the south bound off ramp to Pomona Rincon Road, and along the southern end of Euclid Avenue, while cut would be mostly restricted to the north bound off ramp to Pomona Rincon Road. The cut material would not be suitable to use as fill which would be imported along existing roadways from areas beyond the Project site. Fill material is anticipated to be secured from elsewhere in the Prado Basin, potentially from within USACE federal lands and/or easements. The intersection of Euclid Avenue and the entrance to Prado Regional Park at M Combs Way would also be improved with a signal and pedestrian crosswalks.

3.3.2 Geotechnical Borings

A total of 27 geotechnical boring locations are proposed within the Project site. The diameter of each boring would be about 10 inches and boring depths would vary from 10 feet to 100 feet below ground level. All boring locations are within the Project site, refer to Figure 3.0-6 (Geotechnical Borings and Utility Potholing Locations). Boring methodology would include the use of hollow-stem auger borings or rotary-wash borings. Both boring types would include sampling every 5 feet to collect blow count data and soil samples for laboratory analysis. Additionally, equipment for each boring type would include the use of a drill rig, support truck, pick-up truck, and traffic control trucks. In the case of both boring types, materials from the boreholes would be collected in drums, tested, and disposed of at a local landfill. If materials are contaminated, appropriate disposal locations for the types of materials would be used. The boreholes would be backfilled with bentonite for the full depth of each borehole. It is anticipated geotechnical investigation activities would occur at a rate of two (2) borings completed per day, which would result in all boring activities being completed in approximately three (3) weeks.

3.3.3 Utility Potholing

Utility potholing involves digging a series of non-intrusive, non-destructive test holes to gather as much information as possible about the depth and location of various utilities within the Project site prior to starting any major excavation and construction activities. A total of 26 pothole locations are proposed for the Euclid Avenue Bridge Project site, refer to Figure 3.0-6 (Geotechnical Borings and Utility Potholing Locations). The diameter of each pothole would be 12 inches with an average depth of 5 feet for each pothole, resulting in approximately 4 cubic yards (CY) of material removed. It is not anticipated the depths of the potholes would exceed 10 feet. Sand backfill would be used to fill the potholes upon completion of activities and excavated materials would be disposed of at appropriate landfill sites. Equipment used to complete the potholing would include an air-vac truck, a heavy-duty pick-up truck, and two (2) traffic control trucks. All pothole activities would be conducted within the existing roadway or immediately adjacent to the roadway. Any vegetation that would be removed would only occur within the footprint of the pothole.

3.3.4 Construction

Project construction would occur in seven phases that would include the following activities: clearing and grubbing; grading; foundation construction; substructure construction; superstructure construction; retaining wall construction; and roadway construction. These development activities would occur over approximately 18-24 months, anticipated to commence in 2027, and be conducted Monday-Friday between 7:00 a.m. and 5:30 p.m. Night and weekend work may be required throughout construction (to tie back into the existing portions of Euclid Avenue at the ends of the Project improvements) but would have short durations. Although there would be temporary lane closures on various parts of the Project site during construction (around specific work areas), there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations. A Transportation Management Plan (TMP) would be prepared for the Project prior to the start of construction and reviewed and approved by the City Public Works Department. During the very short windows when Euclid Avenue would be closed Pine Avenue - El Prado Road - Central Avenue/ Soquel Canyon Parkway – SR-71 would likely be used as a detour route.

The following describes anticipated Project phases, including estimated construction equipment and daily number of workers on site:

- Phase 1 (Clearing and Grubbing): This development phase would consist of removing existing vegetation within the limits of the Project, using four Cat 924K front end loaders (or similar equipment), a 15-ton crane, and six 25 cubic yard dump trucks. It is anticipated 20 workers (daily) would be required to accomplish these activities. A significant amount of vegetation would need to be removed to accommodate Project improvements.
- Phase 2 (Grading): Grading would prepare the Project site for construction activities. Two Cat D9 dozers (or similar), one grader, and a water truck operated by 10 workers would accomplish this phase.

- Phase 3 (Foundation Construction): It is anticipated 12 workers would operate at least one Bauer BG40 drill rig (or similar device), two 70-ton cranes, one hydraulic casing oscillator, one concrete pump, one skid steer, one forklift, one manlift, as many as five slurry tanks, one generator, and one water truck to accomplish this phase.
- Phase 4 (Substructure Construction): Approximately 25 workers would complete this phase using two 160-ton cranes, four manlifts, two forklifts, and one water truck.
- Phase 5 (Superstructure Construction): Approximately 35 workers would use one 330-ton crane, four manlifts, two forklifts, and one water truck to complete this phase.
- Phase 6 (Approach Embankment Construction/Retaining Wall Construction): Approximately 25 workers would use one roller compactor, one Cat 924K front end loader (or similar), one grader, six 25 cubic yard dump trucks, two forklifts, and one water truck to complete this phase.
- Phase 7 (Roadway Construction): During this phase of work, two scrapers, one mid-sized excavator, one mid-sized dozer, two motor graders, and a water truck would be required for the earthwork and placement of road base in preparation for the roadway work. Placement of asphalt concrete would require two vibratory rollers and six 12 cubic yard dump trucks. It is anticipated that roughly 25 workers will be onsite during this phase of work.

Multiple construction staging areas would be required, including one such area at the north end of the Project site immediately south of the entrance to Prado Regional Park. A second staging area is anticipated at the south end of the Project site that would be used until the Pomona Rincon Road ramp construction is completed. Refer to Figure 3.0-1 – Project Site for the staging areas within the Project site. No staging areas are needed or proposed outside the Project site, or outside the City of Chino's public road right-of-way. All ingress and egress for Project construction vehicles would be via Euclid Avenue and Pomona Rincon Road as well as for future maintenance.

Utilities are present within the Project site and would require protection-in-place or relocation as part of Project development. Southern California Edison has overhead and underground distribution lines, some of which would require relocation. Verizon has several buried and overhead aerial communication lines near the Pomona Rincon Road intersection. There also is a Santa Ana Watershed Project Authority Brine Line 36-42 inches in diameter located approximately 33 feet east and parallel to the Euclid Avenue centerline. This brine line is anticipated to be protected in place.

The on-site vegetation would be allowed to grow back after Project construction. Required irrigation for any potential re-planted vegetation would be temporary and occur via water trucks using recycled water. Water trucks also would be used to ensure compliance with Section 10-5 Dust Control of the Caltrans Standard Specifications requirements, which may consist of applying a dust palliative, temporary soil stabilization, and other mitigation.

3.3.5 Maintenance

After Project construction is complete, the City of Chino will conduct routine long-term maintenance of the existing at-grade asphalt concrete roadway. The proposed elevated concrete viaduct will also require maintenance, along with maintenance of vegetation beneath the structure. Maintenance would be conducted on an as-needed basis, but is estimated to be

necessary not more frequently than six times annually according to the following anticipated schedule:

- A five-person City crew would control vegetation along the roadway and beneath the bridges every two months;
- A three-person City Crew would perform general clean-up and graffiti removal; and,
- A five-person crew would repair or replace bridge deck expansion joints, spalling concrete, and conduct other general maintenance every 15 years.

Methacrylate resin that would be used to fill cracks in the deck is expected to occur every 25 years. Methacrylate would not be stored on the Project site. A total of 1,500 gallons of the chemical would be needed. Spills, should they occur, would be cleaned according to the manufacturer's instructions and the future contractor's Health and Safety Plan for the maintenance activities.



Existing Span Bridge over Chino Creek (view looking southwest). Source: Biggs Cardosa Associates, Inc. (BCA)



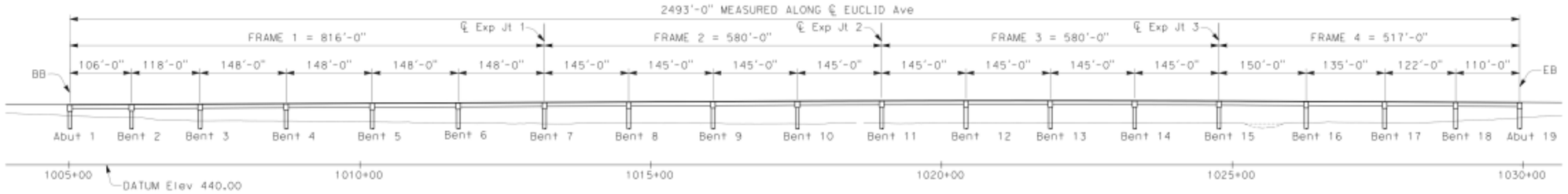
Proposed Viaduct Bridge over Chino Creek (view looking southwest). Source: Biggs Cardosa Associates, Inc. (BCA)

Euclid Avenue Bridge Project

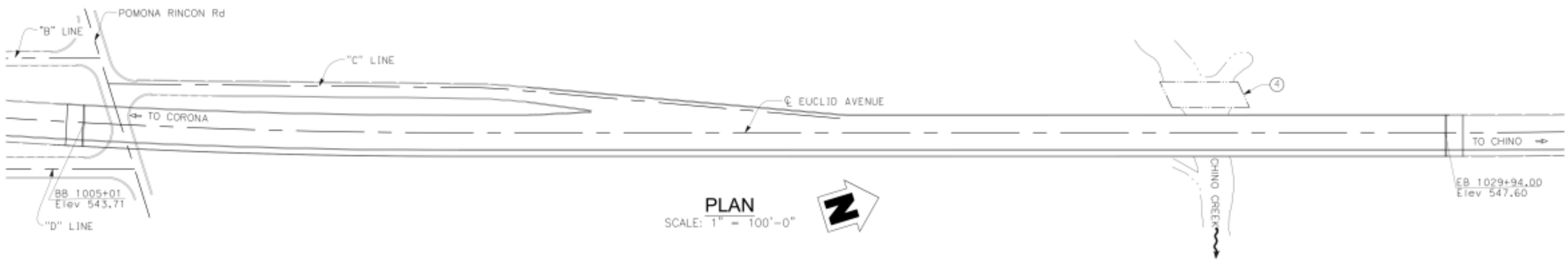
RVA

Existing Span Bridge and Proposed Viaduct Bridge Rendering

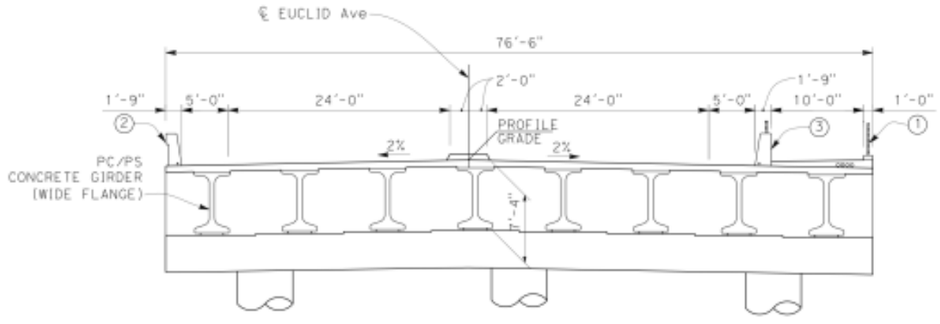
Figure 3.0-2



DEVELOPED ELEVATION
SCALE: 1" = 100'-0"



PLAN
SCALE: 1" = 100'-0"



TYPICAL SECTION
SCALE: 1/8" = 1'-0"

NOTES:
1. Handrailing
2. Concrete Barrier (Type 842)
3. Concrete Barrier (Type 842)(Mod)
4. Existing Chino Creek Bridge to Remain

NOTES:
- Direction Flow Water
- Creek
- Indicates Direction of Travel

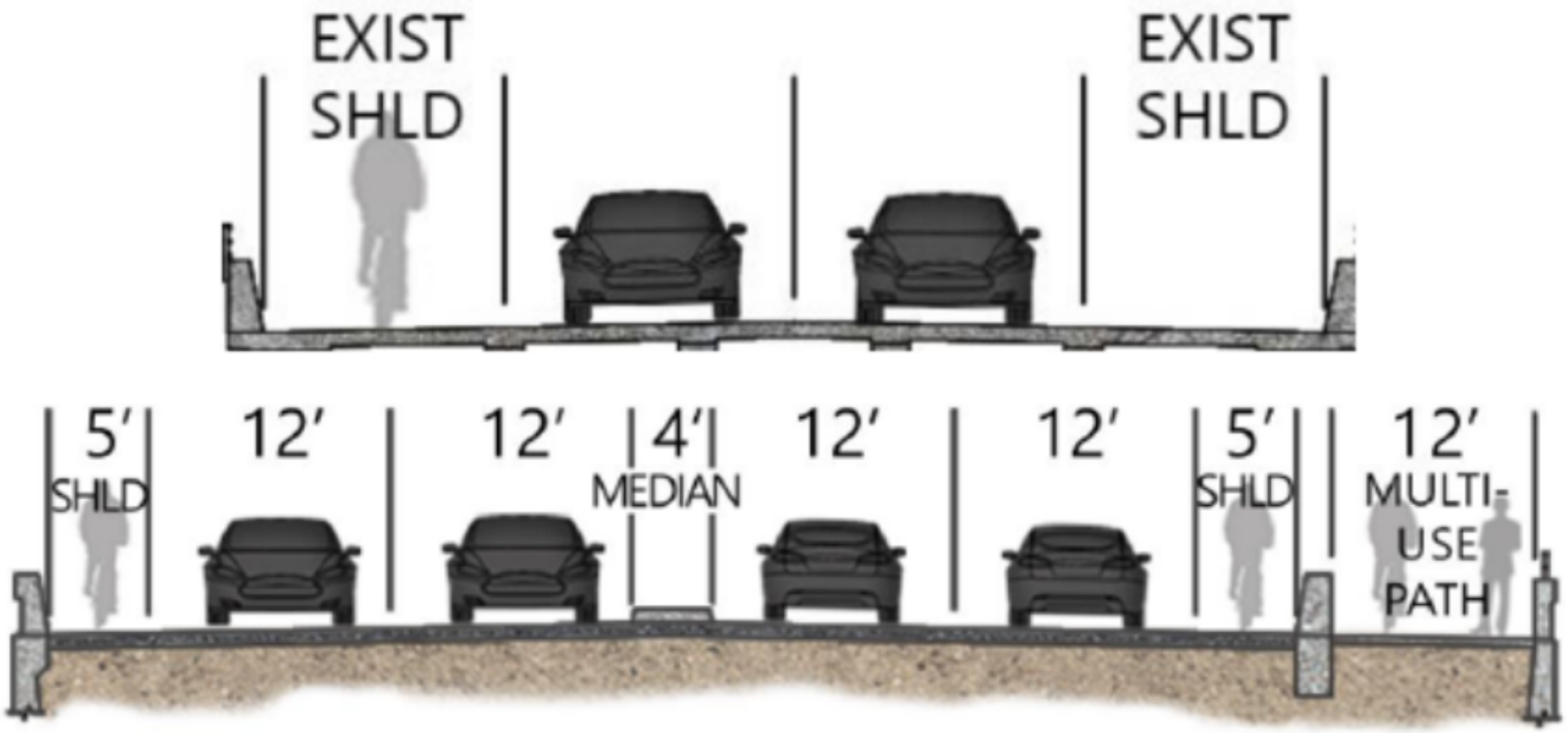
NOTE:
THE CONTRACTOR MUST VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

Source: Biggs Cardosa Associates, Inc. (BCA)

Euclid Avenue Bridge Project

Bridge Elevation, Plan, and Typical Section

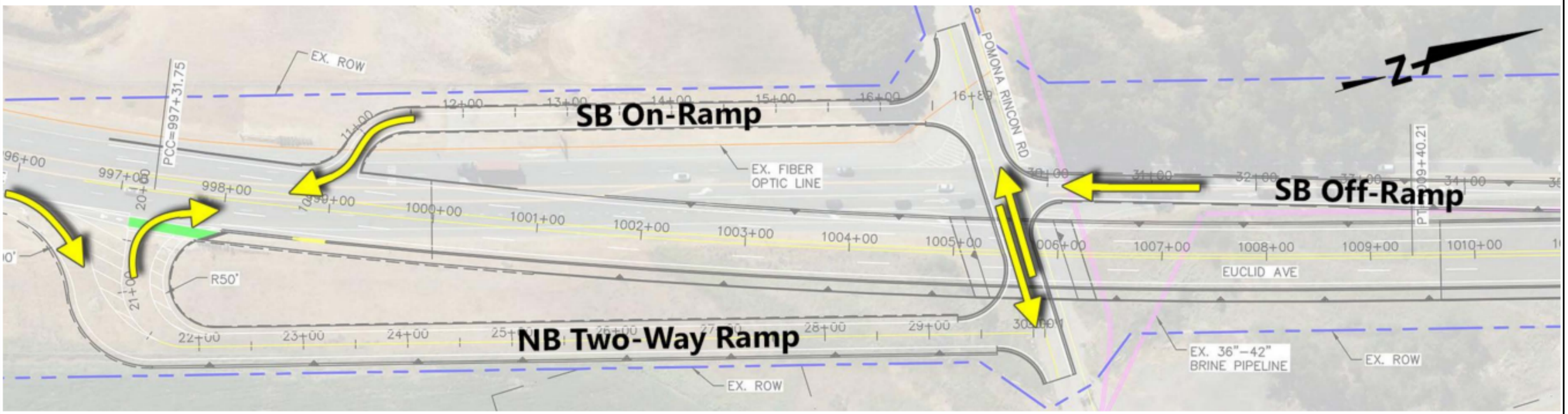
Figure 3.0-3



Euclid Avenue Bridge Project

Existing Span Bridge and Proposed Viaduct Bridge Roadway Section

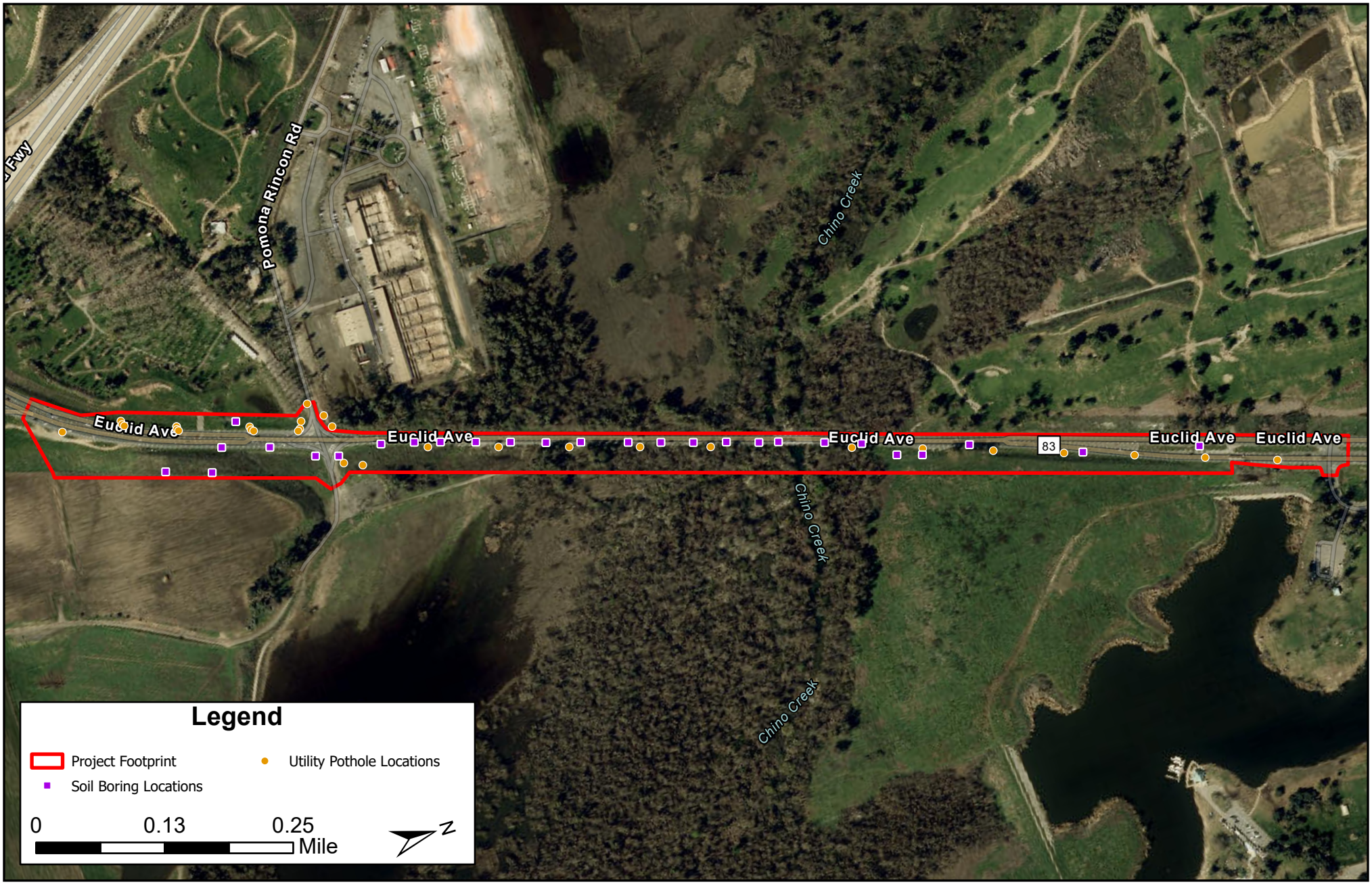
Figure 3.0-4



Euclid Avenue Bridge Project

Proposed Improvements at Pomona Rincon Road Intersection

Figure 3.0-5



Euclid Avenue Bridge Project

RVA

Geotechnical Borings and Utility Potholing Map

Figure 3.0-6

3.4 Project Objectives

The Project has the following objectives:

- Create an "all weather" bridge that remains open and safe during the rainy season;
- Improve safety for motorists, bicyclists, and pedestrians;
- Enhance mobility and circulation during the rainy season;
- Provide unhindered access for emergency responders;
- Alleviate traffic congestion and remove roadway bottlenecks;
- Add facilities for cyclists & pedestrians, supporting active transportation and better access for all users;
- Improve safety at the intersection of Euclid Avenue and Pomona Rincon Road through the addition of ramps and right-turn movements on and off of Euclid Avenue; and
- Improve safety at the intersection of Euclid Avenue and M Combs Way (an entrance to the Prado Regional Park) with installation of a signal.

3.5 Discretionary Actions and Approvals

In conformance with State CEQA Guidelines Sections 15050 and 15367, the City of Chino is the Lead Agency, defined as the "public agency which has the principal responsibility for carrying out or approving the project," for the Project's environmental analysis. The following discretionary actions are required:

- Approve Plans, Specifications, and Estimates Package
- Certify the Environmental Impact Report

The following public agencies would use (or may consider) this EIR when considering the Project:

<u>California Department of Fish and Wildlife</u>

- Lake or Streambed Alteration Agreement per Section 1602 of the Fish and Game Code
- California Endangered Species Act Incidental Take Permit (ITP)

<u>California State Water Resources Control Board, Santa Ana Regional Water Quality Control Board</u>

- National Pollutant Discharge Elimination System's California General Permit for Stormwater Discharges Associated with Construction Activity
- Water Quality Certification per Clean Water Act Section 401

<u>U.S. Army Corps of Engineers, Los Angeles District</u>

- Section 404 Permit for Disposal of Dredge or Fill Material per the Clean Water Act
- Section 408 Permission pursuant to Section 14 of the Rivers and Harbor Act

<u>U.S. Fish and Wildlife Service</u>

- Biological Opinion pursuant to Section 7 of the Endangered Species Act

4.0 Environmental Setting

This section provides a general overview of the environmental setting for the Project. Detailed descriptions of the environmental setting for each environmental issue area can be found in Section 5.0 (Environmental Impact Analysis).

4.1 Regional Setting

The Euclid Avenue Bridge Project (Project) site is located along Euclid Avenue between Pine Avenue and SR 71 within the City of Chino (City), San Bernardino County, California. (Refer to Figure 2.0-1 [Regional Map], 2.0-2 [Site Vicinity Map], and Figure 2.0-3 [Project Overview Map] in Section 1.0 [Introduction]).

Euclid Avenue is classified as an Expressway in the City of Chino General Plan and serves as a major north-south goods movement corridor, and as a connection to SR 60 and SR 71 as well as to the cities of Ontario, Chino, and Chino Hills. Pomona Rincon Road runs parallel to and east of SR 71, provides access to Prado Olympic Shooting Park and the Yorba-Slaughter Families Adobe, and north of Pine Avenue becomes Fairfield Ranch Road.

The Project site is located within the Santa Ana River watershed and within the Prado Basin which is a Federal flood control and water conservation facility operated by the U.S. Army Corps of Engineers. Prado Basin receives flows from major regional watercourses including Chino Creek, Mill Creek, the Santa Ana River, and Temescal Creek. The City has prepared master plans of drainage that identify drainage facility improvements needed to address system capacity deficiencies and accommodate planned development Citywide. The bulk of planned storm drainage improvements are planned in the southern part of the City. These improvements will help address localized flooding, particularly along major roadways such as Euclid Avenue and Pine Avenue.

The surrounding area primarily consists of open space and recreational uses associated with Prado Regional Park. The northern stretch of the Project site is adjacent to El Prado Golf Course and Prado Regional Park, located west and east, respectively. The southern stretch of the Project site is adjacent to Prado Olympic Shooting Park and the Oranco Bowmen Archery Range to the west and the Inland Valley Retriever Club and agricultural fields to the east.

4.2 Project Site Setting

The approximately 24.2-acre Project site is located within the existing public right-of-way of Euclid Avenue and Pomona Rincon Road in the City of Chino. The Project site consists primarily of the paved Euclid Avenue roadway and the existing Chino Creek Bridge where Euclid Avenue crosses over Chino Creek within the Prado Basin.

4.3 Developments Considered in Cumulative Impact Analysis

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the Project. CEQA defines “cumulative impacts” as two or more individual impacts that are substantial or will compound other environmental impacts, when considered

together. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the Project and other nearby projects. For example, transportation impacts of two nearby projects may be less than significant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and gauge the effects of a series of projects more accurately.

As outlined in the CEQA Guidelines Section 15130 the cumulative impact analysis in an EIR should consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Currently planned and pending Capital Improvement Projects (CIP) (infrastructure projects) in Chino, in and around the Prado Basin, include widening various sections of Pine Avenue, Master Drainage Plan Storm Drain Line I, the Pine Avenue Connector/Bridge, and Pine Avenue at SR 71 Interchange Improvements, shown on Figure 4.0-1 (Cumulative Project Location Map) and described in more detail below.

Master Plan of Drainage Storm Drain Line I

The Project consists of storm drain improvements and street widening from Merrill Avenue in the north, south along the east side of Euclid Avenue to Pine Avenue, then south to the Prado Lakes in the Prado Regional Park. The Line I storm drain is approximately 12,900 linear feet of proposed double 8-foot-wide by 8-foot-high reinforced concrete box (RCB) that would be installed underground.

Pine Avenue Connector/ Bridge

The Pine Avenue Connector Project would extend Pine Avenue from SR 71 eastward to El Prado Road as an urban four-lane arterial from El Prado Road to Euclid Avenue in the Cities of Chino and Chino Hills. Planned for many years, the Project is included in the Southern California Association of Governments (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) approved project list of Federal Transportation Improvement Program (FTIP) and would be undertaken in coordination with Caltrans and the City of Chino Hills.

Pine Avenue/ SR 71 Interchange Improvements

The Pine Avenue/SR 71 interchange improvements project would widen the SR 71 northbound and southbound off-ramps, construct a retaining wall at the northbound off-ramp, install traffic signal improvements, and provide two through lanes on the Pine Avenue overcrossing to improve safety and operations at the interchange area.

Pine Avenue Widening – Euclid Avenue to Mayhew Avenue

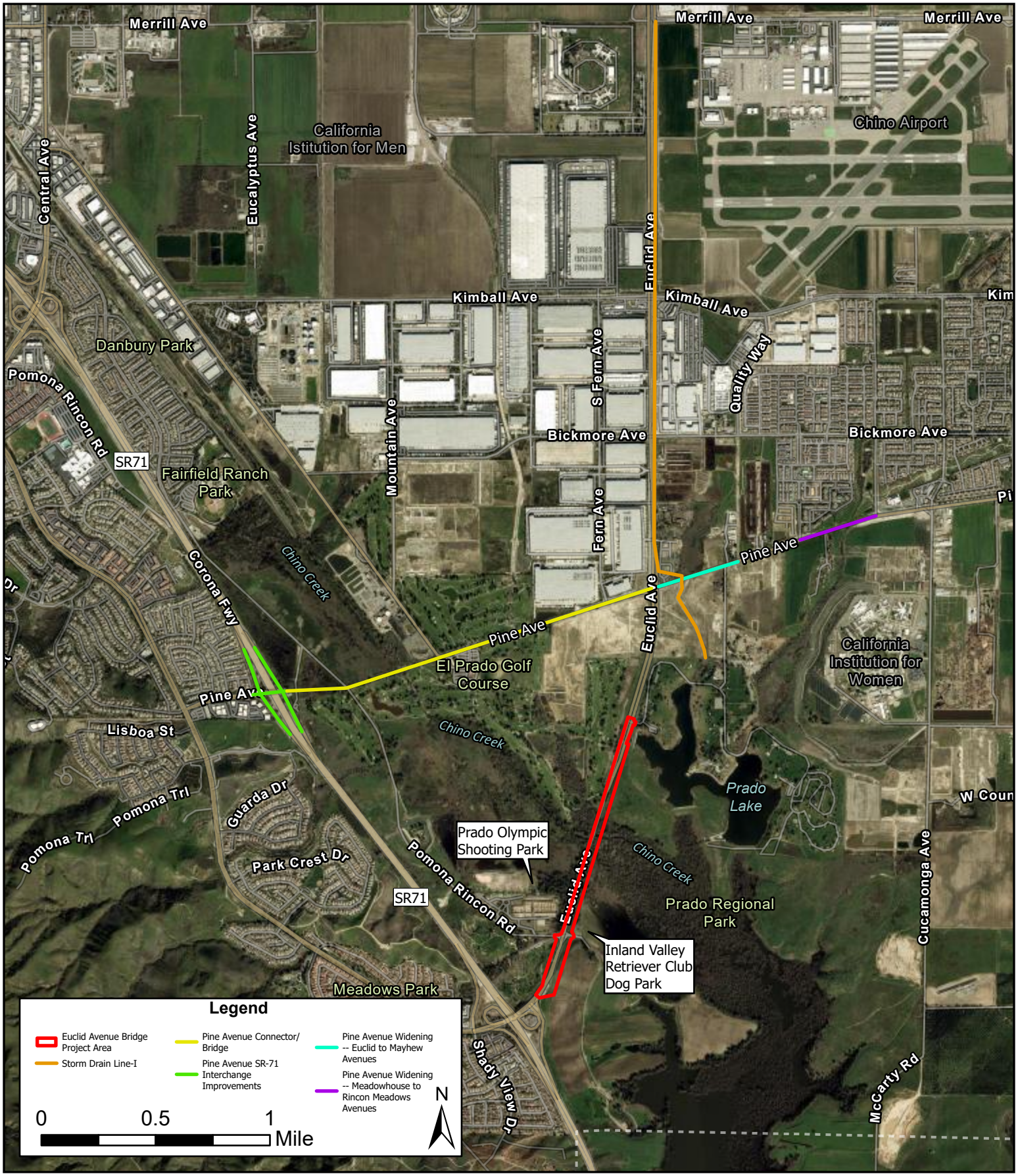
The Pine Avenue widening project - Euclid Avenue to Mayhew Avenue section's project area is located at the Euclid Avenue and Pine Avenue intersection extending east along Pine Avenue to the north-south-running Mayhew Avenue. The project objective is to increase the traffic capacity of Pine Avenue, improve public safety and create pedestrian access. The existing conditions at this section of Pine Avenue have a complex traffic pattern, where the four-lane road of two lanes in each direction becomes three westbound lanes and one east bound lane at the intersection with Euclid Avenue. The Project would widen the existing Pine Avenue roadway to accommodate

two lanes in each direction easing traffic congestion. The project would additionally widen the existing Pine and Euclid Avenue intersection, adding additional lanes.

Pine Avenue Widening – Meadowhouse Avenue to Rincon Meadows Avenue

The Pine Avenue widening project - Meadowhouse Avenue to Rincon Meadows Avenue section's project area is located along Pine Avenue between the north-south-running Meadowhouse and Rincon Meadow Avenues, east of the Pine Avenue and Euclid Avenue intersection. The project would increase the traffic capacity of Pine Avenue, improve public safety and create pedestrian access. The Pine Avenue widening project is a public infrastructure improvement project, associated with the City's Preserve Specific Plan, with the objectives of facilitating traffic, improving safety, and creating pedestrian access. These objectives will be accomplished by raising the level of the roadway, as it crosses the Kimball channel, adding an additional lane in each direction, and incorporating the creation of a new pedestrian sidewalk north of the west bound lanes.

The cumulative list of development projects outlined herein are considered in the cumulative analyses in Section 5.0 (Environmental Impact Analysis).



Euclid Avenue Bridge Project

Cumulative Project Locations Map

Figure 4.0-1

5.0 Potentially Significant Environmental Effects

This section discusses the possible environmental effects of the Project on the specific issue areas identified as having the potential for significant effects. As defined in the *CEQA Guidelines* (Section 15382) a "significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

Sections 5.1 through 5.20 of the DEIR examine the potential environmental impacts associated with implementation of the Project and focus on the following issues:

- Aesthetics
- Agriculture/Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/ Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/ Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Appendices/Technical Studies

Technical and supporting studies were prepared in order to provide detailed analysis for the Project and this DEIR. The following studies are identified in the discussion for the individual environmental issues and included as technical appendices of the DEIR:

- Notice of Preparation (NOP) & NOP Comment Letters, Outreach Summary Report (Appendix A)
- Air Quality, Greenhouse Gas, and Energy Assessment (Appendix B)
- Biological Technical Report (Appendix C)
- Cultural Resources Assessment (Appendix D)
- Preliminary Geotechnical Report (Appendix E)
- Hydrology and Hydraulics Report (Appendix F)

- Noise Analysis (Appendix G)
- Traffic Study (Appendix H)

Analysis Format

The DEIR assesses how the Project would impact the issue areas identified above. Each environmental issue addressed in this DEIR is presented in terms of the following subsections:

- **Setting:** Provides information describing the existing setting on or surrounding the Project site which may be subject to change and affected as a result of the implementation of the Project and provides a description of the "baseline" conditions from which potential impacts are assessed. This setting describes the physical conditions that existed when the NOP was published and sent to responsible agencies and the State Clearinghouse.
- **Related Regulations:** Provides a discussion of the applicable regulations with respect to each environmental issue.
- **Project Design Considerations:** Provides a discussion of the Project design features as it relates to each environmental issue. Project design features are those features or elements of the Project that serve to avoid or minimize potential environmental impacts.
- **Thresholds of Significance:** Provides criteria for determining the significance of Project impacts for each environmental issue.
- **Environmental Impacts:** Provides a discussion of the characteristics of the Project that may have an effect on the environment; analyzes the nature and extent to which the Project is expected to change the existing environment, and whether or not the Project impacts are less than or exceed the levels of significance thresholds, with or without mitigation.
- **Proposed Mitigation Measures:** Identifies mitigation measures to reduce significant adverse impacts to the extent feasible. Identifies if mitigation measures reduce the Project's impacts to less than significant levels or if after mitigation measures are implemented the Project's impacts would remain significant and unavoidable.
- **Cumulative Environmental Effects:** Describes potential environmental changes to the existing physical conditions that may occur with the Project together with all other reasonably foreseeable, planned, and approved future projects.

5.1 Aesthetics

This section evaluates the Project's potential impacts to scenic vistas, scenic resources, visual character or quality of public views, and light and glare.

Aesthetics refers to what is perceived as being visually pleasing or beautiful. Because "beauty is in the eye of the beholder," this aspect of environmental impact analysis is an inherently subjective issue. It is not the purpose of this section of the DEIR to try to determine if the existing Euclid Avenue corridor is more aesthetically pleasing than it would be with implementation of the Project. Rather, this analysis will use definable thresholds of significance related to City policy, designated scenic resources, and known landmarks to determine if the Project would cause significant negative aesthetic effects.

Negative aesthetic effects relate to obstruction of scenic vistas or views, creation of a negative aesthetic effect, and creation of light or glare. An important criterion for visual impacts is visual consistency. Project design should be consistent or complimentary with natural surroundings and adjacent land uses. Additionally, it is more practical and effective to prevent offensive visual contrasts through a combination of setbacks, height restrictions, color and texture of building materials, and landscaping. This evaluation measures the Project impact to existing visual resources at the site and in the surrounding area.

5.1.1 Setting

Regional Visual Setting

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. The City is defined by its expansive greenspace and rich agricultural character, framed by a scenic backdrop of the San Gabriel Mountains to the north, the Puente-Chino Hills to the west, and the Santa Ana Mountains to the south. The most notable scenic vistas in the City include the San Gabriel Mountain Range, the Santa Ana Mountain Range, and the Puente-Chino Hills. The peaks of the San Gabriel Mountains and Santa Ana Mountains provide scenic views from the City and the region. Views of natural landscape associated with the Prado Regional Park and Prado Flood Control Basin, a 2,200-acre facility, can best be seen from major roadways in the southern part of the City such as Euclid Avenue and Pine Avenue, and from SR-71.

Visual Character of the Surrounding Area

The Project site is located in the Chino Valley/Prado Basin, crossing over Chino Creek and adjacent to the Prado Reservoir and Prado Regional Park to the northeast, the El Prado Golf Course to the northwest, and Prado Olympic Shooting Park and PEC Defense to the southwest. The land surrounding the Project site includes the following General Plan designations: Recreation/Open Space Recreational (R/OS) and Agriculture (A).

Visual Character of the Project Site

The Project site is a section of Euclid Avenue located between Pine Avenue and State Route 71. The Project site is entirely within the public right-of-way of Euclid Avenue and Pomona Rincon Road and occupies approximately 24.2 acres. The Project site includes an existing approximately 1.5-mile corridor of Euclid Avenue, an asphalt paved roadway with four lanes that narrow to two lanes before the existing Chino Creek Bridge (No. 54-1248) over Chino Creek. This section of Euclid Avenue between Pomona Rincon Road and an entrance to Prado Regional Park (at M Combs Way), contains no median, narrow shoulders, and has no sidewalks or dedicated bike facilities. The existing Chino Creek Bridge is a two-lane, two-span, 144-foot long, precast concrete bridge that would be left in place.

As outlined in the *Biological Technical Report* (Appendix C), the vegetation in the road shoulders within the Project site and beyond the Project site boundary contain naturally growing vegetation, primarily grasses and eucalyptus trees in the northern and southern portions, and mature riparian trees and shrubs in between, associated with Chino Creek. The riparian vegetation communities include Curly Dock-Poison Hemlock Patch, Poison Hemlock Patch, Gooding's Black Willow-Eucalyptus Riparian Forest, and Southern Cottonwood-Willow Riparian Forest.

State Scenic Routes Highways

No official designated State Scenic Highways or eligible State Scenic Highways traverse the City or Project site. The closest designated State Scenic Highways to the Project site are SR-71, south of the Project site and outside the City boundary and SR-142, in Chino Hills, northwest of the Project site (refer to 4.1-2 [State Scenic Highways] in the GP PEIR). There are also no designated scenic or special boulevards within the City. The Project site is partially visible from Pomona Rincon Road but is partially blocked by existing trees in the natural landscapes surrounding Euclid Avenue.

Light and Glare

Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass, sky glow and over-lighting. Sky glow currently results from regional urbanization throughout the Inland Empire and the Los Angeles Basin. Existing sources of nighttime illumination in the Project site and vicinity include vehicle headlights, signalized intersection lighting where Euclid Avenue intersects with SR-71 and Pine Avenue, and security lighting within Prado Regional Park, Prado Olympic Shooting Park, PEC Defense, and Oranco Bowmen Archery Range. Ambient nighttime light levels are light to moderate and consistent with urban and infrastructure-oriented development patterns.

Daytime glare sources in the Project vicinity include sunlight reflecting from pavement and open water in Chino Creek and Prado Reservoir.

5.1.2 Regulatory Setting

5.1.2.1 Federal Regulations

The Federal Aviation Administration (FAA) requires that any temporary or permanent structures exceeding an overall height of 200 feet above ground level be marked and/or lighted. While the

Project would not exceed 200 feet in height, the FAA may also recommend marking and/or lighting of a structure that does not exceed 200 feet above ground level because of the location of a structure.

5.1.2.2 State Regulations

California Scenic Highway Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. Caltrans maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated "scenic" depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, State highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code Section 260 et seq.

California Streets and Highways Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- regulate land use and density of development;
- provide detailed land and site planning;
- prohibit off-site outdoor advertising and control on-site outdoor advertising;
- pay careful attention to and control of earth moving and landscaping; and
- scrutinize the design and appearance of structures and equipment.

California Streets and Highways Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earth moving activities along the affected segment or corridor (Corridor Protection Program). Caltrans must also indicate that the highway segment meets established criteria for the roadway or segment to be designated as scenic.

State Scenic Highways in California are either formally recognized by Caltrans or meet the criteria outlined in the Streets and Highway Code, Section 260 of the California Scenic Highway Program. Caltrans has not officially designated any State Scenic Highways or identified segments that qualify as such within the City of Chino.

5.1.2.3 Regional Regulations

There are no regional regulations applicable to this Project.

5.1.2.4 Local Regulations

City of Chino 2045 General Plan

The City General Plan contains the following Objectives, Policies and Actions pertaining to Aesthetics that are relevant to the Project.

Objective LCC-4: Attractive Corridors and Gateways. Promote distinctive corridors and gateways with well-designed buildings and streetscapes that build sense of place and local pride.

> **Policy LCC-4.4:** Maintain continuity in streetscape design along major streets and avenues that traverse the city north to south and east to west.
>
> **Action LCC-4.B:** Develop a program of branding, signage, and wayfinding to promote connections to major destinations in Chino, including Downtown, the Civic Center, Ayala Park, and regional commercial centers. The program should apply on key access routes, such as Central Avenue, Riverside Drive, Philadelphia Street, Grand Avenue, Edison Avenue, Ramona Avenue, Euclid Avenue, and Pine Avenue and should seek to build visual connections.

Objective LCC-8: Distinctive Sense of Place. Preserve and enhance Chino's distinctive small town feel and scenic views while looking toward the future.

> **Policy LCC-8.7:** Protect and improve scenic vistas in Chino, including views of the San Gabriel Mountains and the Puente-Chino Hills from major roadways and public parks.
>
> **Action LCC-8.B:** Review development standards applicable along Euclid Avenue, Pine Avenue, and other major roadways to identify opportunities to strengthen scenic view preservation standards.

City of Chino Municipal Code

Chapter 20.10 – Standards for all Development and Land Uses

This Chapter provides regulations for citywide standards for specific types of structures, activities and development. The intent of these standards is to minimize impacts of development and uses, clarify rules for measurement and promote high quality design.

- 20.10.090: This section applies to all outdoor lighting and regulates illumination (light spillage, energy efficiency, average brightness and intensity) and fixture (height, shielding) requirements.

5.1.3 Project Design Considerations

The Project is being designed so that it would be contained within the existing road right-of-way of Euclid Avenue and Pomona-Rincon Road.



Euclid Avenue Bridge Project

Existing Chino Creek Bridge

Figure 5.1-1



Euclid Avenue Bridge Project

Proposed Project Rendering: Looking South at Pomona Rincon Road On- and Off- Ramps

Figure 5.1-2

5.1.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines (2026), the Project may result in a significant impact related to Aesthetics if the Project would:

- (Threshold A) Have a substantial adverse effect on a scenic vista;
- (Threshold B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- (Threshold 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, the Project would conflict with applicable zoning and other regulations governing scenic quality; or
- (Threshold D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.5 Environmental Impacts

Threshold A: *Would the Project have a substantial adverse effect on a scenic vista?*

Less than Significant Impact

The Project would construct a new viaduct structure over the existing approximate 1.5-mile segment of the Euclid Avenue, including on and off ramps and retaining walls at Pomona Rincon Road, and traffic signal improvements at the Prado Regional Park entrance (M Combs Way). The maximum height of the viaduct is not anticipated to exceed approximately 28 feet above ground level. The new bridge and Euclid Avenue roadway alignment would be adjacent to and offset to the east of the existing roadway and bridge, and the existing bridge would remain in place. Refer to Figure 3.0-2 (Existing Span Bridge and Proposed Viaduct Bridge Rendering) and Figure 3.0-3 (Bridge Elevation, Plan, and Typical Section).

While the Project would be conducted within the existing roadway corridor, the Project would introduce additional vertical infrastructure within the Prado Basin. According to the City of Chino General Plan, the Project site is not a scenic vista. Due to the distance between SR-71 and the Project site, intervening topography and existing vegetation, existing infrastructure, and the relatively low profile of the proposed roadway improvements relative to surrounding landforms, the Project would not be visually prominent from SR-71 nor would it intrude into scenic views available from that highway. Views from SR-71 toward the Puente-Chino Hills would remain unchanged and surrounding open space of the Prado Flood Control Basin would remain largely unchanged. The Project would not change views of notable scenic vistas within the City to the San Gabriel Mountain Range or the Santa Ana Mountains. The Project, therefore, would not result in a substantial change in the view of this scenic vista or result in substantial adverse effects on a scenic vista. Therefore, adverse effects on scenic vistas would be **less than significant.**

Threshold B: ***Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?***

Less than Significant Impact

According to the City of Chino 2045 General Plan PEIR, there are no designated scenic routes or State Scenic Highways within the City of Chino. The Project site is not located within a designated or eligible scenic highway corridor. The nearest eligible State Scenic Highway is a segment of SR-71, located southeast of the Project site outside of Chino city limits. Therefore, the Project would not substantially damage scenic resources within a State Scenic Highway, and impacts would be **less than significant**.

Threshold C: ***In non-urbanized areas, would the Project 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 located within an existing developed transportation corridor within a largely non-urbanized area in the City of Chino and Prado Flood Control Basin. The road shoulders contain naturally occurring vegetation which includes primarily grasses and eucalyptus trees in the north and south and riparian forest and wetland in and around Chino Creek. As outlined in 3.0 (Project Description), the on-site vegetation would be allowed to grow back after Project construction, although it would need to be maintained beneath the structure. The regrowth of vegetation following construction is anticipated to be similar to the existing and therefore, would look similar to the exiting setting. The Project would elevate Euclid Avenue and construct a new viaduct and associated on- and off- ramps at Pomona Rincon Road. At the highest point the viaduct would be 28 feet above the ground level. However, the Project would remain within the existing transportation corridor and public roadway right-of-way. The visual character along existing Euclid Avenue as it crosses over Chino Creek includes views of adjacent mature riparian tree canopy associated with Chino Creek. The Project would be offset and adjacent to the existing bridge, and vegetation would need to be cleared for its construction and maintained for future access and inspection. Public views from Euclid Avenue after construction of the Project would be very similar to the existing public views along this segment of Euclid Avenue. Accordingly, the Project would not substantially degrade the existing visual character or quality of public views of the Project area and impacts would be **less than significant.**

Threshold D: ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less than Significant Impact

The Project site is located within an existing transportation corridor in the City of Chino and the Prado Basin. Existing nighttime lighting in the Project site is primarily vehicle headlights, parking lot/security lighting within the Prado Regional Park, and the signals at Euclid Avenue and SR-71

and Pine Avenue intersections. The Project would include the installation of new roadway lighting and traffic safety lighting on the viaduct structure, ramps, and associated improvements. These lighting features would be designed in accordance with City of Chino Municipal Code and would have directional shielding and energy-efficient LED fixtures to minimize light spill and glare. Lighting would be limited to what is necessary for traffic safety, and fixtures would be oriented downward and away from adjacent properties and open space areas. The Project would not introduce lighting that would be visually incompatible with existing conditions or cause substantial glare affecting nearby public roadways, recreational users, or adjacent land uses. Therefore, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be **less than significant**.

5.1.6 Proposed Mitigation Measures

The Project does not exceed any of the Aesthetics thresholds of significance and potential Project-related impacts would be less than significant. Therefore, no aesthetics-related mitigation measures are required.

5.1.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/SR-71 interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue). The Prado Basin is the lowest point, in terms of elevation, within the City and the region.

The Storm Drain Line I project would largely be constructed underground and not visible by people traveling along Euclid or Pine Avenues. The two segments of Pine Avenue widening would be similar in elevation to the existing roadway and would not be substantially elevated. The Pine Avenue Connector/Bridge project, Pine Avenue/SR-71 interchange improvements, and the Euclid Avenue Bridge Project would have segments elevated above the existing roadways. However, they are all located in the Prado Basin, a low point of the area, and would not obstruct view of surrounding scenic vistas, the San Gabriel Mountain Range, the Santa Ana Mountain Range, and the Puente-Chino Hills. Thus, the Project would not cumulatively contribute to an adverse effect on a scenic vista.

Each of the proposed cumulative projects would change the existing visual character of the area in which they are located. Each project would go through a design review by City of Chino Public Works Department and the City of Chino Planning Department. Design review is anticipated to ensure the projects meet the City's standards for roadways (per General Plan or Specific Plan) and would have design elements that are aesthetically coherent, compatible and complimentary

with the existing surrounding built environment in terms of colors, materials and landscaping, and thus would not result in adverse aesthetic impacts to the visual character in the City or Chino Hills. Furthermore, the lighting features for each of the cumulative projects would be designed in accordance with City of Chino Municipal Code requirements and would have directional shielding and energy-efficient LED fixtures to minimize light spill and glare, with exception of Pine Avenue/ SR-71 interchange improvements which would be required to comply with Caltrans standards. Lighting would be limited to what is necessary for traffic safety, and fixtures would be oriented downward and away from adjacent properties and open space areas. Thus, the Project would not cumulatively contribute to substantially degrading the existing visual character or quality of public views or create a new source of substantial light or glare.

Thus, cumulatively the Project does not have a substantial adverse effect on a scenic vista or resource, substantially degrade the existing visual character of the area, or create a substantial new source of light or glare, when considered with other cumulative projects. Potential cumulative aesthetics impacts would be **less than significant**.

5.1.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)

5.2 Agriculture and Forestry Resources

This analysis focuses on the Project's potential impacts related to Agriculture and Forestry Resources. The focus of the following discussion is related to the potential impacts to the conversion of farmland to non-agricultural uses, conflicts with Williamson Act contracts or existing zoning for agricultural use and other changes to the existing environment that could result in the conversion of farmland.

5.2.1 Setting

Chino's special sense of place is intricately linked to its small-town character, agricultural heritage, and natural setting. Chino began as a rural farming community in the late 1800s, and for much of the 20th century was known throughout Southern California for its rich soils, expansive farmland, and especially its prominence in dairy production. Today Chino blends suburban development with commerce and industry, but its small-town charm and agricultural roots remain a point of local pride. In the southern area of the City, the design of The Preserve reflects Chino's rural heritage, integrating open space and agricultural areas amid residential neighborhoods, commercial centers and employment uses into a contemporary master-planned community (General Plan 2045).

As outlined in the General Plan Program Draft EIR (GP PEIR), Section 6.1 Agricultural and Forestry Resources, the California Department of Conservation, Division of Land Resource Protection, identifies important farmland throughout the State through its Farmland Mapping and Monitoring Program (FMMP). The FMMP is non-regulatory and was developed to inventory land and provide categorical definitions of important farmlands and provide consistent and impartial data to decision makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The FMMP classifies the majority of the City of Chino as Urban and Built-Up Land. Areas classified by FMMP as Important Farmland (Prime Farmland, Farmland of Statewide Importance, or Unique Farmland) are concentrated in the southern portion of the City. (GP PEIR 2025). There is no mapped Prime Farmland, Farmland of Statewide Importance, or Unique Farmland within the Euclid Avenue right-of-way within the Project site.

As outlined in the GP PEIR, Section 6.1 (Agricultural and Forestry Resources), a few agricultural properties in Chino remain under Williamson Act contracts administered by the City. There are three active Williamson Act contracts, all located south of Pine Avenue and east of Euclid Avenue. (GP PEIR 2025) There are no mapped active Williamson Act contracts within the Euclid Avenue right-of-way within the Project site.

5.2.2 Regulatory Setting

5.2.2.1 Federal Regulations

Forest and Timberland

There are no Federal regulations related to forest and timberland that would be applicable to lands within the City of Chino; rather, they are related to forest and timberland on Federal lands.

The United States Forest Service (USFS) defines a forested area as "forest land" if it is at least one acre in size and at least 10 percent occupied by forest trees of any size or formerly having had such tree cover and not currently developed for non-forest use. Non-forest uses may include cropland, pasturelands, residential areas, and other land uses. Forest land includes transition zones which are those “areas located between heavily forested and non-forested lands that are at least 10 percent stocked with forest trees, and forest areas adjacent to urban and built-up lands.” The majority of Federal forest land, which includes timberland, is managed as the National Forest System.

5.2.2.2 State Regulations

California Land Conservation Act (CLCA)

The Williamson Act, officially entitled the California Land Conservation Act of 1965, allows local governments to enter into contracts with landowners guaranteeing them a lower rate of property assessment based on continued agricultural or open space use contracts with ten-year terms. The City of Chino participates in the program and there are property owners within the City that have entered into contracts. The contracts can be cancelled or put in a status of non-renewal at any time.

5.2.2.3 Local Regulations

City of Chino 2045 General Plan

The following City General Plan 2045 Objectives, Policies and Actions pertaining to Agriculture and Forestry Resources are relevant to the Project.

> **Policy LCC-1.10:** Preserve agricultural and open space land within the Prado Regional Park and the Preserve, recognizing its scenic value as well as its contribution to biodiversity, healthy air quality, community character, and quality of life.

Objective HSN-1: Hazard Protection. Protect life and property from natural and humanmade hazards.

> **Policy HSN-1.11:** Protect and preserve natural features such as open space and agricultural lands within the Prado Regional Park that serve as natural mitigation against the impacts of flooding.

Objective HEQ-8: Healthy Environment. Preserve, protect, and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

> **HEQ-8.1:** Preserve existing open space and agricultural land in Chino, recognizing its habitat value as well as its contribution to healthy air quality, community character, local quality of life.

5.2.3 Project Design Considerations

There are no Project-specific design considerations proposed that relate to Agriculture and Forestry Resources.

5.2.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines (2026). The City generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. According to the Appendix G significance thresholds, impacts related to the Euclid Avenue Bridge Project may be considered potentially significant if the Project would:

- (Threshold 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 nonagricultural use;
- (Threshold B) Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- (Threshold 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));
- (Threshold D) Result in the loss of forest land or conversion of forest land to non-forest use;
- (Threshold 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.

5.2.5 Environmental Impacts

Threshold A: ***Would the Project 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 nonagricultural use?***

No Impact

The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. A small area of Prime Farmland and Unique Farmland is located adjacent to the southeast boundary of the Project site where Euclid Avenue connects with State Route 71; however, this area lies outside of the Project footprint and would not be impacted by the Project. The Project improvements including temporary construction staging and activities would be conducted within the existing roadway right-of-way and would not extend into adjacent areas

designated as Farmland. Thus, the Project would not convert any Farmland to non-agricultural use. Therefore, the Project would result in **no impact** to Farmlands under this threshold, directly, indirectly or cumulatively.

Threshold B: ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact

The Project site is not located within an area under a Williamson Act Preserve or subject to a Williamson Act Contract. The Project site itself is not zoned for agricultural use; however, portions of land adjacent to the roadway right-of-way, near the northeast portion of the Project site has an active Williamson Act contract and a small area on the west side of Euclid Avenue right-of-way is designated agricultural use. Project improvements would be limited to the existing roadway alignment and would not convert, rezone, or otherwise affect the agricultural use of adjacent land. Therefore, the Project would not conflict with agricultural zoning or Williamson Act contracts and would result in **no impact**, either directly, indirectly, or cumulatively.

Threshold C: ***Would the Project 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

Forest land, as defined in the Public Resources Code section 12220(g), is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland, as defined in the Public Resources Code section 4526, is land, other than land owned by the Federal government, and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

The Project site is contained within the existing public roadway right-of-way of Euclid Avenue and Pomona Rincon Road and is not zoned as Forest Land, Timberland, or Timberland Production. The City of Chino General Plan does not designate any forest land, timberland, or Timberland Production zones within or adjacent to the Project site. Because the Project site is not zoned for Forest Land or Timberland, it would not result in the conversion or rezoning of such lands. Therefore, the Project would result in **no impact** related to conflict with or rezoning of forest land, timberland, or Timberland Production zones directly, indirectly or cumulatively.

Threshold D: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

Less than Significant Impact with Mitigation Measure Implemented

The Project site supports southern cottonwood-willow riparian forest associated with Chino Creek that extends down the eastern edge of Euclid Avenue. The riparian forest in the Project site is characterized by the dominance of the Goodding's black willow (*Salix gooddingii*) intermixed with species including ash, cottonwood, eucalyptus species and other willow species. This habitat is stratified with sparse and very intermittent eucalyptus species making up a tall emergent layer, willows, ash, and cottonwood species making up a dense canopy, with few shrubs, herbaceous, and grasslike species making up the sub-canopy/understory and forest floor cover. In order to construct the new Euclid Avenue roadway and bridge, the riparian forest within the roadway and bridge Project site would be removed. It would be allowed to re-grow but would be maintained on a regular basis such that inspections and maintenance of the roadway and bridge can be conducted. Refer to Section 5.4 (Biological Resources) for a more detailed analysis of the Project's impacts to the southern cottonwood-willow riparian forest habitat and mitigation measures to minimize and offset adverse impacts. Therefore, implementation of the Project would result in the loss of forest land or conversion of forest land to non-forest use, and the Project **mitigation measure MM BIO-9 is required to reduce potential impacts to less than significant levels**.

Threshold E: ***Would the Project 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?***

Less than Significant Impact with Mitigation

The Project site consists primarily of an existing roadway and is entirely located within public road right-of-way. As outlined in the discussion for Threshold A above, a small area of Prime Farmland and Unique Farmland occurs adjacent to the southeast boundary of the Project site where it connects with SR-71. However, this Farmland is outside the Project footprint and would not be disturbed, acquired, or converted as part of the roadway improvements or future maintenance. As outlined in the discussion for Threshold D above, the Project would result in the loss/ conversion of Forest Land to non-forest land use (public roadways) and a more detailed analysis of this impact is outlined in Section 5.4 (Biological Resources), along with required mitigation measures. Therefore, the Project would result in the conversion of forest land and **mitigation measure MM BIO-9 is required to reduce potential impacts to less than significant levels**.

5.2.6 Proposed Mitigation Measures

There were found to be **no impacts** to Farmland or Agriculture or Timberland Resources from the Project; therefore, no mitigation measures are necessary. However, mitigation measures are required for the Project's impacts to Forest Land; refer to Section 5.4 (Biological Resources) for mitigation measure **MM BIO-9**.

5.2.7 Cumulative Environmental Impacts

Less than Significant with Mitigation

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

However, as there are no impacts to Farmland, Agriculture or Timberland Resources, and therefore there are also **no cumulative environmental impacts** from Project implementation to Farmland, Agriculture or Timberland Resources. Cumulative impacts to riparian forest land are outlined in more detail in Section 5.4 Biological Resources.

5.2.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	*City of Chino 2045 General Plan*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR 2025	City of Chino, *Final Program Environmental Impact Report for the Chino 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
USFS	U.S. Forest Service, *Forest Definitions Applied in Reporting* website. Available at https://research.fs.usda.gov/programs/fia/forestdefinitions, accessed April 2026.

5.3 Air Quality

This section analyzes the effects of the Project on Air Quality. All thresholds related to Air Quality will be analyzed below. The analysis in this section is based on data and information in the *Chino Euclid Bridge Air Quality, Greenhouse Gas and Energy Assessment*, prepared by Urban Crossroads, Inc. (UCI 2024; see Appendix B).

5.3.1 Setting

South Coast Air Basin

The Project site is located in the City of Chino, San Bernardino County, California, which is part of the South Coast Air Basin (SCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is a 6,745-square mile subregion of the SCAQMD, which includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with Federal and State air quality standards.

Air Quality Standards

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect public health and welfare. Both the State of California and the Federal government have established health-based ambient air quality standards (AAQS) for seven (7) air pollutants. As detailed in Table 5.3-1 (Ambient Air Quality Standards), these pollutants include: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns in size (PM_{10}), particulate matter less than 2.5 microns in size ($PM_{2.5}$), and lead (Pb). Additionally, the State has set standards for sulfates, hydrogen sulfide (H_2S), vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace within a reasonable margin of safety.

The California Clean Air Act (CCAA) provides SCAQMD and other air districts with the authority to manage transportation activities at indirect sources. Indirect sources of pollution include any facility, building, structure, or installation, or combination thereof, that attracts or generates mobile-source emissions of any pollutant. In addition, area-source emissions that are generated when minor sources collectively emit a substantial amount of pollution are also managed by the local air districts. Examples of this would be the motor vehicles at an intersection, at a mall, and on highways. SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. The California Air Resources Board (CARB) regulates direct emissions from motor vehicles.

Table 5.3-1 – Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[5]	Secondary[6]	Method[7]
O_3 [8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
PM_{10} [9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		--		
$PM_{2.5}$ [9]	24 Hour	--	--	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
CO	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	--	NDIR
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		--	--	
NO_2 [10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	--	Gas Phase Chemilumin-escence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
SO_2 [11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	--	Ultraviolet Fluorescence; Spectrophoto-metry (Pararosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	--	
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas)[11]	--	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			

Table 5.3-1 – Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[5]	Secondary[6]	Method[7]
Vinyl Chloride[12]	24 Hour	0.01 ppm (25 µg/m^3)	Gas Chromatography			

ppm = parts per billion.
µg/m^3 = Microgram per Cubic Meter
-- = not applicable
[1] California standards for O_3, CO (except for 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and PM_{10}, $PM_{2.5}$ and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
[2] National standards (other than O_3, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
[4] Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect public health.
[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
[8] On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm.
[9] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard 15 µg/m^3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over three (3) years.
[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 10-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated for nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
[12] The CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
[13] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Table 5.3-1 – Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[5]	Secondary[6]	Method[7]
[14] In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.						

Table 5.3-2 (Summary of Health and Environmental Effects of the Criteria Air Pollutants) summarizes the most common health and environmental effects for each of the air pollutants for which there is a national and/or California Ambient Air Quality Standards (AAQS), as well as for toxic air contaminants. Because of the concentration standards that were set at a level that protects public health with an adequate margin of safety (by the U.S. Environmental Protection Agency [EPA]), these health effects would not occur unless the standards are exceeded by a large margin or for a prolonged period of time. State AAQS are typically more stringent than Federal AAQS. Among the pollutants, O_3 and particulate matter ($PM_{2.5}$ and PM_{10}) are considered pollutants with regional effects, while others have more localized effects.

Table 5.3-2 – Summary of Health and Environmental Effects of the Criteria Air Pollutants

Criteria Pollutant	Description	Sources	Health Effects
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	• Chest pain in patients with heart disease • Headache • Light-headedness • Reduced mental alertness
SO_2	SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these	Coal or oil burning power plants and industries, refineries, diesel engines	• Worsening asthma: increased symptoms, increased medication usage, and emergency room visits

Table 5.3-2 – Summary of Health and Environmental Effects of the Criteria Air Pollutants

Criteria Pollutant	Description	Sources	Health Effects
	pollutants are referred to as sulfur oxides (SO_X)		
NO_X	NO_X consists of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO_X are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitoring station.	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	• Lung irritation • Enhanced allergic responses
O_3	O_3 is a highly reactive and unstable gas that is formed when VOCs and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.	Formed when reactive organic gases (ROG) and NO_X react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum	• Respiratory symptoms • Worsening of lung disease leading to premature death • Damage to lung tissue • Crop, forest, and ecosystem damage • Damage to a variety of materials, including rubber, plastics, fabrics, paint, and metals

Table 5.3-2 – Summary of Health and Environmental Effects of the Criteria Air Pollutants

Criteria Pollutant	Description	Sources	Health Effects
		processing and storage and pesticides.	
Particulate Matter	PM_{10} (Particulate Matter less than 10 microns): A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduced visibility (haze) which is caused by the scattering of light and consequently the significant reduction in air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM_{10} is considered a criteria air pollutant. $PM_{2.5}$ (Particulate Matter less than 2.5 microns): A similar air pollutant to PM_{10} consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant.	Sources of PM_{10} include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO_X, SO_X, organics). Incomplete combustion of any fuel. $PM_{2.5}$ comes from fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_X, SO_X, organics).	• PM_{10}: ○ Premature death and hospitalization, primarily for worsening or respiratory disease ○ Reduced visibility and material soiling • $PM_{2.5}$: ○ Premature death ○ Hospitalization for worsening cardiovascular disease ○ Hospitalization for respiratory disease ○ Asthma-related emergency room visits ○ Increased symptoms, increased inhaler usage

Table 5.3-2 – Summary of Health and Environmental Effects of the Criteria Air Pollutants

Criteria Pollutant	Description	Sources	Health Effects
Volatile Organic Compounds (VOC)	VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (see below) are used interchangeably.	Organic chemicals are widely used as ingredients in household products. Paints, varnishes and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.	• Irritation of eyes, nose, and throat • Difficulty breathing • Nausea • Can cause central nervous system damage • Some VOCs are cancerous
ROG	Similar to VOC, ROGs are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see previous) are used interchangeably.	Sources similar to VOCs.	Health effects similar to VOCs.

Table 5.3-2 – Summary of Health and Environmental Effects of the Criteria Air Pollutants

Criteria Pollutant	Description	Sources	Health Effects
Lead (Pb)	Lead is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. The major sources of lead emissions are ore and metals processing, particularly lead smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or lead acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of lead emissions.	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	• Impaired mental functioning in children • Learning disabilities in children • Brain and kidney damage
Odor	Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves.	Odors can come from many sources including animals, human activities, industry, nature, and vehicles.	• Irritation of eyes, nose, and throat, which can reduce respiratory volume • VOCs that can cause odors can stimulate sensory nerves to cause neurochemical changes and compromise the immune system • Unpleasant odors can trigger memories or attitudes causing emotional effects such as stress

Climate/Meteorology

Air quality in the planning area is affected not only by various emission sources (e.g., mobile and industry) but also by atmospheric conditions (e.g., wind speed, wind direction, temperature, and rainfall). The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality.

The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determine the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Wind Patterns and Project Location

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The SCAB is located on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established national AAQS for six of the most common air pollutants: CO, lead (Pb), O_3, PM, NO_2, and SO_2, which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and five (5) single-pollutant source Pb air monitoring sites throughout the air district.

CARB has divided the State into 15 air basins based on meteorological and topographical factors of air pollution. Data collected at these stations are used by CARB and the EPA to classify air basins as Attainment, Nonattainment, Nonattainment-Transitional, or Unclassified, based on air quality data for the most recent three (3) calendar years compared with the AAQS.

Attainment areas may be the following:

- **Attainment/Unclassified**: ('Unclassifiable' in some lists) These basins have never violated the air quality standard of interest or do not have enough monitoring data to establish Attainment or Nonattainment status.

- **Attainment-Maintenance**: (national ambient air quality standards [NAAQS] only) These basins violated a NAAQS that is currently in use (were Nonattainment) in or after 1990 but now attain the standard and are officially redesignated as Attainment by the EPA with a Maintenance State Implementation Plan.
- **Attainment**: (usually only for California ambient air quality standards [CAAQS], but sometimes for NAAQS). These basins have adequate monitoring data to show attainment, have never been Nonattainment, or, for NAAQS, have completed the official Maintenance period.

The portion of the SCAB that the Project site is located in is designated as a nonattainment area for the Federal O_3 and $PM_{2.5}$ standards and is also a nonattainment area for the State standards for O_3, PM_{10} and $PM_{2.5}$.

Toxic Air Contaminants

The California Health and Safety Code defines a toxic air contaminant (TAC) as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines. According to CARB, diesel engine emissions are believed to be responsible for about 70 percent of California's estimated known cancer risk attributable to TACs and they make up about eight (8) percent of outdoor $PM_{2.5}$.

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors." These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. Schools are also considered to be sensitive receptors. Consistent with the Localized Significance Threshold (LST) Methodology, the nearest land use to the Project site where an individual could remain for 24 hours has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. Receptors in the Project study area are described below and shown in Figure 5.3-1 (Sensitive Receptor Locations). All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- Located at the western boundary of the Project site north of the Prado Olympic Shooting Range, R1 represents bird nesting habitat west of the Project.
- Located at the western boundary of the Project site next to the Prado Olympic Shooting Range R2 represents bird nesting habitat west of the Project.

- Located at the eastern boundary of the Project site at Chino Creek, R3 represents bird nesting habitat west of the Project.
- Located at the eastern boundary of the Project site north of Chino Creek, R4 represents bird nesting habitat west of the Project.
- Location R5 represents the tent camping area within Prado Regional Park, situated approximately 2,299 feet east of the Project site.
- Location R6 represents the PEC Defense gun shop located at 17501 Pomona Rincon Road, approximately 151 feet west of the Project site.



Source: Urban Crossroads

Euclid Avenue Bridge Project

RVA

Sensitive Receptor Locations

Figure 5.3-1

5.3.2 Regulatory Setting

5.3.2.1 Federal Regulations

The EPA is responsible for setting and enforcing the NAAQS for O_3, CO, NO_X, SO_2, PM_{10}, and Pb. The EPA has jurisdiction over emissions sources that are under the authority of the Federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

Federal Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the Federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. Table 5.3-1 (Ambient Air Quality Standards) above provides the NAAQS within the Basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_X. NO_X is a collective term that includes all forms of nitrogen oxides (NO, NO_2, NO_3) which are emitted as byproducts of the combustion process.

5.3.2.2 State Regulations

California Air Resources Board

The CARB, which became part of the California EPA (CalEPA) in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the Federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State ambient air quality standards by the earliest practical date. The CARB established the California Ambient Air Quality Standards (CAAQS) for all pollutants for which the federal government has NAAQS and establishes standards for SO_4, visibility, hydrogen sulfide (H_2S), and vinyl chloride (C_2H_3Cl). However, at this time, H_2S and C_2H_3Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These Plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROGs, NO_X, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

5.3.2.3 Regional Regulations

South Coast Air Quality Management District

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SCAB. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with State and

Federal government agencies. The SCAQMD develops air quality-related rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

Air Quality Management Planning

SCAQMD and SCAG are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the SCAB. The main purpose of the AQMP is to bring the area into compliance with Federal and State air quality standards. SCAQMD prepares a new AQMP every three (3) years, updating the previous plan and a 20-year horizon.

The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to Project construction or operation. For example, SCAQMD Rule 403 requires the implementation of the best-available fugitive dust control measure during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads.

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization (MPO), a Regional Transportation Planning Agency (RTPA) and a Council of Governments (COG). The SCAG region encompasses six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy (SCS) and associated growth forecasts, regional transportation improvement programs, and regional housing needs allocations.

SCAG's Connect SoCal – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. (SCAG 2024). Connect SoCal also discusses policies and strategies in relation to improved air quality, such as addressing transportation as the major pollutant in the region. Policies and goals targeted at air quality include cleaner transportation, reducing hazardous pollutants and GHG emissions through planning and implementation efforts,

supporting investments that reduce air pollutants and emissions, and reducing exposure emissions and pollutants for vulnerable populations. The strategy also outlines the collaboration between local, regional, State, and Federal stakeholders to meet ambient air-quality standards and improve public health.

SCAQMD Rule 402

SCAQMD Rule 402 regarding nuisances states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

SCAQMD Rule 403 would require the Project to incorporate fugitive dust control measures. This Rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. This Rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

5.3.2.4 Local Regulations

City of Chino 2045 General Plan

The following General Plan Objective and Policy pertaining to Air Quality are relevant to the Project.

Objective HEQ-5: Clean Air, Water, and Soil. Reduce pollution and improve community health.

Policy HEQ-5.4: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.

City Of Chino Climate Action Plan (CAP)

The City of Chino adopted the 2020-2030 CAP Update on November 17, 2020, which went into effect on January 1, 2021. The 2020-2030 CAP Update considers the previous Greenhouse Gas (GHG) reduction targets identified in the 2013 CAP and proposes new targets that are consistent with updates in State climate change regulations in order to meet the requirements of SB 32.

The 2020-2030 CAP Update establishes a framework under which future projects would be designed for the purposes of reducing GHG emissions. Although the 2020-2030 CAP Update is designed as a stand-alone GHG policy document, it would be utilized to provide a more comprehensive and detailed framework for land-based policy decisions to reduce GHG emissions from existing and future development. Any future projects proposed pursuant to the 2020-2030 CAP Update would be developed in accordance with General Plan Policies for energy conservation while maximizing efficient use of resources, maintaining a high quality of life, enhancing job opportunities, promoting sustainability, and facilitating access to transportation facilities.

The 2020-2030 CAP Update includes an update to the City's GHG inventory for the year 2016 and sets a target to reduce communitywide GHG emissions by 46% by 2030, which would put the City on a path toward the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045. GHG reduction measures prescribed in the 2020-2030 CAP Update build upon those adopted under the City's 2013 CAP to ensure that the City meets the reduction targets established pursuant to SB 32.

5.3.3 Project Design Considerations

There are no Project-specific design considerations related to Air Quality.

5.3.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines (2026), the Project may result in a significant impact related to air quality if the Project would:

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

5.3.5 Environmental Impacts

Threshold A: ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

Less than Significant Impact

Methodology

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released air quality modeling software CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the analysis of this Project to determine the anticipated construction and operational air quality emissions.

Regional Emission Thresholds

The SCAQMD has developed regional significance thresholds for criteria pollutants, as summarized in Table 5.3-3 (Maximum Daily Regional Emissions Thresholds) below. SCAQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 5.3-3: Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operations
NO_X	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM_{10}	150 lbs./day	150 lbs./day
$PM_{2.5}$	55 lbs./day	55 lbs./day
SO_X	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day

lbs./day – Pounds Per Day

Localized Emission Thresholds

For this Project, the appropriate Source Receptor Area (SRA) for the LST analysis is the SCAQMD Southwest San Bernardino Valley area monitoring station. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- Identify the maximum daily on-site emissions that will occur during construction activity:
    - The maximum daily on-site emissions could be based on information provided by the Project Applicant; or
    - The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds and CalEEMod User's Guide Appendix A: Calculation Details for CalEEMod can be used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to 5 acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in pounds per day (lbs/day) that can be compared to CalEEMod outputs.
- If the total acreage disturbed is greater than 5 acres per day, then LST impacts may still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.
- The LST Methodology presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and nearest receptor distances of 25, 50, 100, 200, and 500 meters. For project sizes between the values given, or with receptors at distances between the given receptors, the methodology uses linear interpolation to determine the thresholds.

As a conservative measure, it is assumed that the entire Project site can be actively disturbed during construction.

As previously stated, the LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. Project development would limit permanent impacts in non-wetland waters of the United States to less than 0.5 acre and would limit permanent impacts in wetland waters of the United States to less than 0.1 acre. As such, LSTs for a 1-acre site during construction are used as a screening tool to determine if further detailed analysis is required. The thresholds used in the construction-source LST analysis are presented below in Table 5.3-4 (Maximum Daily Localized Emissions Thresholds).

Table 5.3-4: Maximum Daily Localized Emissions Thresholds

Activity	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Land Grubbing	143 lbs/day	1,254 lbs/day	280 lbs/day	141 lbs/day
Grading				
Foundation Construction				
Substructure Construction				
Superstructure Construction				
Approach Embankment Construction				

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county SCAB and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and Federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and Federal ambient air quality standards.

Currently, these State and Federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the State and Federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In December 2022, the SCAQMD released the Final 2022 AQMP (2022 AQMP). The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the Federal, State, and local levels. Similar to the 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the Federal CAA requirements (19). The Project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal metropolitan planning organization (MPO) requirements under the Sustainable Communities and Climate Protection Act. The Project would be developed in accordance with all applicable rules and regulations

contained in those plans. It should be noted that although the 2024-2050 RTP was released after approval of the 2022 AQMP, the 2022 AQMP is reliant in part upon the general plan land use designations. The Project aims to install a new "all-weather" facility rather than introduce a use that is more intensive than the current operations on site. Furthermore, the Project, as evaluated herein, would not exceed the regional or localized air quality significance thresholds.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below.

Consistency Criterion No. 1: The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

Regional Construction Emissions

Construction activities associated with the Project will result in emissions of VOCs, NO_x, SO_x, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities: land grubbing, foundation construction, substructure construction, superstructure construction, and approach embankment construction.

The construction analysis includes estimating the construction equipment that would be used during each construction activity, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and the on-road vehicle trips (e.g., worker, soil-hauling, and vendor trips). Project grading activity would require 20,000 cubic yards of cut and 96,000 cubic yards of fill with 76,000 cubic yards net fill/import. The borrowed material is anticipated to come from the Prado Basin, although the specific borrow location has not yet been determined, an assumed distance of 20 miles was used in the analysis. Construction generates on-road vehicle emissions from vehicle usage for workers, vendors, and haul trucks commuting to and from the site. Worker trips are based on information provided by the Project Team while vendor and hauling trips are based on CalEEMod defaults. It is expected that construction would start in 2027 and occur over approximately 18-24 months The most recent version of CalEEMod (Version 2022.1.0) was used to develop the construction equipment inventory and calculate the construction emissions using default values. The construction calculations prepared for this Project assumed that dust control measures (three times daily watering consistent with SCAQMD Rule 403) would be employed to reduce emissions of fugitive dust during site grading. Table 5.3-5 (Project Regional Construction Emissions) below lists total construction emissions (i.e., fugitive dust emissions and construction equipment exhausts) that have incorporated Rule 403 measures and demonstrates that emissions resulting from the Project construction would not exceed thresholds established by the SCAQMD for any criteria pollutant and no mitigation is required.

Table 5.3-5 – Project Regional Construction Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2027	9.21	94.30	93.60	0.48	23.20	8.33
2028	5.11	30.50	45.40	0.13	1.86	1.18
Winter						
2027	6.76	46.10	60.30	0.17	2.72	1.74
2028	6.61	42.90	59.90	0.17	2.58	1.62
Maximum Daily Emissions	**9.21**	**94.30**	**93.60**	**0.48**	**23.20**	**8.33**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1]PM_{10} and $PM_{2.5}$ source emissions reflect 3x daily watering per SCAQMD Rule 403 for fugitive dust.

Localized Construction Emissions

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

Table 5.3-6 (Project Localized Construction Impacts) identifies the localized impacts at the nearest receptor location in the vicinity of the Project. As shown in Table 5.3-6, emissions resulting from the construction would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant.

Table 5.3-6: Project Localized Construction Impacts

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Land Grubbing				
Maximum Daily Emissions	**22.60**	**33.50**	**0.89**	**0.82**
SCAQMD Localized Threshold	143	1,254	280	141
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading				
Maximum Daily Emissions	**20.90**	**20.40**	**4.57**	**2.63**
SCAQMD Localized Threshold	143	1,254	280	141
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Foundation Construction				
Maximum Daily Emissions	**21.90**	**31.00**	**0.77**	**0.70**
SCAQMD Localized Threshold	143	1,254	280	141
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Substructure Construction				
Maximum Daily Emissions	**13.10**	**14.20**	**0.43**	**0.40**
SCAQMD Localized Threshold	143	1,254	280	141
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Superstructure Construction and Approach Embankment Construction				
Maximum Daily Emissions	**32.60**	**41.80**	**1.18**	**1.09**
SCAQMD Localized Threshold	143	1,254	280	141
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Operational Emissions

For ongoing operations, mobile emissions would be generated by the motor vehicles traveling to and from the Project site during on-going maintenance. However, the Project would generate a nominal number of traffic trips for periodic maintenance and inspections and would not result in any substantive new long-term emissions sources.

Thus, since the Project would not exceed regional or localized significance thresholds it would not result in CAAQS or NAAQS violations. On the basis of the preceding discussion, the Project is determined to be consistent with Criterion 1 of the AQMP.

Consistency with Criterion 2: The project will not exceed the assumptions in the AQMP based on the years of project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under Federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth

forecasts, which are then used to develop future air quality forecasts for the AQMP. The future growth projections are based on demographic growth forecasts for various socioeconomic categories, such as population, housing, and employment by industry. The demographic growth forecasts were developed by SCAG for their 2020 RTP/SCS and were also used in the 2022 AQMP. As the growth projections in the AQMP reflect the SCAG growth projections from local general plans in the region, development consistent with the growth projections in City of Chino General Plan are considered to be consistent with the AQMP.

The Project construction and operational regional and localized emissions would not exceed the thresholds of significance. Therefore, the Project would not cause air quality violation, will not exceed the assumptions in the AQMP based on the years of Project build-out phase, and is determined to be consistent with Criterion 2 of the AQMP.

Conclusion

The Project would not result in or cause NAAQS or CAAQS violations. Construction and operational-source emissions would not exceed the applicable SCAQMD regional and localized thresholds. As such, the Project is therefore considered to be consistent with the AQMP and any potential impacts would be **less than significant**.

Threshold B: ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?***

Less than Significant Impact

The Project site is located within the SCAB, which is designated as nonattainment for O_3 and $PM_{2.5}$ for Federal standards and nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards. The SCAQMD's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. Per SCAQMD's White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (Page D-3),

> *"…the SCAQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use*

the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Therefore, this analysis assumes that individual projects that do not generate construction or operational emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which SCAB is in nonattainment, and therefore would not be considered to have a significant, adverse air quality impact. As discussed under Threshold A, regarding construction emissions, the Project's Air Quality Analysis determined that the Project's daily regional construction emissions and localized emissions would not exceed the established thresholds of any criteria pollutant emissions established by SCAQMD. Additionally, regarding operational emissions, the Project's Air Quality Analysis determined that the Project would not exceed the significance criteria for any pollutant emissions. Therefore, as the Project would not exceed any of the applicable significance thresholds or significance criteria, the Project would not result in a cumulatively considerable net increase of any criterial pollutant for which the Project region is in nonattainment under an applicable NAAQS or SAAQS. Potential impacts would be **less than significant**.

Threshold C: *Would the Project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact

SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 and updated it in July 2008, recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors. LSTs are based on the ambient concentrations of that pollutant within a project's Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual or cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM_{10} and $PM_{2.5}$ is location Receptor R5 which represents the tent camping area within Prado Regional Park, situated approximately 2,299 feet (701 meters) east of the Project site. It should be noted that the look-up tables only identify thresholds up to a 500-meter distance. As a conservative measure, the 500-meter distance was used in lieu of the 701-meter distance in order to evaluate localized PM_{10} and $PM_{2.5}$ emission impacts.

As previously stated, and consistent with LST methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for

emissions of NO_X and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_X and CO is Receptor R6 which represents the PEC Defense gun shop located at 17501 Pomona Rincon Road, approximately 151 feet (46 meters) west of the Project site. As such, a 46-meter distance was used for evaluation of localized construction NO_X and CO impacts. As shown earlier in Table 5.3-6, results of the LST analysis indicate that the Project would not exceed the SCAQMD localized significance thresholds during construction activity. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction.

Additionally, the Project would not exceed the SCAQMD localized significance thresholds during operational activity. Once the Project is completed, minimal trips will be needed for annual maintenance. As such, the Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

Health Risk Assessments (HRAs) include an evaluation of diesel particulate matter (DPM) emissions associated with a stationary source (combustion source for manufacturing) or mobile sources (such as heavy truck traffic associated with warehousing). Mobile HRAs are typically conducted to evaluate long-term exposure (e.g. 9 or 30 years) to DPM emissions associated with a project's long-term diesel truck travel (i.e. those traveling to and from warehouses) on nearby sensitive receptors (residences, schools, etc.). Heavy-duty off-road construction equipment (graders, excavators, dozers, scrapers, loaders, etc.) typically have diesel engines and emit DPM emissions. However, construction activity is typically short-term (1-2 years or less), as is anticipated for the proposed Euclid Bridge Project, and does not constitute long-term exposure typically used to generate risk estimates. As outlined above, construction emissions would not exceed SCAQMD thresholds established to protect public health and air quality. Therefore, the health risk associated with construction emissions would be less than significant for the surrounding sensitive uses.

CO "Hot Spot" Analysis

A CO hotspot is defined as a localized concentration of CO exceeding the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the State's attainment status for CO further diminishes the need for detailed microscale hotspot analyses, reinforcing

that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

In 2003, the SCAQMD as part of its AQMP development process, prepared modeling to determine the potential for CO Hotspots at the four busiest intersections in the air basin. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic, and the remaining 7.7 ppm were due to ambient background conditions. The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the State's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations; potential impacts would be **less than significant**.

Threshold D: ***Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Less than Significant Impact

SCAQMD addresses odor criteria within the CEQA Handbook. The SCAQMD has not established a rule or standard regarding odor emissions; rather, it has a nuisance rule: "Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact." Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The Project is an existing road, which does not contain any of the above land uses associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction or maintenance activities. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

Therefore, the Project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. Potential impacts would be **less than significant**.

5.3.6 Proposed Mitigation Measures

The Project does not exceed any of the Air Quality thresholds of significance and potential Project-related impacts would be less than significant. Therefore, no mitigation measures are required.

5.3.7 Cumulative Environmental Impacts

Less than Significant

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue). The SCAQMD recommends that project-specific air quality impacts be used to determine whether a project's emissions are cumulatively considerable. As discussed in Section 5.3.5 above, the Project-specific evaluation of emissions demonstrates that Project construction-source air pollutant emissions and Project operational-source emissions would not result in exceedances of criteria pollutant regional thresholds established by SCAQMD for any criteria pollutant. Accordingly, the Project would also not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment, and impacts would be less than significant. No mitigation is required. Thus, cumulative impacts would be **less than significant**.

5.3.8 References

The following references were used in the preparation of this section of the DEIR:

AQMP 2022	South Coast Air Quality Management District, *Air Quality Management Plan* (AQMP), adopted December 2022. Available at https://www.aqmd.gov/home/air-quality/air-quality-management-plans, accessed April 2026.
GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)
UCI 2024	Urban Crossroads Inc., *Euclid Bridge Air Quality, Greenhouse Gas and Energy Assessment*, December 2024. Appendix B.
SCAG, Connect SoCal 2024	Southern California Association of Governments, *Connect SoCal 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* adopted April 2024. Available at https://scag.ca.gov/connect-SoCal-2024, accessed April 21, 2026.

5.4 Biological Resources

This section analyzes potential impacts of the Project on sensitive Biological Resources. The analysis in this section is based on data and information compiled within the *Euclid Avenue Bridge Project Biological Technical Report* (RVA 2025) and accompanying *Euclid Avenue Bridge Project Preliminary Jurisdictional Delineation Report* (RVA 2024), which are contained in Appendix C.

5.4.1 Setting

The Project site is located along Euclid Avenue between Pine Avenue and State Route 71 (SR-71) within the City of Chino in San Bernardino County. The Project site's northern limit occurs approximately 0.5-mile southwest of the Euclid Avenue/Pine Avenue intersection and the southern Project limit occurs approximately 0.2-mile northeast of the Euclid Avenue/SR-71 interchange. This segment of Euclid Avenue is located within the Prado Basin and crosses Chino Creek. The Project site is located within the northern portion of the Prado Flood Control Basin in San Bernardino County and is located entirely below the U.S. Army Corps of Engineers (USACE) designated 566-foot above mean sea level (AMSL) National Geodetic Vertical Datum (NGVD) 29 inundation elevation for Prado Dam. All land below this elevation is considered subject to flooding from normal operations of Prado Dam.

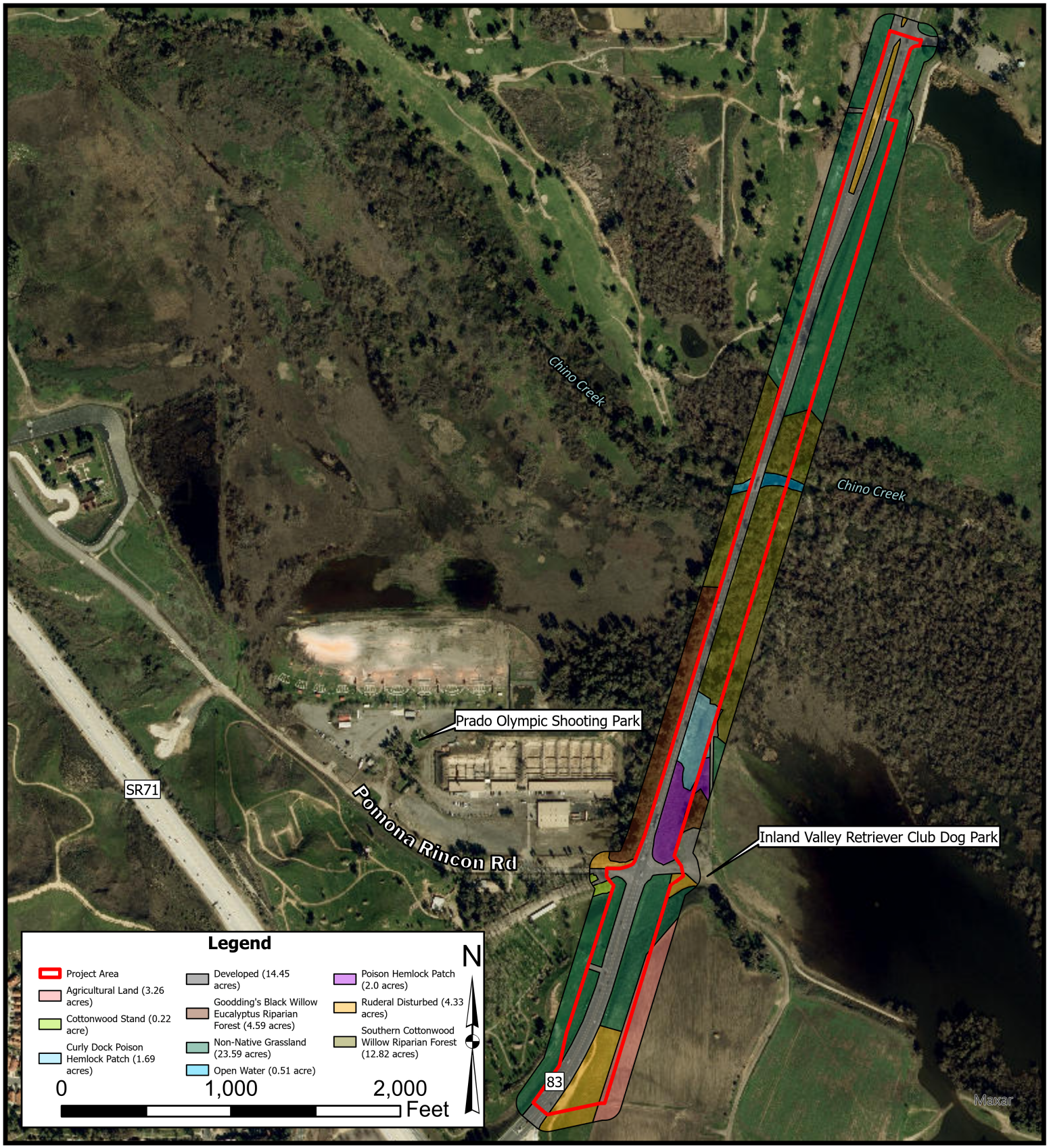
Local Topography and Climate

The topography of the Project site is relatively flat, with elevations ranging from approximately 515 feet AMSL to 545 AMSL. The Project site primarily consists of the paved Euclid Avenue roadway as it crosses the Chino Creek floodplain.

San Bernardino County is characterized by hot, arid, and clear summers and long, cool, partly cloudy winters. Over the course of the year, the temperature typically varies from 42 degrees Fahrenheit (°F) to 96°F. The typical annual rainy period lasts for approximately 5.5 months, from October 30 to April 15. The month with the most rain is February, with an average rainfall of 2.3 inches.

Vegetation and Land Use

The *Euclid Avenue Bridge Project Biological Technical Report* (RVA 2025) prepared for the Project identifies a total of 10 vegetation communities and land use types within the Project survey area: Agricultural Land, Cottonwood Stand, Curly Dock-Poison Hemlock Patch, Developed Lands, Goodding's Black Willow-Eucalyptus Riparian Forest, Non-Native Grassland, Open Water, Poison Hemlock Patch, Ruderal Disturbed, and Southern Cottonwood-Willow Riparian Forest (see Figure 5.4-1 [Vegetation and Land Use Types]). The Project survey area assessed in the *Biological Technical Report* consists of the Project site and a 100-foot buffer beyond the Project site boundary. A brief description of each vegetation community and land use type within the Project survey area is provided below.



Euclid Avenue Bridge Project

Vegetation and Land Use Map

RVA

Figure 5.4-1

- Agricultural Land: Occurs to the east of Euclid Avenue near the southeastern extent of the Project area; characterized by annual disking and crop plants on privately owned land; lacks vegetative diversity due to use of monoculture in contemporary agricultural practices.
- Cottonwood Stand: Occurs to the west of Euclid Avenue and south of Pomona-Rincon Road; consists of landscaped and irrigated eastern cottonwood (*Populus deltoides*) trees lining the driveway entrance into Oranco Bowmen Archery Range.
- Curly Dock-Poison Hemlock Patch: Occurs to the east of Euclid Avenue and north of Pomona-Rincon Road; characterized as a disturbed non-native wetland dominated by curly dock (*Rumex crispus*) intermixed with poison hemlock (*Conium maculatum*); additionally consists of other intermixed non-native species including grasses and mustards (*Hirschfeldia incana, Brassica nigra*).
- Developed Lands: Consists of areas dominated by pavement or permanent structures where vegetation growth is typically absent; consists of paved roads including Euclid Avenue and Pomona-Rincon Road; vegetation is sparse to none consisting primarily of non-native grass species.
- Goodding's Black Willow-Eucalyptus Riparian Forest: Primarily occurs to the west of Euclid Avenue and north of Pomona-Rincon road with a small area of occurrence on the east side of Euclid Avenue just north of the entrance to the Inland Valley Retriever Club dog park; characterized as a riparian forest wetland with hydrological connections to Chino Creek; dominated by Goodding's black willow (*Salix gooddingii*), eucalyptus (*Eucalyptus* sp.), velvet ash (*Fraxinus velutina*), tall flatsedge (*Cyperus eragrostis*), California blackberry (*Rubus ursinus*), tree tobacco (*Nicotiana glauca*), and castor bean (*Ricinus communis*).
- Non-Native Grassland: Primarily occurs on the northern and southern most extents of the Project site along Euclid Avenue. Vegetation in these areas is made up of an assortment of non-native grasses sparsely intermixed with native and non-native, herbaceous species.
- Open Water: Consisting of waters associated with Chino Creek where perennial flows cross under Euclid Avenue. The water levels of Chino Creek are seasonally influenced with higher flows observed during the wetter winter and spring months. Chino Creek also experiences inundation within the Project area during large storm events, swelling above the Creek's low flow banks. The slow moving and often inundated flows of Chino Creek provides a riverine habitat for amphibian, avian, fish, and reptile species as well as serving as path for wildlife movement.
- Poison Hemlock Patch: Primarily occurs to the northeast of the Euclid Avenue Pomona-Rincon Road intersection. The area is characterized as a disturbed wetland with non-native vegetation dominated by poison hemlock intermixed with other non-native species such as mustards, cheeseweed mallow, and non-native grasses.

- Ruderal Disturbed: Consists of areas adjacent to or abutting the Developed Lands which have been subjected to repeated disturbance resulting in barren soils and limited vegetation. These areas have sparse vegetation dominated by opportunistic species adapted to harsh or disturbed environmental conditions. The Ruderal Disturbed areas of the Project site are generally located along Pomona-Rincon Road and the medians within Euclid Avenue at the northern extent of the Project site.
- Southern Cottonwood-Willow Riparian Forest: primarily occurs around Chino Creek and extends along the eastern edge of Euclid Avenue. This vegetation type occupies approximately 12.82 acres within the Project survey area. The vegetation type habitat is characterized as a riparian forest wetland with hydrological connections to Chino Creek. The vegetation within this habitat is characterized by the dominance of the Goodding's black willow (*Salix gooddingii*) intermixed with species including ash, cottonwood, eucalyptus species and other willow species. This habitat is stratified with sparse and very intermittent eucalyptus species making up a tall emergent layer, willows, ash, and cottonwood species making up a dense canopy, with few shrubs, herbaceous, and grasslike species making up the sub-canopy/understory and forest floor cover.

Wildlife Species

A total of 48 wildlife species were observed and/or identified during the biological resource assessments of the Project survey area. A complete list of wildlife species observed is provided in Appendix C – *Biological Technical Report* and an overview of species is provided below.

Amphibians

Two (2) species of native amphibians, the California toad (*Anaxyrus boreas halophilus*) and the Baja California treefrog (*Pseudacris hypochondiaca*) were observed within the Project survey area during the biological resource assessments. The most frequently encountered amphibian observed was the invasive American bullfrog (*Lithobates catesbeiana*).

Avian Species

A total of 39 avian species were observed and/or identified within the Project survey area, included: Anna's hummingbird (*Calypte anna*), American coot (*Fulica americana*), American crow (*Corvus brachyrhynchos*), American kestrel (*Falco sparverius*), Bewick's wren (*Thryomanes bewickii*), Black-necked stilt (*Himantopus mexicanus*), Black phoebe (*Sayornis nigricans*), Blue-gray gnatcatcher (*Polioptila caerulea*), Bullock's oriole (*Icterus bullockii*), Bushtit (*Psaltriparus minimus*), California scrub-jay (*Aphelocoma californica*), California towhee (*Pipilo crissalis*), Cinnamon teal (*Anas cyanoptera*), Common raven (*Corvus corax*), Common yellowthroat (*Geothlypis trichas*), European starling (*Sturnus vulgaris*), Great blue heron (*Ardea herodias*), House finch (*Carpodacus mexicanus*), House sparrow (*Passer domesticus*), House wren (*Troglodytes aedon*), Indigo bunting (*Passerina cyanea*), Killdeer (*Charadrius vociferus*), Least Bell's vireo (*Vireo bellii*), Mallard (*Anas platyrhynchos*), Mourning dove (*Zenaida macroura*), Nuttall's woodpecker (*Picoides nuttallii*), Red-shouldered hawk (*Buteo lineatus*), Red-tailed hawk

(*Buteo jamaicensis*), Red-winged blackbird (*Agelaius phoeniceus*), Rock pigeon (*Columba livia*), Say's phoebe (*Sayornis saya*), Snowy egret (*Egretta thula*), Song sparrow (*Melospiza melodia*), Turkey vulture (*Cathartes aura*), Western kingbird (*Tyrannus verticalis*), White-faced ibis (*Plegadis chihi*), Yellow warbler (*Setophaga petechia*), Yellow-breasted chat (*Icteria virens),* Yellow-rumped warbler (*Setophaga coronata*). These avian species were identified during the field surveys by visual observation as well as by auditory recognition of the individual calls of the species. Three species of special status were identified: the Federally and State endangered least Bell's vireo, and the species of special concern, yellow warbler and yellow-breasted chat.

Crustaceans

Two (2) crustacean species were observed within the Project area: crayfish (*Procambarus clarkii*) and Asian clam (*Corbicula fluminea*).

Fish Species

Nine (9) species of non-native and invasive fish species were observed within the Project survey area, including: western mosquitofish (*Gambusia affins*), green sunfish (*Lepomis cyanellus*), and sailfin molly (*Poecilia latipinna*).

Insect Species

Thirteen (13) insect species were observed and identified within the Project survey area, including: honeybee (*Apis mellifera*), Crotch's bumblebee (*Bombus crotchii*), American bumblebee (*Bombus pensylvanicus*), yellow-faced bumblebee (*Bombus vosnesenskii*), carpenter bee (*Xylocopa* sp.), blue milkweed beetle (*Chrysochus cobaltinus*), dotted paropsine leaf beetle (*Paropsis atomaria*), cicada (*Okanagana sp.*), American dog tick (*Dermacentor variabilis*), winged pincher bug (*Orficula dentata*), orb weaver spider (*Neoscona* spp.), mourning cloak butterfly (*Nymphalis antiopa*), and cabbage white butterfly (*Pieris rapae*).

Reptile Species

Six (6) species of reptiles were observed and identified within the Project survey area, including: western fence lizard (*Sceloporus occidentalis*), western side-blotched lizard (*Uta stansburiana elegans*), great basin fence lizard (*Sceloporus occidentalis longipes*), California alligator lizard (*Elgaria multicarinata multicarinata*), red-eared slider (*Trachemys scripta elegans*), and river cooter (*Pseudemys concinna*).

Mammalian Species

Six (6) mammalian species were observed and identified within the Project survey area, including: coyote (*Canis latrans*), common raccoon (*Procyon lotor*), California ground squirrel (*Otospermophilus beecheyi*), pocket gopher (*Thomomys bottae*), desert cottontail (*Sylvilagus audubonii*), and wild boar (*Sus scrofa*). These mammalian species were identified by physical presence and signs of presence, such as tracks and/or burrows.

Special-Status Species and Natural Communities

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as rare, threatened, or endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); animals designated as Species of Special Concern (SSC), Fully Protected (FP), and/or Watch List (WL); those species on the Special Vascular Plants, Bryophytes, and Lichens List and/or the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants; those plants contained on the CNPS California Rare Plant Rank (RPR). Only listed species and RPR Lists 1 and 2 are considered special-status species in this DEIR, per the RPR code definitions:

- List 1A = Plants presumed extinct in California
- List 1B.1 = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- List 1B.2 = Rare or endangered in California and elsewhere; fairly endangered in California (20-80 percent of occurrences threatened)
- List 1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences threatened, or no current threats known)
- List 2 = Rare, threatened or endangered in California, but more common elsewhere
- List 3 = Plants needing more information (most are species that are taxonomically unresolved; some species on this list meet the definitions of rarity under CNPS and CESA)
- List 4.1 = Plants of limited distribution (watch list), seriously endangered in California
- List 4.2 = Plants of limited distribution (watch list), fairly endangered in California (20-80 percent occurrences threatened)
- List 4.3 = Plants of limited distribution (watch list), not very endangered in California

The RPR also includes Lists 3 and 4. Per the CDFW, these plants typically do not warrant consideration under State CEQA Guidelines unless the specific circumstances relevant to local distributions make them of potential scientific interest. Similarly, local agencies may also consider and list additional plants to be of “local concern” or “narrow endemic” because of local or regional scarcity, as determined by that agency (State CEQA Guidelines Section 15380).

CDFW’s QuickView Tool in its Biogeographic Information and Observation System (BIOS), the California Natural Diversity Database (CNDDB) Rarefind 5, and the CNPS Electronic Inventory of Rare and Endangered Vascular Plants of California were queried for reported locations of special-status plant and wildlife species as well as special-status natural plant communities in the Prado Dam and Corona North USGS 7.5-minute quadrangles.

Special-Status Vegetation Communities

Review of the CNDDB for the Prado Dam and Corona North quadrangles (quads), in which the Project is located, identifies four (4) special-status vegetation communities within the quads: California walnut woodland, southern cottonwood-willow riparian forest, southern sycamore alder riparian woodland, and southern willow scrub. Of these communities, only southern cottonwood-willow riparian forest is present within the Project survey area. While species associated with the other communities are present within the Project survey area, such as California walnut (*Juglans californica*) and Goodding's black willow (*Salix gooddingii*), these species are not present at adequate canopy or relative cover percentages to constitute or qualify as the special-status vegetation communities.

Southern Cottonwood-Willow Riparian Forest

The southern cottonwood-willow riparian forest community is designated by CNPS as the *Populus fremontii – Fraxinus velutina – Salix gooddingii* Forest and Woodland Alliance. This vegetation community is present within the Project survey area to the east and west of Euclid Avenue where the roadway crosses through the Prado Basin and along the banks and floodway of Chino Creek. Within the Project survey area, this community is dominated by Goodding's black willow within the canopy with sparser occurrences of cottonwood (*Populus* sp.) and ash (*Fraxinus*) species.

Special-status Plant Species

Results of the CNDDB query identified 13 special-status plant species with the potential to occur within proximity to the Project survey area.

- Chaparral sand-verbena (*Abronia villosa var. aurita*): A species of special concern typically associated with chaparral, coastal scrub, and desert dunes. This species is not expected to occur within the Project survey area as the Project site does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.
- Braunton's milk-vetch (*Astragalus brauntonii*): A species Federally listed as endangered typically associated with chaparral, coastal scrub, and valley and foothill grassland habitats. This species is not expected to occur within the Project survey area as the Project site does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.
- Coulter's saltbush (*Atriplex coulteri*): A species of special concern typically associated with coastal bluff scrub, coastal dunes, coastal scrub, and valley and foothill grassland habitats. This species is not expected to occur within the Project survey area as the Project site does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.
- Intermediate mariposa-lily (*Calochortus weedii* var. *intermedius*): A species of special concern typically associated with chaparral, coastal scrub, and valley and foothill grassland habitats. This species is not expected to occur within the Project survey area as the Project site does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.

- Lucky morning-glory (*Calystegia felix*): A species of special concern typically associated with meadows, seeps, and riparian scrub habitats. This species is considered to have high potential to occur within the Project survey area as it provides suitable habitat to support the species; however, this species was not observed during focused plant surveys conducted in 2024.
- Smooth tarplant (*Centromadia pungens* ssp. *laevis*): A species of special concern typically associated with alkali playa, chenopod scrub, meadows, seeps, riparian woodland, valley and foothill grasslands, and wetlands habitat types. This species is considered to have a moderate potential to occur within the Project survey area as it provides limited low-quality habitat to support the species; however, this species was not observed during focused plant surveys conducted in 2024.
- Many-stemmed dudleya (*Dudleya multicaulis*): A species of special concern typically associated with chaparral, coastal scrub, and valley and foothill grassland habitats. This species is not expected to occur within the Project survey area as it does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.
- Santa Ana woollystar (*Eriastrum densifolium* ssp. *sanctorum*): A species State and Federally listed as endangered and is typically associated with chaparral and coastal scrub habitats. This species is not expected to occur within the Project survey area as it does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.
- Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*): A species of special concern typically associated with chaparral and coastal scrub habitats. This species is not expected to occur within the Project survey area as it does not contain suitable habitat to support the species and the species was not observed during focused plant surveys conducted in 2024.
- Jokerst's monardella (*Mondardella australis* ssp. *jokerstii*): A species of special concern typically associated with chapparal and lower montane coniferous forest habitats. This species is considered to have a low potential to occur within the Project survey area as it was documented within Project limits in 1952. However, the Project survey area does not contain suitable habitat to support the species (i.e., chapparal or lower montane coniferous forest vegetation communities). Additionally, this species was not observed during focused plant surveys conducted in 2024.
- White rabbit-tobacco (*Pseudognaphlium leucocephalum*): A species of special concern typically associated with chaparral, cismontane woodland, coastal scrub, and riparian woodland habitats. This species is considered to have a moderate potential to occur within the Project survey area given the presence of existing riparian woodland habitat; however, this species was not observed during focused plant surveys conducted in 2024.
- Salt spring checkerbloom (*Sidalcea neomexicana*): A species of special concern typically associated with alkali playa, chaparral, coastal scrub, lower montane coniferous forest,

Mojavean desert scrub, and wetland habitats. This species is considered to have a moderate potential to occur within the Project survey area as the area provides potentially suitable habitat for the species; however, this species was not observed during focused plant surveys conducted in 2024.

- San Bernardino aster (*Symphyotrichum defoliatum*): A species of special concern typically associated with cismontane woodland, coastal scrub, lower montane coniferous forest, marsh, swamp, meadow, seep, and valley and foothill grassland habitats. This species is considered to have a moderate potential to occur within the Project survey area as the area contains suitable wetland habitat to support the species; however, this species was not observed during focused plant surveys conducted in 2024.

Special-Status Wildlife Species

Three (3) special-status wildlife species were determined to be within the Project survey area during biological surveys conducted in the area:

- Least Bell's vireo (*Vireo bellii pusillus*): A species both State and Federally listed as endangered and typically associated with riparian forest, riparian scrub, and riparian woodland habitats. This species is considered present within the Project survey area as the area contains high quality suitable nesting and foraging habitat and the species was observed during focused avian surveys conducted for the Project.
- Yellow-breasted chat (*Icteria virens*): A species of special concern typically associated with dense riparian forest, riparian thicket, willow stand, and bramble habitats. This species is considered present within the Project survey area as the area contains suitable nesting and foraging habitat and the species was observed during focused avian surveys conducted for the Project.
- Yellow warbler (*Setophaga petechia*): A species of special concern typically associated with riparian forest, riparian scrub, and riparian woodland habitats. This species is considered present within the Project survey area as the area contains suitable nesting and foraging habitat and the species was observed during focused avian surveys conducted for the Project.

Additionally, six (6) special-status wildlife species were determined to have a high potential to occur within the Project survey area:

- Cooper's hawk (*Acipiter cooperii*): A species of special concern typically associated with cismontane woodland, riparian forest, and riparian woodland habitat types. This species is considered to have a high potential of occurrence within the Project survey area as the area contains suitable nesting and foraging habitat, though this species was not observed during site surveys conducted in 2024.
- Long-eared owl (*Asio otus*): A species of special concern typically associated with cismontane woodland, Great Basin scrub, riparian forest, and riparian woodland habitat types. This species is considered to have a high potential of occurrence within the Project

survey area as the area contains suitable nesting and foraging habitat, though this species was not observed during site surveys conducted in 2024.

- Western yellow-billed cuckoo (*Coccyzus americanus*): A species both State and Federally listed as endangered that is typically associated with dense and mature riparian forest habitats. Historically, populations of this species were found in close proximity to the Project survey area; however, the species has not been observed in the area in the recent past. While the recent extirpation of this species from suitable habitat within the Prado Basin is not well understood, this species is considered to have a high potential of occurrence due to high-quality suitable habitat in the area.
- White-tailed kite (*Elanus leucurus*): A CDFW fully protected species typically associated with cismontane woodland, marsh, swamp, riparian woodland, valley and foothill grassland, and wetland habitats. This species is considered to have a high potential of occurrence within the Project survey area as the area contains suitable nesting and foraging habitat, though this species was not observed during site surveys conducted in 2024.
- Southwestern willow flycatcher (*Empidonax traillii extimus*): A species both State and Federally listed as endangered and typically associated with dense riparian forest, riparian thicket, willow stand, wet meadow, and backwater habitats. Historically, populations of this species were found in close proximity to the Project survey area; however, the species has not been observed in the area in the recent past. While the recent extirpation of this species from suitable habitat within the Prado Basin is not well understood, this species is considered to have a high potential of occurrence due to high-quality suitable habitat in the area.
- South coast gartersnake (*Thamnophis sirtalis infernalis*): A species of special concern typically associated with artificial standing water, marsh, swamp, riparian scrub, riparian woodland, south coast flowing waters, south coast standing waters, and wetland habitats. This species is considered to have a high potential of occurrence within the Project survey area as the area contains suitable habitat to support the species, though this species was not observed during focused surveys conducted for the Project survey area.

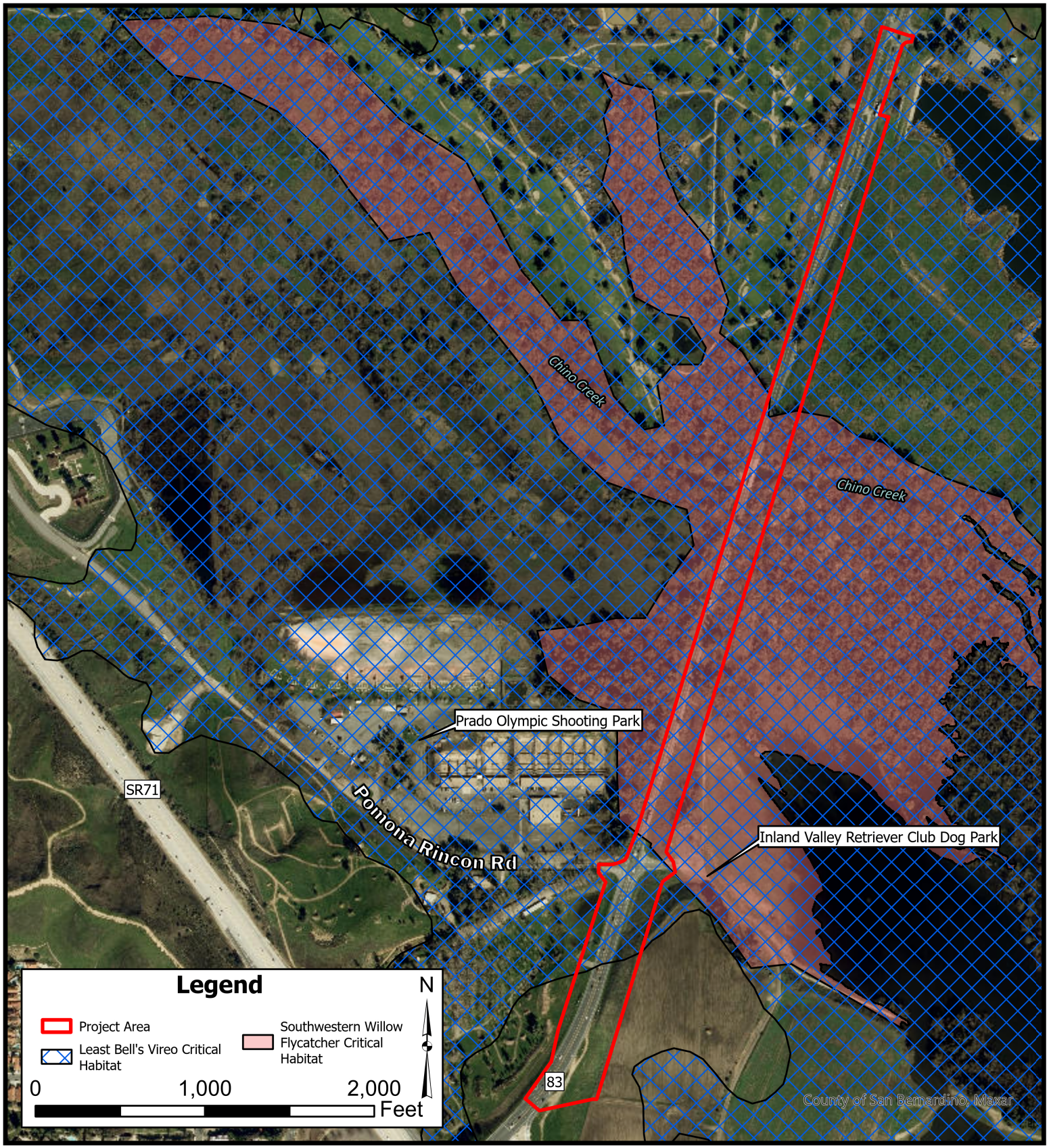
Critical Habitat

Under the Federal Endangered Species Act, “Critical Habitat” is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that includes the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All Federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a Federally listed species or its designated Critical Habitat.

The Project survey area contains critical habitat for two (2) species: least Bell’s vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*). These areas of critical

habitat intersect the Project survey area where Euclid Avenue crosses the Prado Basin (see Figure 5.4-2 [Critical Habitat Map]).

The limits of least Bell's vireo critical habitat in the area are roughly defined by the full extent of the Prado Basin and include both densely vegetated woodland habitats and open areas without a canopy. Limits of southwestern willow flycatcher critical habitat are smaller than those of least Bell's vireo and are roughly defined by the densest covered riparian forest/woodland areas within the basin.



Euclid Avenue Bridge Project

Critical Habitat Map

RVA

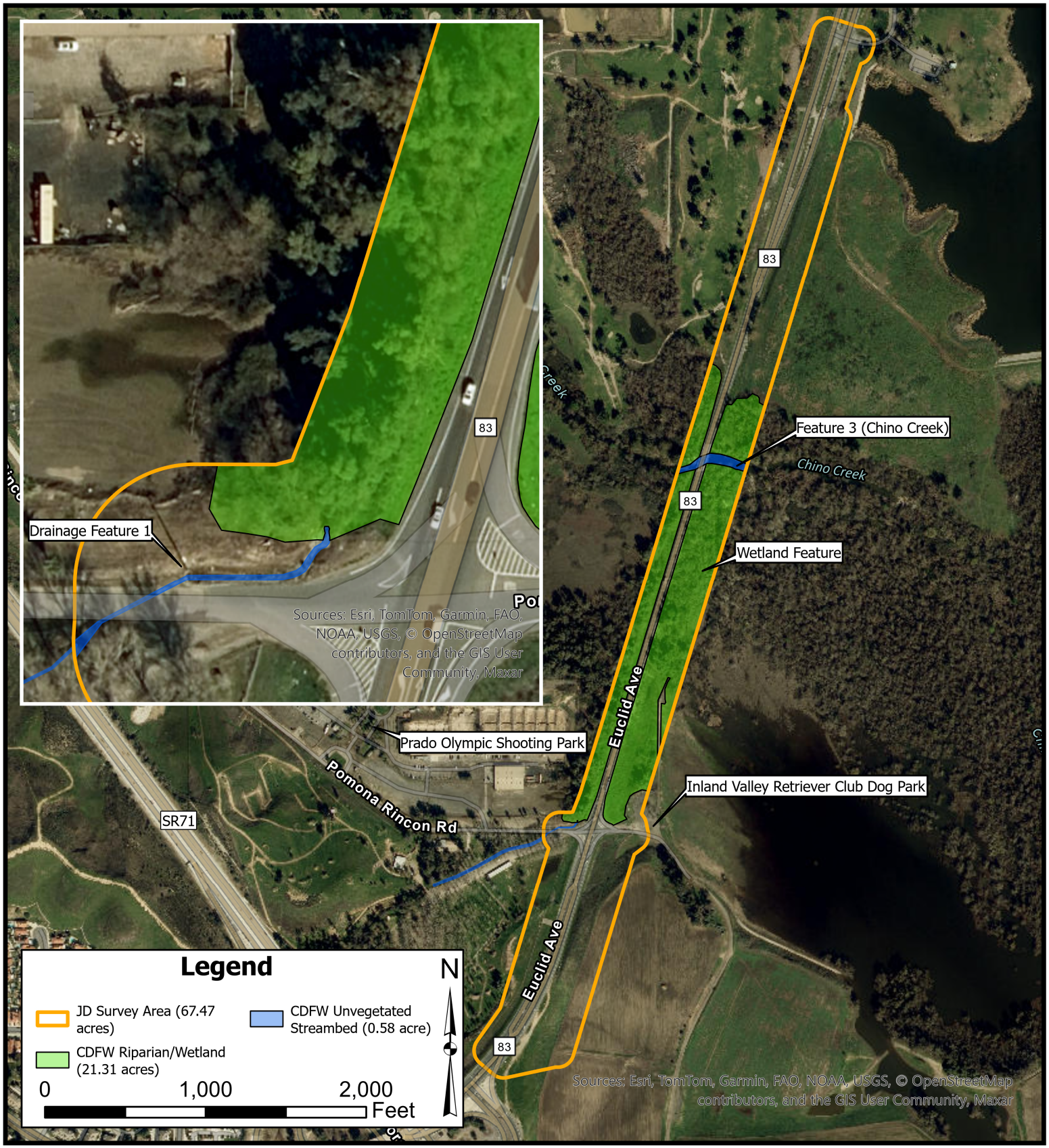
Figure 5.4-2

Jurisdictional Features

There are three (3) key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The USACE Regulatory Branch regulates discharge of dredge and/or fill materials into "waters of the United States" (WoUS) pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Water Quality Control Board (Regional Board) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act and the CDFW regulates alterations to streambed and associated plant communities pursuant to Section 1602 of the California Fish and Game Code.

Three (3) jurisdictional drainage features and one (1) wetland feature have been identified within the Project survey area (see Figure 5.4-3 – CDFW Jurisdiction Map, Figure 5.4-4 – USACE Jurisdiction Map, and Figure 5.4-5 – RWQCB Jurisdiction Map).

- Drainage Feature 1: A man-made earthen and concrete ephemeral ditch that transports flows from surrounding development in a west to east direction as it crosses under Pomona Rincon Road and eventually conveys flows to Chino Creek. A portion of the feature is unvegetated while the vegetated portion contains species including short-pod mustard (*Hirschfeldia incana*), Russian thistle (*Salsola tragus*), and non-native grasses.
- Drainage Feature 2: An earthen ephemeral drainage feature that receives runoff flows from the Chino Creek floodplain, including runoff from the Prado Olympic Shooting Park. This feature eventually converges with Drainage Feature 1 and conveys flows to Chino Creek. Species associated with Drainage Feature 2 include Goodding's black willow, poison hemlock, castor bean, and lemon-scented gum (*Corymbia citriodora*).
- Drainage Feature 3 (Chino Creek): Chino Creek is a perennial earthen creek that eventually conveys flows to Prado Basin. There are wetlands along Chino Creek as well open water of the main channel of the Creek that continuously convey flows.
- Wetland Feature 1: A wetland designated by the USFWS' National Wetland Inventory (NWI) maps. Wetland Feature 1 is supported along Chino Creek where surrounding soils remain moist for prolonged periods. The feature is a wetland system that includes many smaller drainage features fed by Chino Creek and the surrounding floodplain. Vegetation associated with Wetland Feature 1 includes Goodding's black willow, poison hemlock, great stinging nettle (*Urtica dioica*), California wild grape (*Vitis californica*), and southern cattail (*Typha domingensis*).

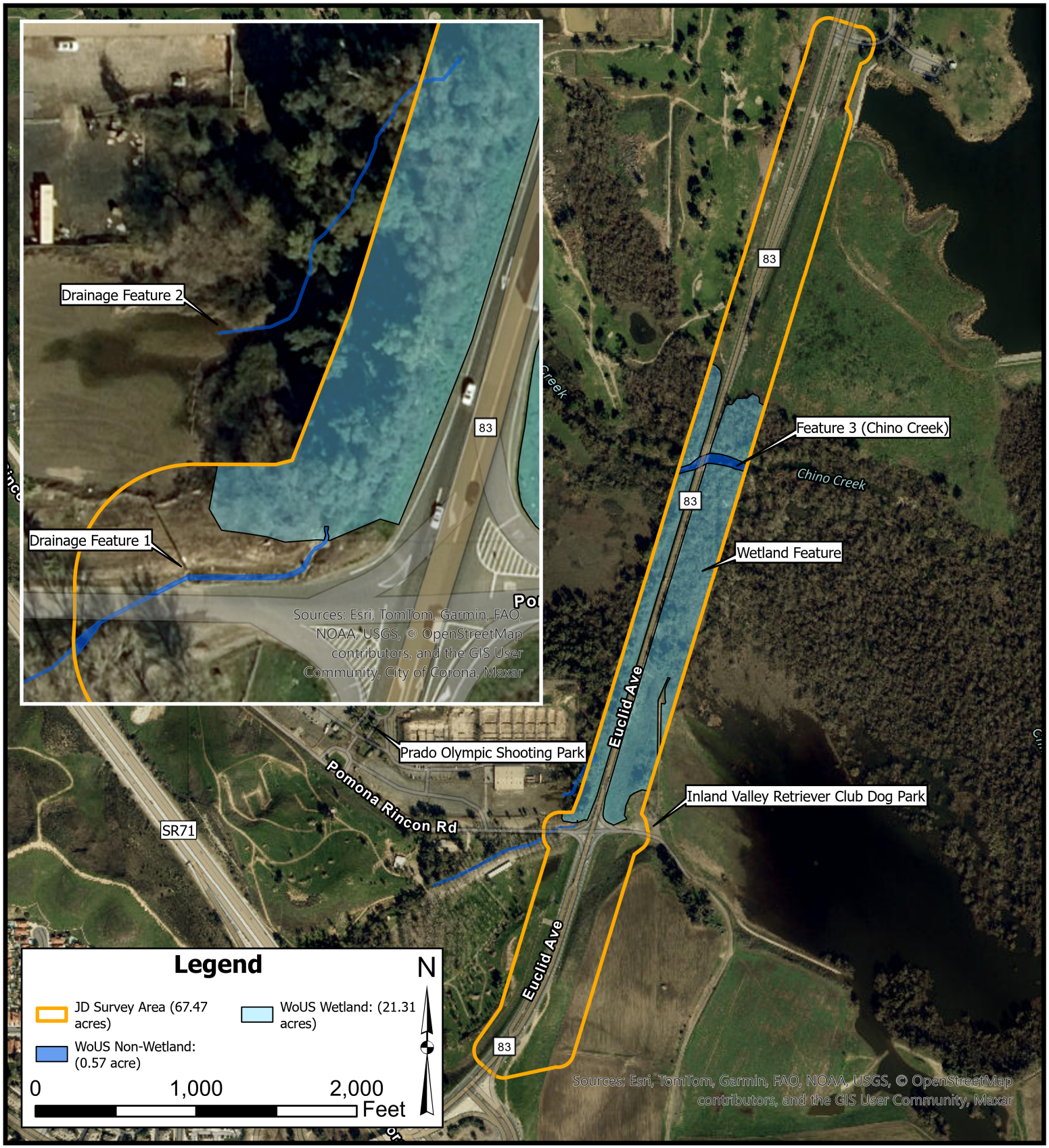


Euclid Avenue Bridge Project

CDFW Jurisdiction Map

RVA

Figure 5.4-3

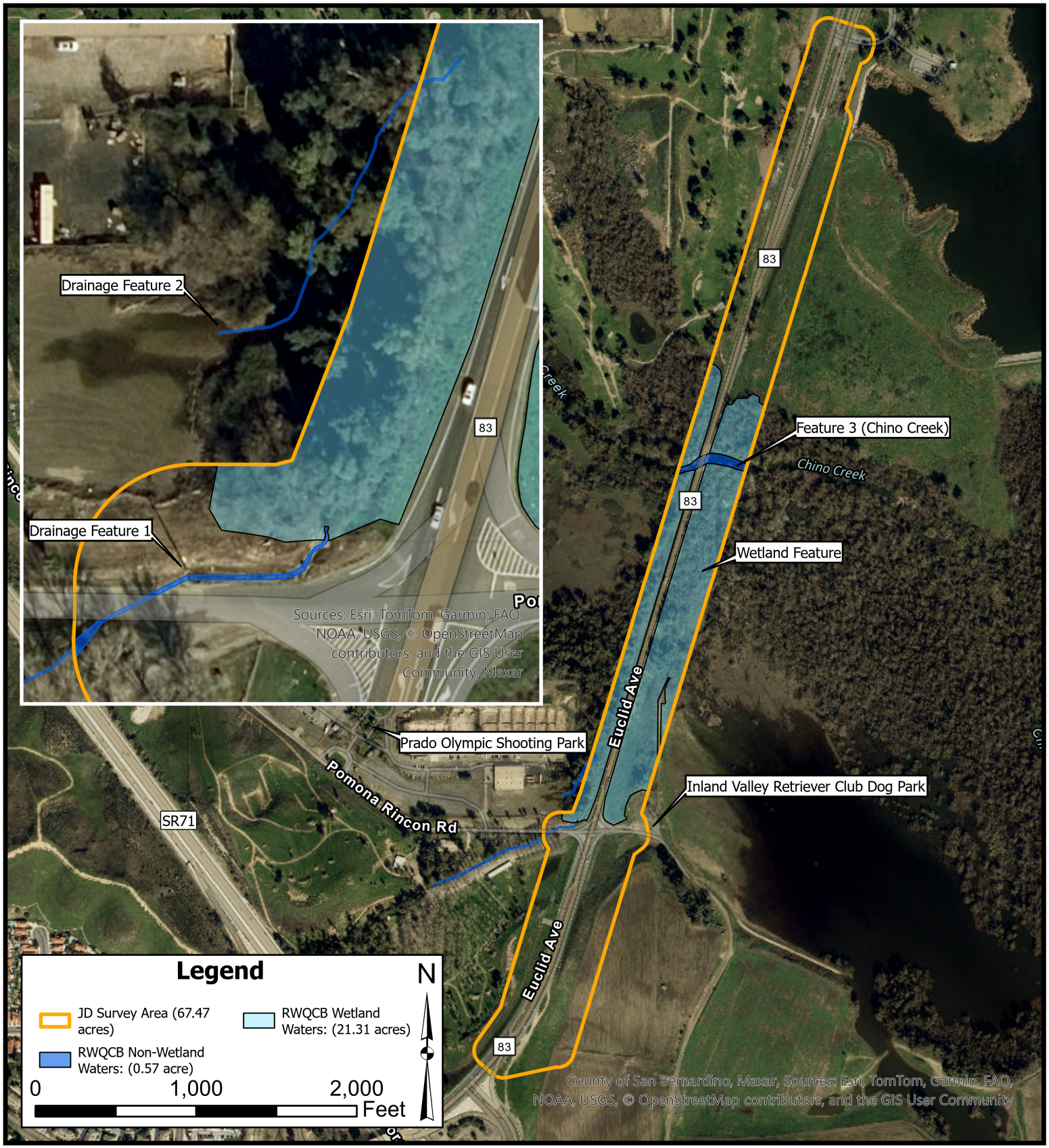


Euclid Avenue Bridge Project

USACE Jurisdiction Map

RVA

Figure 5.4-4



Euclid Avenue Bridge Project

RWQCB Jurisdiction Map

Figure 5.4-5

Wildlife Movement and Connectivity

Wildlife movement includes seasonal migration along corridors and daily movements for foraging. Migration corridors may include areas of unobstructed movement of deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and areas between roosting and feeding areas for birds.

The Project is located within the Prado Basin, which is an important area for wildlife movement and connectivity for a variety of different species. Avian species utilize the Prado Basin area as a stopover location during migration and overwintering. Terrestrial species within the Prado Basin are able to move throughout the extent of the basin; however, they are more affected by physical barriers such as development, which can hinder connectivity. Euclid Avenue currently exists as a physical barrier to wildlife movement and connectivity in and around the Prado Basin as Euclid Avenue isolates northwestern upstream wetland areas along Chino Creek from larger natural areas within the basin. Additionally, the Euclid Avenue roadway is an elevated barrier with two (2) lanes of fast-moving traffic that pose an increased threat of direct mortality to wildlife in the area.

5.4.2 Regulatory Setting

5.4.2.1 Federal Regulations

Migratory Bird Treaty Act (MBTA)

The Federal Migratory Bird Treaty Act of 1918 was originally enacted between the United States and Great Britain (acting on behalf of Canada) for the protection of migratory birds between the two countries. The MBTA has since been expanded to include Mexico, Japan, and Russia. Under MBTA provisions, it is unlawful “by any means or manner to pursue, hunt, take, capture (or) kill” any migratory birds as defined by the Migratory Bird Treaty Act except as permitted by regulations issued by the USFWS. The term “take” is defined by the USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest, or egg of any migratory bird covered by the conventions, or to attempt those activities.

Federal Endangered Species Act (ESA)

The Federal Endangered Species Act (ESA) was enacted in 1973 to conserve threatened and endangered species and their ecosystems. Actions jeopardizing endangered or threatened species and or their habitats they rely on are considered “take” under the ESA. Take of a Federally listed threatened or endangered species is prohibited without a special permit. The ESA allows for take of a threatened or endangered species incidental to development activities once a habitat conservation plan has been prepared to the satisfaction of the USFWS and an incidental take permit has been issued. The ESA also allows for the take of threatened or endangered species after Section 7(a)(2) consultation with the USFWS has deemed development of the Federal action associated with activities will not jeopardize the continued existence of the species.

Clean Water Act (33 U.S.C. 1344 ET SEQ.)

Section 404 of the Clean Water Act (CWA) regulates the discharge of dredged or fill material into WoUS, including wetlands. The U.S. Environmental Protection Agency (USEPA) promulgated

Section 404(b)(1) guidelines (40 CFR Part 230); however, the USACE Regulatory Program evaluates, and issues permits for proposed discharges into WoUS. Section 401 of the Clean Water Act requires applicants for Federal permits and or licenses to provide certification from the State stating any discharges from a project will comply with State-established water quality standard requirements. Applicants/Requestors must obtain a Section 401 certification or waiver for the proposed action before the USACE can authorize a permit under Section 408 and Section 404. EC 1165-2-220 specifies USACE as the regulatory agency who will coordinate internally to ensure Section 404 permits and Section 408 Permissions are consistent.

River and Harbors Act (33 U.S.C. 403)

Section 10 of the River and Harbors Act regulates the construction of structures in or over any navigable WoUS or outside the defined limits of navigable WoUS if the structure or work affects the course, location, or condition of the water body. The law regulates disposal of dredged or fill materials, dredging, excavation, filling, modification and recanalization of WoUS and pertains to the smallest to the largest of construction undertakings including without limitation any aerial or subaqueous power transmission lines, aids to navigation, artificial canal, bank protection (e.g., riprap, revetment, bulkhead), boat ramp, boom breakwater, dolphin, groin, intake or outfall pipes, jetty, mooring structures such as pilings, permanently moored floating vessel, riprap, revetment, tunnel, weir, wharf. This section applies to all construction whether permanent, semi-permanent, or temporary.

Section 14 of the Rivers and Harbors Act of 1899, as amended, and codified in 33 U.S.C 408 (Section 408) provides that the Secretary of the Army may, upon the recommendation of the USACE Chief of Engineers, grant permission to other entities for the permanent or temporary alteration or use of any USACE Civil Works project. This requires a determination by the Secretary that the requested alteration would not be injurious to the public interest and would not impair the usefulness of the USACE project. The purpose of the Section 408 review is to ensure that the Congressionally authorized purpose and benefits of the Civil Works project are protected and maintained (e.g., flood risk management, navigation, coastal storm damage reduction) and to ensure that what is being proposed is not injurious to the public interest.

5.4.2.2 State Regulations

California Endangered Species Act

California Fish and Game Code (CFGC), Chapter 1.5, Sections 2050-2116 (CESA) prohibits the take of any plant or animal listed or proposed for listed as rare (plants only), threatened, or endangered. In accordance with CESA, CDFW has jurisdiction over state-listed species (Fish and Game Code 2070). The CDFW regulates activities that may result in take of individuals (i.e., hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill). Habitat degradation or modification is not expressly included in the definition of take under CESA in the CFGC. Nonetheless, CDFW has interpreted “take” to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

California Fish and Game Code

The CDFW derives its authority from the CFGC. CESA (CFGC Section 2050 et. seq.) prohibits take of State-listed threatened or endangered species. Take of fully protected species is prohibited under CFGC Section 3511, 4700, 5050, and 5515. Section 86 of CFGC defines “take” as hunt, pursue, catch, capture, or kill, or attempt to hunt, purse, capture, or kill. This definition does not include indirect harm by way of habitat modification.

CFGC Section 3503, 3503.5, and 3511 restrict the take, possession, and destruction of birds, nests, and eggs. Section 3503.5 of the CFGC protects all birds-of-prey and their eggs and nests against take, possession, or destruction. Fully protected birds may not be taken or possessed except under specific permit (Section 3511).

SSC is a category CDFW uses for those species considered to be indicators of regional habitat changes or considered to be potential future protected species. SSC species do not have any special legal status except that which may be afforded by the CFGC, as noted above. CDFW intends the SSC category as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands.

The CDFW also has authority to administer the Native Plant Protection Act (CFGC Section 1900 et seq.). The Native Plant Protection Act requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plants is endangered or rare. Under Section 1913(c) of the Native Plant Protection Act, the owner of land where a rare or endangered native plant grows is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of plant(s).

Perennial, intermittent, and ephemeral streams and associated riparian vegetation, when present, also fall under the jurisdiction of the CDFW. Section 1600 et seq. of the CFGC (Lake and Streambed Alteration Agreements) gives CDFW regulatory authority over work in the bed, bank, and channel (which could extend to the 100-year flood plain), consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake. Section 1602 states: “An entity may not substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake (CDFW, 2015).” CDFW jurisdiction includes ephemeral, intermittent, and perennial watercourses (including dry washes) and lakes characterized by the presence of (1) definable bed and banks and (2) existing fish or wildlife resources. Furthermore, CDFW jurisdiction often extends to habitats adjacent to watercourses, such as oak woodlands in canyon bottoms or willow woodlands supporting the hydrologic function within the riparian system. CDFW jurisdiction typically does not include features without a discernible bed and bank, such as swales, vernal pools, or wet meadows.

5.4.2.3 Local Regulations

City of Chino General Plan 2045

The following City General Plan 2045 Objectives, Policies and Action pertaining to Biological Resources are relevant to the Project.

Objective HEQ-8: Healthy Environment. Preserve, protect and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

> **Policy HEQ-8.1:** Preserve existing open space and agricultural land in Chino, recognizing its habitat value as well as its contribution to healthy air quality, community character, local quality of life.
>
> **Policy HEQ-8.2:** Support regional efforts to preserve, protect, and enhance environmentally sensitive areas, including riparian corridors, wetlands, and native grasslands in and adjacent to the planning area.
>
> **Policy HEQ-8.8:** Cooperate with federal, State, and local regulatory agencies as well as non-profit agencies to promote the responsible stewardship of natural resources and habitats within the planning area.
>
> **Policy HEQ-8.11:** Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to mitigate impacts to such areas.
>
> **Action HEQ-8.E:** Continue to participate in the implementation of regional habitat conservation and restoration programs, including implementation of the Chino Basin Plan.

Objective OSC-1.1: Protect and enhance habitats that could support rare, endangered, or threatened plant and animal species.

> **Policy 1:** The City shall ensure that new development meets all Federal, State, and regional regulations for habitat and species protection.
>
> **Policy 2:** The City shall protect and enhance riparian habitats along Chino and Cucamonga/Mill Creeks, and the Cypress and Magnolia Channels, as well as their relationship to adjacent water bodies, such as the Santa Ana River.
>
> **Policy 4:** The City shall require new developments to incorporate native vegetation into landscape plans and discourage the use of non-native species. Species known to be invasive according to the California Invasive Plant Inventory may not be used.

5.4.3 Project Design Considerations

The sensitive biological resources within the Project area have been taken into consideration throughout the Project's planning and design to avoid or minimize potential impacts to the greatest extent feasible. Project retaining walls and imported soil fills would be constructed and placed outside of jurisdictional limits. The imported fill material would be sourced from elsewhere in the Prado Basin to avoid introducing foreign fill materials. In addition, instead of elevating Euclid Avenue with an earthen fill embankment or pier walls, the bridge was designed with columns to

reduce impacts to sensitive habitat to the greatest extent feasible and to improve wildlife movement.

5.4.4 Thresholds of Significance

- Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines (2026), the Project may result in a significant impact related to biological resources if the Project would: (Threshold A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service;
- (Threshold B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- (Threshold C) Have a substantial adverse effect on Federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- (Threshold 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;
- (Threshold E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- (Threshold 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.

5.4.5 Environmental Impacts

Threshold A: ***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?***

Less than Significant Impact with Mitigation Implementation

Special-Status Plant Species

While no special-status plant species were detected during the focused plant surveys conducted for the Project survey area in 2024, six (6) special-status plant species (all species of special concern) have been determined to have a low to high potential to occur within the Project site:

- High potential to occur: lucky morning-glory
- Moderate potential to occur: smooth tarplant, white rabbit-tobacco, salt spring checkerbloom, and San Bernardino aster
- Low potential to occur: Jokerst's monardella

To minimize or avoid potential impacts to these potentially occurring species, the implementation of **MM BIO-1** would require focused plant surveys for lucky morning-glory, smooth tarplant, white rabbit-tobacco, salt spring checkerbloom, San Bernardino aster, and Jokerst's monardella to be conducted prior to the commencement of ground-disturbing activities (e.g., site preparation, vegetation removal, grading, etc.). These pre-construction focused plant surveys would be conducted by a qualified biologist during the typical blooming periods of each special-status plant species with the potential to occur within the Project site to confirm presence/absence of each species. If any of the special-status plant species are detected during the pre-construction surveys, the biologist shall notify and coordinate with CDFW on appropriate avoidance or mitigation measures (such as relocation or collecting seed for use in other protected areas of the Prado Basin). With the implementation of **MM BIO-1**, potential impacts to special-status plant species would be **less than significant with mitigation incorporated**.

Special-Status Wildlife Species

Avian Species

Three (3) special-status avian species were observed during biological resources surveys conducted at the Project survey area in 2024: least Bell's vireo; yellow-breasted chat; and yellow warbler. Additionally, five (5) special-status avian species were determined to have a high potential to occur within the Project site due to the presence of suitable habitat and documented occurrences within proximity to the Project site: Cooper's hawk; long-eared owl; western yellow-billed cuckoo; white-tailed kite; and southwestern willow flycatcher.

The Project has the potential to impact least Bell's vireo, southwestern willow flycatcher, and yellow billed cuckoo as well as raptors such as the white-tailed kite, golden eagle, and Swainson's hawk, if any of these species are present during construction. To minimize or avoid potential Project impacts to least Bell's vireo and other sensitive avian species, the Project would implement mitigation measures **MM BIO-2** and **MM BIO-3**, which would require pre-construction nesting bird surveys as well as compensatory mitigation for the permanent removal of riparian vegetation that supports least Bell's vireo at a minimum 3:1 ratio. The Project would additionally implement mitigation measure **MM BIO-4** to minimize or avoid potential construction noise impacts to nesting birds and other sensitive wildlife species. With the implementation of these mitigation measures, potential Project impacts to special-status avian species would be reduced to a **less than significant level with implementation of mitigation**.

Burrowing owl suitable habitat and ground squirrel burrows were observed within the Project survey area. The Project has the potential to impact burrowing owl if present during construction activities. Burrowing owl is currently a candidate species that is under review by the California Fish and Game Commission. As a candidate species, it is fully protected under CESA until a decision is made on the species' status. Given the suitable habitat in the Project survey area and known presence in the general vicinity of the Project, burrowing owl was found to have a moderate potential of occurring within the Project site. The following mitigation measures would ensure that the Project does not impact the species. **MM BIO-2** would require pre-construction nesting bird surveys to be performed to ensure that no nesting avian species including burrowing owl would be impacted by the Project. **MM BIO-5** would require a focused burrowing owl survey to be

performed on the Project site during burrowing owl's breeding season, between February 1 and August 31. A preconstruction presence/absence survey would also be performed to ensure ground disturbing activities of the Project do not impact the species. With the implementation of these mitigation measures, potential Project impacts to burrowing owl would be reduced to, and maintained at, a less than significant level. Impacts to all other avian species that are listed, special-status, or subject to special protection would also be avoided with implementation of mitigation measure **MM BIO-2,** which require pre-construction nesting bird surveys to be performed to ensure that no nesting avian species would be impacted by the Project. Potential Project impacts to special-status avian species would be reduced to a **less than significant level with implementation of mitigation**.

Amphibian Species

No special-status amphibians were observed during the focused surveys. The most frequently encountered amphibian during the surveys was the invasive American bullfrog (*Lithobates catesbeiana*). Coast range newt were found to have a low potential to occur within the Project area as only marginally suitable habitat is present. Western spadefoot were similarly found to have a low potential to occur as only marginally suitable breeding habitat may be present in isolated backwater portions of the Prado Basin that do not have connectivity to the Chino Creek mainstream. Arroyo toad were not expected to occur as these species require streams in broad alluvial washes with slow-moving, shallow sections or side pools, which are not present within the Project survey area. Therefore, as the Project area would at most only provide marginally suitable habitat for coast range newt and western spadefoot and as none of these special-status amphibian species were detected during focused surveys of the Project survey area, the Project is not anticipated to result in significant impacts to special-status amphibians. Further, with the implementation of mitigation measure **MM BIO-6**, which would require pre-construction presence/absence surveys for special-status amphibian species, any potential impacts would be reduced to a **less than significant level with implementation of mitigation**.

Reptiles

No special-status reptiles were observed during the focused surveys. Southwestern pond turtle was found to have a moderate potential to occur within the Project survey area as suitable aquatic and upland habitat is present in the study area. Southern California legless lizard, California glossy snake, coast horned lizard, and two-striped gartersnake were found to have a low potential to occur within the Project survey area as only limited marginally suitable habitat is present. South coast gartersnake was found to have a high potential for occurrence as suitable habitat is present and there are records from the study area; however, the documented occurrence is from 2015, and this species was not detected within the Project study area during the 2024 focused surveys. Therefore, due to limited suitable habitat availability and no occurrences of these special-status reptile species during the 2024 focused surveys, the Project is not anticipated to result in significant impacts to special-status reptiles. Further, with the implementation of mitigation measure **MM BIO-6**, which would require pre-construction presence/absence surveys for special-status reptile species, any potential impacts would be reduced to, and maintained at, a **less than significant level with implementation of mitigation**.

Fish

Neither arroyo chub nor any other special-status or native fish species were observed during the focused surveys. Nine (9) species of non-native and invasive fishes were observed in the Project study area, including western mosquitofish (*Gambusia affinis*), green sunfish (*Lepomis cyanellus*), sailfin molly (*Poecilia latipinna*), largemouth bass (*Micropterus salmoides*), spotted bass (*Micropterus punctatus*), bluegill (*Lepomis macrochirus*), common carp (*Cyprinus carpio*), inland silverside (*Medina beryllina*), and yellow bullhead (*Ameirus natalis*). Therefore, as only marginally suitable habitat is present in the Project study area and as no special-status or native fish species were detected during the 2024 focused surveys, the Project is not anticipated to result in impacts to special-status fish. Further, with the implementation of mitigation measure **MM BIO-6**, which would require pre-construction presence/absence surveys for special-status fish species, any potential impacts would be reduced to a **less than significant level with implementation of mitigation**.

Mammals

The Project has the potential to impact western mastiff bats and western yellow bats that have the potential to occur within the Project site. The Project site supports roosting and maternity roosting habitat for both species. Bat emergence surveys would be conducted in accordance with **MM BIO-7,** which would require three pre-construction emergence surveys between one hour before sunset and one hour after sunset to determine the presence or absence of bat species on the Project site. Results of the three surveys would determine if any additional avoidance or minimization measures should be applied. With the implementation of **MM BIO-7** any potential impacts to western mastiff bats and western yellow bats would be reduced to a **less than significant level with implementation of mitigation**.

Insects

The Project has the potential to impact Crotch's bumble bee that have the potential to occur within the Project site. The Project site supports habitat and floristic resources that could support this species potentially, during all of periods of the species life cycle. A focused Crotch's bumble bee survey should be conducted to determine the presence or absence of the species in the Project survey area and to determine if any additional avoidance or minimization measures should be applied. With the implementation of **MM BIO-8** potential impacts to Crotch's bumble bee would be reduced to a **less than significant level with implementation of mitigation**.

Threshold B: ***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less than Significant Impact with Mitigation Implementation

Special-Status Vegetation Communities

Impacts would result from clearing, grading, and development activities for construction of the Project's viaduct foundation and substructure as well as from vegetation maintenance activities

that would occur under and adjacent to the viaduct structure. The Project site contains a special-status vegetation community: southern cottonwood-willow riparian forest. Within the Project area this vegetation community is dominated by Goodding's black willow intermixed with other species including eucalyptus, box elder (*Acer negundo*), tamarisk (*Tamarix*), tree of heaven (*Ailanthus altissima*), mulefat (*Baccharis salicifolia*), and castor bean (*Ricinus communis*). Approximately 5.75 acres of the southern cottonwood-willow riparian forest vegetation community would be directly impacted by Project implementation. The Project would also directly impact 1.62 acres of curly dock-poison hemlock patch, 1.67 acres of poison hemlock patch, 0.13 acre of Goodding's black willow-eucalyptus riparian forest vegetation and 0.25 acre of open water associated with Chino Creek (refer to Figure 5.4-6 Vegetation and Land Use Impact Map).

The Project would impact critical habitat designated by the USFWS for least Bell's vireo and southwestern willow flycatcher. Within the Project site these two designated critical habitat areas overlap, with the critical habitat for least Bell's vireo being wider. The Project would impact 27.80 acres of least Bell's vireo critical habitat and 12.43 acres of southwestern willow flycatcher critical habitat (refer to Figure 5.4-7 Critical Habitat Impact Map).

Impacts to the southern cottonwood-willow riparian forest community within the Project site area would be addressed with the implementation of mitigation measure **MM BIO-3**, which would include compensatory mitigation for the loss of riparian habitat. Compensatory mitigation would occur at a minimum 3:1 ratio through a combination of one or more of the following: on-site enhancement, re-establishment, and/or creation; payment into an in-lieu fee program or other approved mitigation provider; permittee responsible mitigation; and/or off-site restoration/mitigation within the Prado Basin or Santa Ana Watershed. Therefore, with the implementation of **MM BIO-3**, impacts to riparian habitat and the least Bell's vireo within the Project site/Project area would be **less than significant with mitigation incorporated**.

Project implementation would result in permanent impacts to approximately 4.51 acres of CDFW and RWQCB jurisdictional riparian/wetland resources and 1.63 acres of temporary impacts to CDFW jurisdictional riparian/wetland resources (refer to Figure 5.4-8 [CDFW Jurisdictional Impacts] and Figure 5.4-9 [RWQCB Jurisdictional Impacts]). Impacts to CDFW and RWQCB jurisdictional resources would require a Section 1602 Streambed Alteration Agreement from CDFW and a Section 401 Water Quality Certification from the RWQCB. Compensatory mitigation for permanent impacts to CDFW and RWQCB jurisdiction would be required as part of subsequent Section 1602 and 401 permitting requirements.

Project implementation would result in approximately 4.51 acres of permanent impacts to wetland WoUS and approximately 1.63 acres of temporary impacts to wetland WoUS (refer to Figure 5.4-10 USACE Jurisdictional Impacts. Impacts to USACE jurisdictional resources would require a Section 404 Individual Permit from USACE. Compensatory mitigation for permanent impacts to USACE jurisdictional resources would be requisite.

Impacts to riparian/wetland/streamed/waters jurisdictional resources would be addressed with implementation of mitigation measure **MM BIO-9**, which would include compensatory mitigation for the loss of these resources. Therefore, with the implementation of **MM BIO-3** and **MM BIO-9**,

impacts to jurisdictional resources within the Project site would be **less than significant with mitigation incorporated**.

Threshold C: ***Would the Project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less than Significant Impact with Mitigation Implementation

Project implementation would result in approximately 4.51 acres of permanent impacts to wetland WoUS and approximately 1.63 acres of temporary impacts to wetland WoUS. Impacts to USACE jurisdictional resources would require a Section 404 Individual Permit from USACE. Compensatory mitigation for permanent impacts to USACE jurisdictional resources would be required as part of subsequent Section 404 permitting requirements.

Impacts to wetland WoUS would be addressed with implementation of mitigation measure **MM BIO-9,** which would include compensatory mitigation for the loss of these resources. Therefore, with the implementation of **MM BIO-9**, impacts to wetland WoUS within the Project site would be **less than significant with mitigation incorporated**.

Threshold D: ***Would the Project 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?***

Less than Significant Impact with Project Design Components Implementation

Wildlife movement includes seasonal migration along corridors and daily movements for foraging. Migration corridors may include areas of unobstructed movement of deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and areas between roosting and feeding areas for birds.

The Project would improve wildlife movement and connectivity by increasing the potential for wildlife movement and increase the connectivity of the Prado Basin to the upstream areas of Chino Creek. The increased wildlife movement and connectivity would result from the removal of the existing Euclid Avenue roadway and the creation of an elevated viaduct structure. The Project would remove the anthropogenic barrier within the area to be replaced by suitable and navigable habitat providing terrestrial species the ability to move through this area without the pressures of direct mortality imposed by existing Euclid Avenue roadway. Therefore, any potential impacts would be reduced to a **less than significant level as a result of Project design components**.

Threshold E: ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less than Significant Impact with Mitigation Implementation

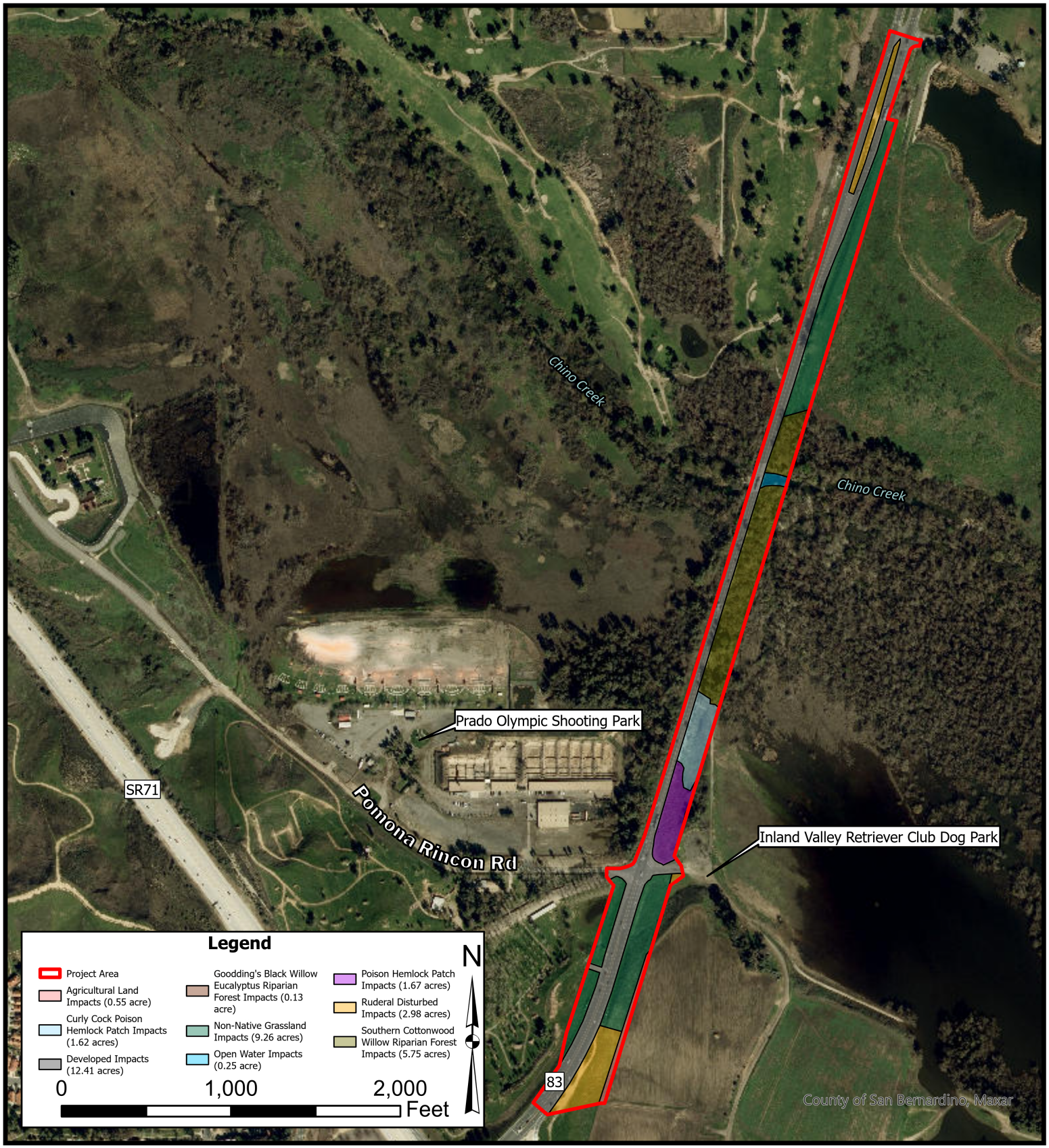
The Project would not conflict with any local policies or ordinances protecting biological resources. Required compliance with Federal and State laws and CFGC would guide the compensatory

mitigation to offset the Project impacts to riparian/wetland/streamed/waters/jurisdictional resources. With implementation of mitigation measure **MM BIO-9**, which would include compensatory mitigation for the loss of these resources, impacts to protected biological resources within the Project site would be **less than significant with mitigation incorporated**.

Threshold F: ***Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?***

Less than Significant Impact with Mitigation Implementation

The Project site is not located within an area that has an adopted Habitat Conservation Plan or Natural Community Conservation Plan, or other local or regional conservation plan. As outlined in the analysis for Threshold B above, the Project would result in impacts to critical habitat designated by the USFWS for least Bell's vireo and southwestern willow flycatcher. However, with the implementation of Mitigation Measures **MM BIO-3** and **MM BIO-9**, impacts to designated critical habitat within the Project site would be **less than significant with mitigation incorporated**.

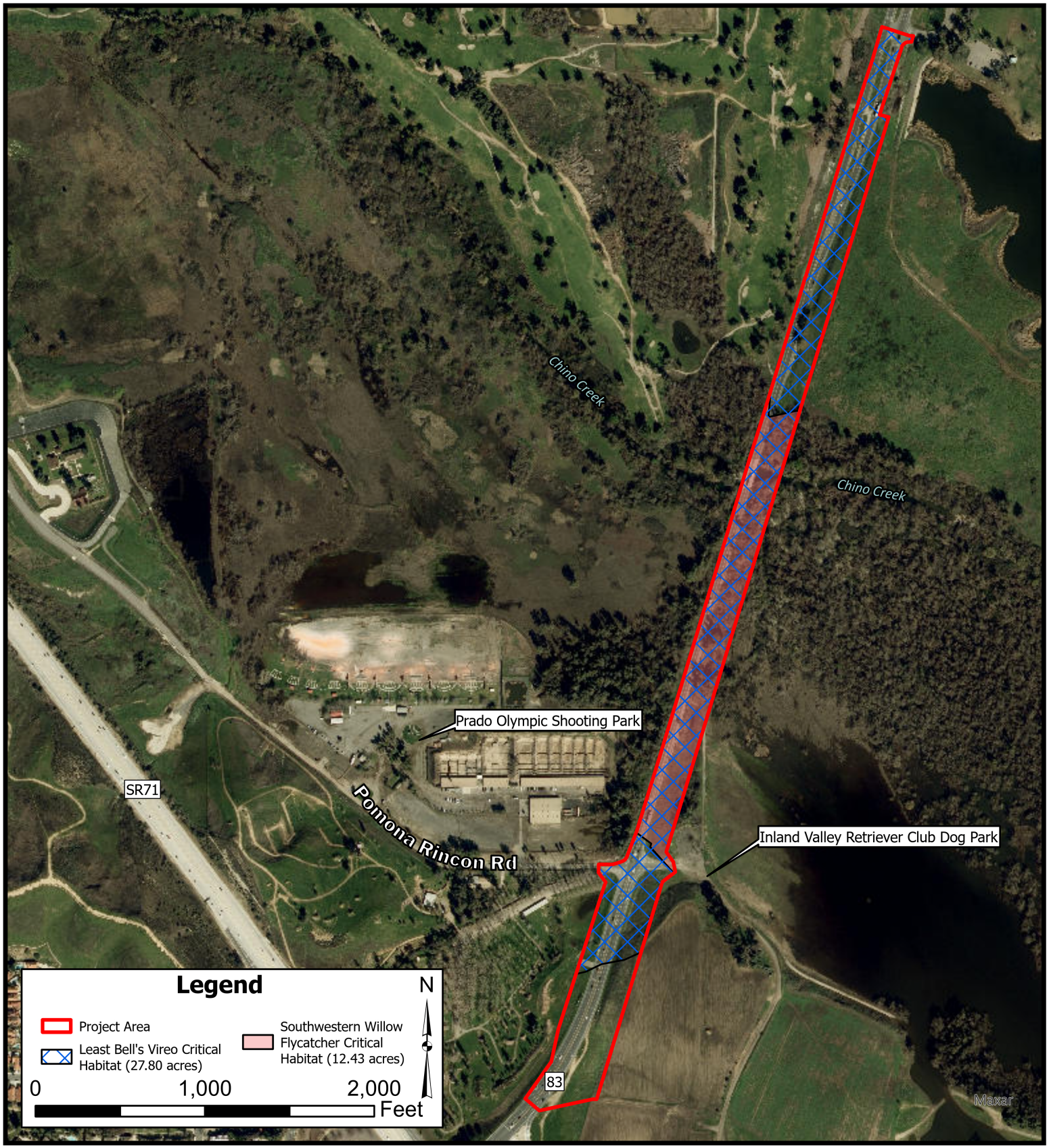


Euclid Avenue Bridge Project

Vegetation and Land Use Impact Map

RVA

Figure 5.4-6

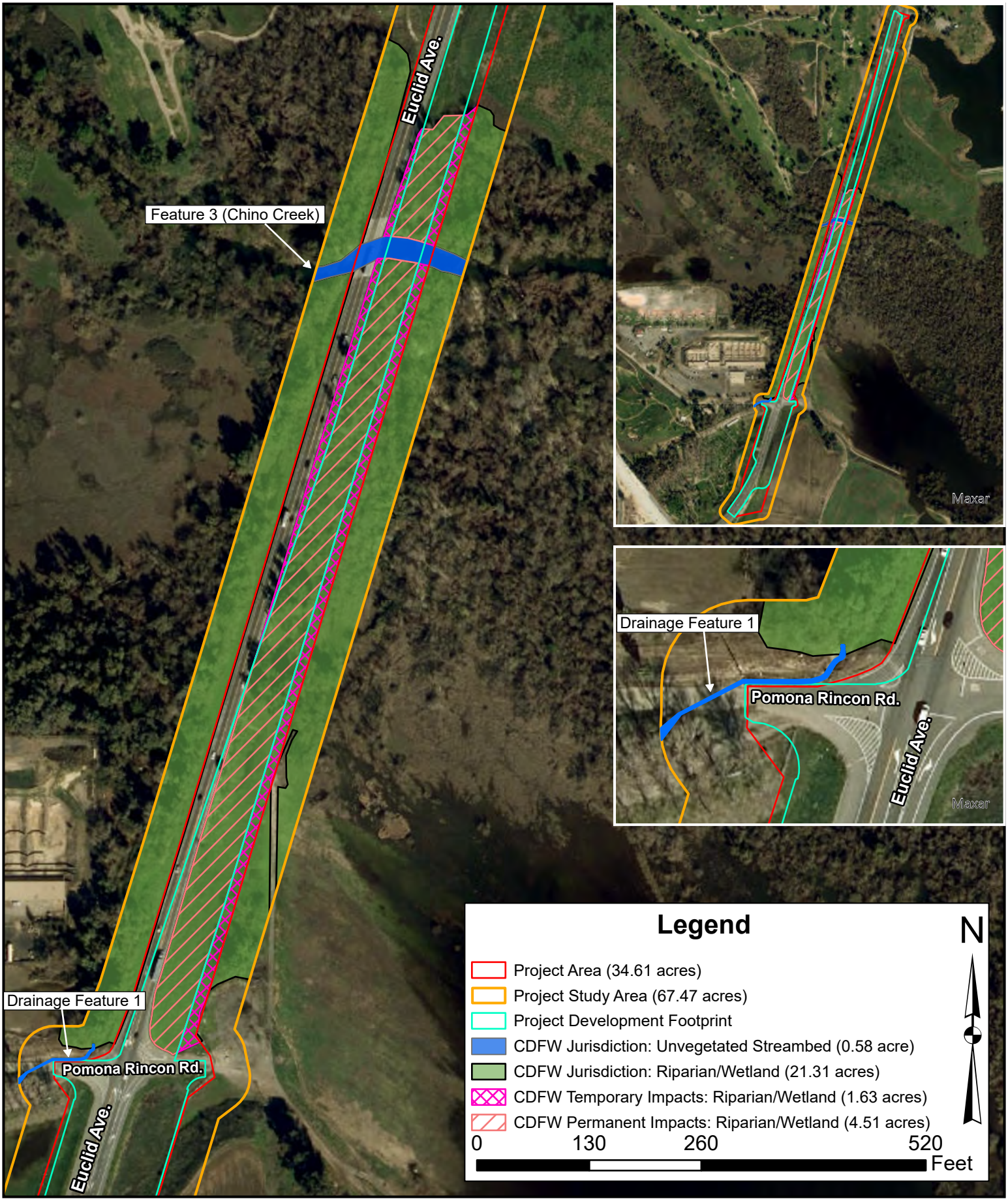


Euclid Avenue Bridge Project

Critical Habitat Impact Map

RVA

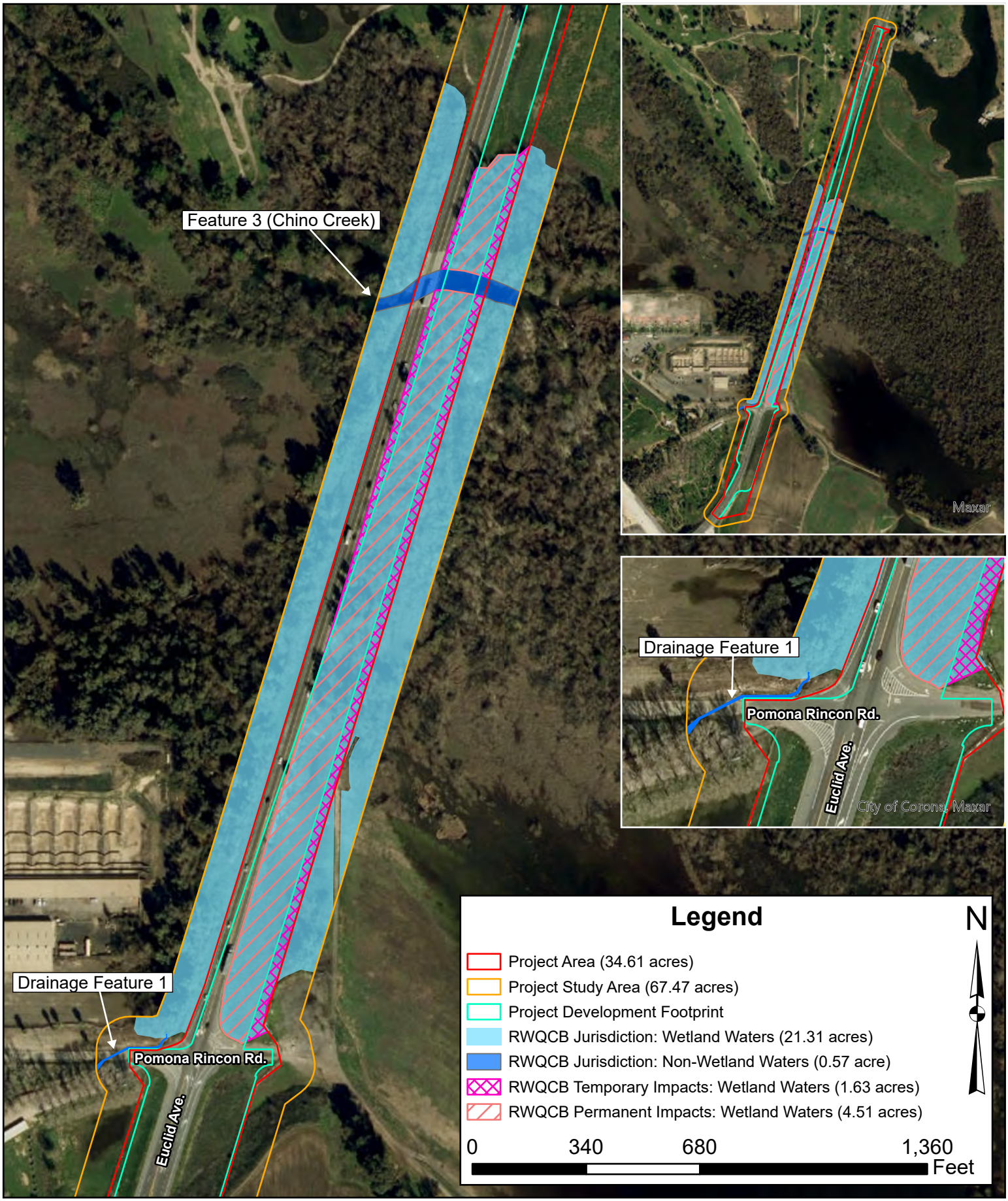
Figure 5.4-7



Euclid Avenue Bridge Project

CDFW Jurisdictional Impacts

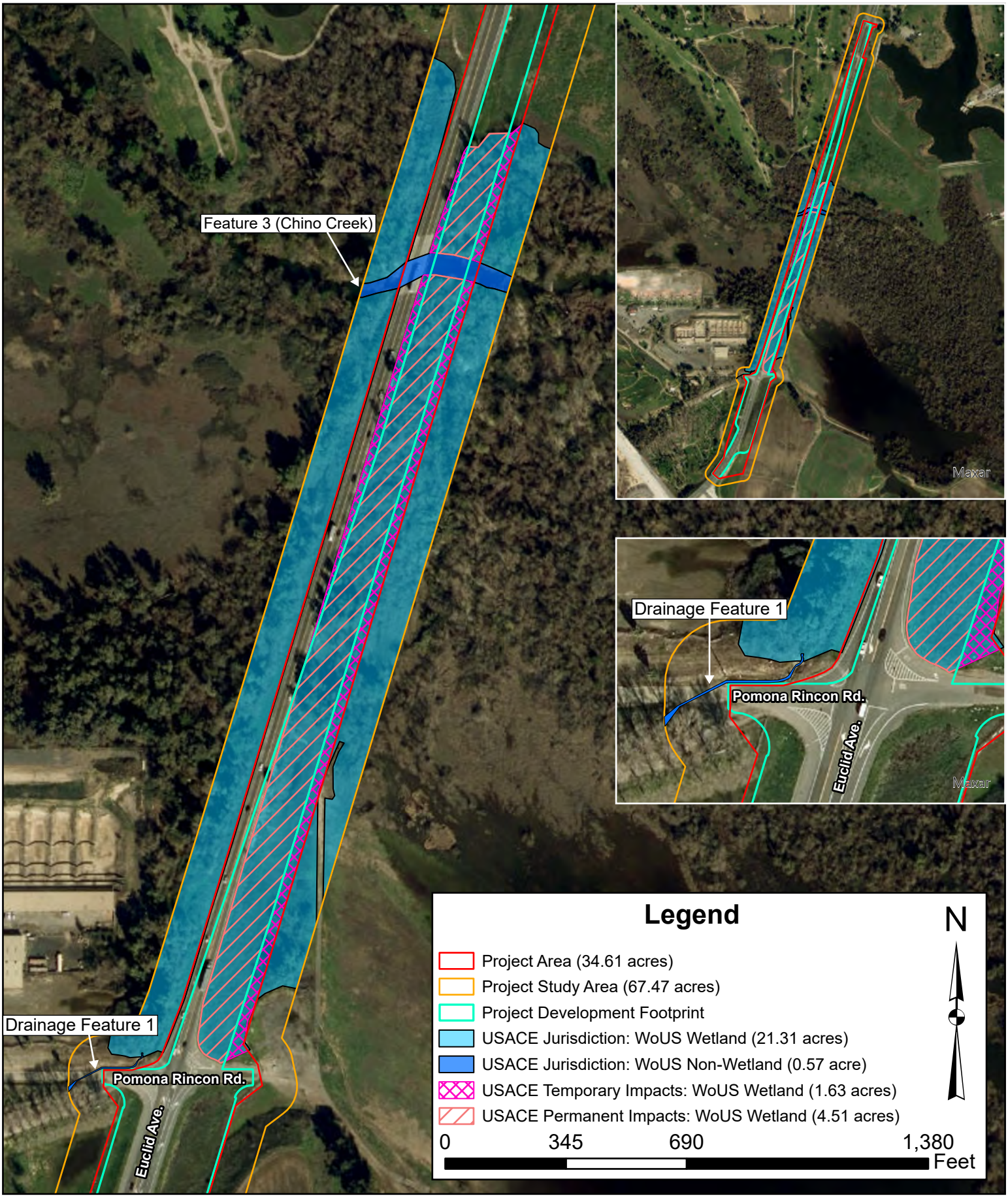
Figure 5.4-8



Euclid Avenue Bridge Project

RWQCB Jurisdictional Impacts

Figure 5.4-9



Euclid Avenue Bridge Project

USACE Jurisdictional Impacts

Figure5.4-10

5.4.6 Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures that could minimize significant adverse impacts (State CEQA Guidelines Section 15126.4).

MM BIO-1: Focused Plant Surveys. To avoid and/or minimize potential impacts to rare plant species. Prior to commencement of Project development (site preparation, grading, construction) in areas that could support special-status plant species, the City of Chino shall employ a qualified biologist who shall conduct pre-construction focused plant surveys to determine and delineate on a graphic the location and extent of any special-status plant species occurrences within the Project site/Project area. The focused plant surveys shall occur during the typical blooming periods of special-status plants with potential to occur within the Project site/Project area. The focused plant surveys shall follow California Department of Fish and Wildlife Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities (November 2009).

MM BIO-2: Nesting Bird Surveys. To avoid and/or minimize potential impacts to nesting migratory birds and raptors. Project activities such earthwork, clearing, grubbing, etc. will take place outside of the bird nesting season. If construction activities such as earthwork, clearing, grubbing, etc. cannot feasibly be conducted outside of the general bird nesting season for migratory birds and raptors (January 15 to September 15), a qualified biologist shall perform a pre-construction survey of potential nesting habitat to confirm the absence of active nests. The pre-construction nesting bird survey shall be performed no more than three (3) days prior to the start of construction activities. The results of the pre-construction survey shall be documented by the qualified biologist(s) and submitted to the appropriate agencies (i.e., CDFW) prior to construction. A report on the survey shall include survey methods and results in addition to recommended avoidance and minimization measures if active nests are located.

If the qualified biologist determines no active migratory bird nests are present within 300 feet (500 feet for raptors and special status species) of Project impacts, construction activities shall be allowed to proceed. If the qualified biologist determines an active migratory bird or raptor nest is present within the Project area, no impacts within 300 feet (500 feet for raptors and special status species) of the active nest(s) shall occur until the young have fledged the nest and the nest is confirmed to no longer be active. The qualified biologist may modify the avoidance buffer or propose other recommendations to minimize or avoid disturbance to nesting birds.

MM BIO-3: Least Bell's Vireo. To avoid and/or minimize potential impacts to least Bell's vireo. Prior to commencement of Project activities, the City of Chino shall submit a Mitigation Proposal for "take" compensation pertaining to permanent removal of riparian vegetation suitable for least Bell's vireo to USFWS and CDFW, who shall approve said Proposal prior to commencement of Project. The Proposal shall stipulate permanent removal of riparian vegetation suitable for least Bell's vireo shall be replaced at a minimum ratio of 3:1, with compensation to occur as creation, enhancement, and/or restoration. Compensation may occur through a combination of one or more of the following: on-site enhancement, re-establishment, and/or

creation; fee payment to other approved mitigation providers; off-site permittee-responsible mitigation; and/or other off-site mitigation within the Prado Basin or Santa Ana watershed. For all riparian habitat that would be temporarily removed during construction, restoration shall occur on-site or off-site at a 2:1 ratio through enhancement, re-establishment, and/or creation. The City of Chino shall coordinate compensation for occupied least Bell's vireo habitat with aquatic permitting mitigation requirements. Completion of compensation shall be completed prior to completion of Project construction and operation of the new bridge.

MM BIO-4: Construction Noise. To avoid and/or minimize potential impacts of noise on nesting birds and raptors. Should construction activities occur within nesting season, a qualified acoustician shall monitor noise within established buffers around active nests, as directed by a qualified biologist. If the noise levels exceed 60 dB, or if the biologists determine construction activities are disturbing nesting behavior, noise attenuation measures shall be implemented. These measures may include but not be limited to the installation of noise barriers and noise reducing features on construction equipment to ensure noise levels remain within acceptable levels at nest sites.

MM BIO-5: Focused Burrowing Owl Surveys. To avoid and/or minimize potential impacts to burrowing owls. Prior to commencement of Project development (site-clearing and grading) activities, the City of Chino shall employ a qualified biologist who shall perform focused surveys to determine presence/absence of burrowing owl on the Project site in accordance with the 2012 California Department of Fish and Game (CDFG) Staff Report on Burrowing Owl Mitigation (supersedes the 1995 Staff Report). In accordance with the 2012 Staff Report, the focused surveys shall occur between February 1 and August 31. In addition, the selected qualified biologist shall conduct a Pre-Construction "Take" Avoidance Burrowing Owl Survey within 14 days prior to Project site disturbance. If burrowing owl are confirmed absent during the "Take" Avoidance Survey, ground-disturbing Activities shall be allowed to commence, and no further Mitigation will be required.

If burrowing owl are detected during the "Take" Avoidance Survey, the City of Chino must consult with the California Department of Fish and Wildlife and shall apply for and secure an Incidental Take Permit (ITP) prior to any Project development activities.

MM BIO-6: Sensitive Fish and Herpetofauna. Prior to commencement of Project activities (site-clearing and grading), a qualified biologist shall conduct pre-construction surveys in suitable habitat to determine the presence or absence of special-status reptile, amphibian, and/or fish species within the Project site. These surveys shall be conducted in accordance with any required agency protocols. In addition, the following avoidance measures shall be implemented if any sensitive reptile, amphibian or fish species are found within the Project site:

1) Exclusionary fencing with one-way funnels shall be installed to prevent native species from entering the work areas while allowing them to leave;
2) A biological monitor shall be present prior to and during construction to perform a pre-construction sweep and to relocate any native species encountered during initial ground disturbance to predetermined release locations beyond the exclusion fencing; and

3) Biological monitors shall rake soils and duff at the base of trees along the edge of the roadway right-of-way in advance of grading activities and monitor during grading to relocate legless lizards potentially exposed by soil disturbance to areas beyond the exclusion fence. A qualified biologist shall prepare a Hazard Analysis Critical Control Plan which shall stipulate methods for preventing the spread of invasive species to be implemented by the construction crews.

MM BIO-7: **Sensitive Bat Species.** Prior to commencement of Project activities and if Project activities are proposed with the bat maternity roosting season (April 1 to August 1), the City of Chino shall employ a qualified biologist experienced with bats who shall conduct a Pre-Construction Survey within all suitable habitat within the Project site/area. The Pre-Construction Survey shall be conducted 30 days prior to commencing construction activities and shall consist of two (2) separate surveys conducted no more than a week apart. The second and final survey should be conducted no more than seven (7) days prior to commencing construction activities. The Pre-Construction Surveys should be conducted using a detector for echolocation calls, such as a bat detector system. The results of the Pre-Construction Bat Surveys shall be documented by the qualified biologist and submitted to the appropriate Responsible/Trustee Agencies for approval prior to commencement of Project development.

If the qualified biologist determines no sensitive bat maternity roosts are present, the construction activities shall be allowed to proceed without any further requirements. If it is determined sensitive bat maternity roosts are present, the following measures shall be implemented:

1) No construction activities shall occur within 300 feet of any sensitive bat maternity roosts. A qualified biologist shall clearly delineate any bat maternity roosts and any required avoidance buffers, which shall be clearly marked with flags and/or fencing prior to the initiation of construction activities.
2) If construction activities are proposed within 300 feet of a sensitive bat maternity roost, a biological monitor shall be required to observe the behavior of any roosting bats. The construction supervisor shall be notified if the construction activities appear to be altering the bats' normal roosting behavior. No construction activities will be allowed within 300 feet of bat maternity roosts until additional minimization measures are taken, as determined by the biological monitor in coordination with California Department of Fish and Wildlife. The biological monitor shall prepare written documentation of all monitoring activities and any additional minimization measures taken, which shall be submitted to California Department of Fish and Wildlife at the completion of construction activities.

MM BIO-8: Crotch's Bumblebee. Prior to commencement of Project activities, a qualified biologist familiar with Crotch's bumblebee behavior and life history shall conduct a pre-construction presence/absence survey for Crotch's bumblebee prior to site disturbance. If Crotch's Bumblebee were to be detected (or assumed present) within the disturbance footprint, the City of Chino shall coordinate with California Department of Fish and Wildlife to outline Project specific avoidance measures that if implemented would avoid the need for an Incidental Take Permit (ITP) and, if avoidance is not feasible, obtain an ITP prior to construction start.

MM BIO-9: Jurisdictional Resources. To avoid and/or minimize potential impacts to jurisdictional resources, the City of Chino shall provide compensation for permanent impacts on

Federal and State jurisdictional waters through a combination of one of more of the following: on-site enhancement, re-establishment, and/or creation; payment into an in-lieu fee program or other approved mitigation provider; permittee responsible mitigation; and/or other off-site restoration/mitigation within the Prado Basin or Santa Ana watershed. Compensation for the permanent loss of USACE non-wetlands and State streambeds shall be provided at a minimum 2:1 ratio and for USACE wetlands and non-wetland waters and CDFW streambed and associated riparian habitat will occur at minimum 3:1 ratio. Compensation for temporary impacts on jurisdictional waters, wetlands, and State streambeds shall be provided at a minimum 1:1 ratio.

MM BIO-10: **Biological Monitor.** A qualified biologist shall be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from the Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety.

MM BIO-11: **Nighttime Lighting.** The final design of the bridge shall eliminate all non-essential lighting. Lighting shall be shielded, cast downward, reduced in intensity to the greatest extent feasible, and shall not spill over onto adjacent sensitive habitat or upward into the night sky. The bridge shall include LED lighting with a correlated color temperature of 3,000 Kelvins or less. Replaced lighting shall be properly disposed of or recycled with a qualified recycler.

MM BIO-12: **Habitat Revegetation/ Restoration Plans.** Plans for restoration and revegetation shall be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans shall identify the assumptions used to develop the proposed restoration strategy. Each Plan shall include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic/non-native vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas shall extend across a sufficient time frame to ensure that the new habitat is established and self-sustaining.

Onsite propagules shall be collected from the Project site and nearby vicinity and utilized for restoration purposes. Onsite seed collection shall be initiated in advance of Project impacts in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level shall be used to develop appropriate restoration goals and local plant palettes. Reference areas shall be identified to help guide restoration efforts. Restoration objectives shall include protecting special habitat elements or re-creating them in all areas affected by the Project; examples include retention of woody material, logs, snags, rocks, and brush piles.

5.4.7 Cumulative Environmental Effects

Less than Significant with Mitigation Implementation

The Project, in conjunction with other planned and pending projects in the Project vicinity, would cumulatively increase the potential to encounter sensitive biological resources within the Prado Basin. There would be cumulatively considerable impacts to biological resources if the Project level impacts were significant for any of the cumulative projects. The planned and pending projects in the Project vicinity, listed in Section 4.3 (Developments Considered in Cumulative Impact Analysis) include infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

Potential impacts to biological resources are Project site-specific and would be reduced to a less-than-significant level due to implementation of mitigation measures **MM BIO-1** through **MM BIO-12** that would avoid impacts, reduce impacts, and mitigate unavoidable temporary and permanent impacts to biological resources. Each individual project would be required to comply with the applicable regulatory requirements and the consultation requirements for impacts to sensitive species and habitats, streambeds, wetlands, and waters of the US to mitigate any potential impacts to biological resources. Therefore, cumulative impacts to biological resources would be **less than significant with mitigation implementation** and would not be cumulatively considerable.

5.4.8 References

The following references were used in the preparation of this section of the EIR:

CNDDB	California Natural Diversity Database, RareFind 5. https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data (Accessed November 2025).
CNPS	California Native Plant Society Inventory of Rare Plants. https://rareplants.cnps.org (Accessed November 2025).
BTR	Ruth Villalobos & Associates, Inc., *Euclid Avenue Bridge Project Biological Technical Report.* February 2025. (Appendix C).
GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP EIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)
JD	Ruth Villalobos & Associates, Inc., *Euclid Avenue Bridge Project Preliminary Jurisdictional Delineation Report.* November 2024. (Appendix C).

5.5 Cultural Resources

This section evaluates the Project's potential impacts to historical resources, unique archaeological resources, and to disturbance of human remains.

The following discussion is based on the *Cultural Resources Assessment* prepared by BCR Consulting in January 2025. This report is included as Appendix D of this EIR.

5.5.1 Setting

Natural Setting

As outlined in the Cultural Resources Assessment (Appendix D), the Project site is located in the southwestern Chino Valley, which is bounded on the west by the Puente Hills, on the south by the Chino Hills, on the north by the foothills of the San Gabriel Mountains, and on the east by La Sierra and the Jurupa Mountains. Previous geologic mapping indicates that the Project site is situated entirely upon late Holocene fan deposits. These locally consist of poorly sorted sandy silt containing scattered pebbles and cobbles. Field observations during the current study are basically consistent with these descriptions, although heavy disturbances related to grading for local roads, agriculture, and dairies have displaced many of the native soils. None of the materials observed during the field survey exhibited evidence of the manufacture or acquisition of prehistoric stone tools or materials. The area containing the Project site exhibits a gentle southerly slope, which sits on a flood plain that feeds the Prado Flood Control Basin.

Cultural Setting

Ethnography

The Project site is located within the traditional boundaries of the Gabrielino. The Gabrielino probably first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries. The first documented encounter, however, occurred in 1769 when Gaspar de Portola's expedition crossed Gabrielino territory. The Gabrielino name has been attributed by association with the Spanish mission of San Gabriel and refers to a subset of people sharing speech and customs with other Cupan speakers (such as the Juaneño/Luiseño/Ajachemem) from the greater Takic branch of the Uto-Aztecan language family. Gabrielino villages occupied the watersheds of various rivers (locally including the Santa Ana) and intermittent streams. Chiefs were usually descended through the male line and often administered several villages. Gabrielino society was somewhat stratified and is thought to have contained three hierarchically ordered social classes which dictated ownership rights and social status and obligations.

History

Historic-era California is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present).

Spanish Period.

The first European to pass through the area is thought to be a Spaniard called Father Francisco Garces. Having become familiar with the area, Garces acted as a guide to Juan Bautista de Anza, who had been commissioned to lead a group across the desert from a Spanish outpost in Arizona to set up quarters at the Mission San Gabriel in 1771 near what today is Pasadena. Garces was followed by Alta California Governor Pedro Fages, who briefly explored the region in 1772. Searching for San Diego Presidio deserters, Fages had traveled through Riverside to San Bernardino, crossed over the mountains into the Mojave Desert, and then journeyed westward to the San Joaquin Valley.

Mexican Period.

In 1821, Mexico overthrew Spanish rule and the missions began to decline. By 1833, the Mexican government passed the Secularization Act, and the missions, reorganized as parish churches, lost their vast land holdings, and released their neophytes.

American Period.

The American Period, 1848–Present, began with the Treaty of Guadalupe Hidalgo. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. The cattle industry reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large pastoral estates in California, and demand for beef during the Gold Rush led to a cattle boom that lasted from 1849–1855. However, beginning about 1855, the demand for beef began to decline due to imports of sheep from New Mexico and cattle from the Mississippi and Missouri Valleys. When the beef market collapsed, many California ranchers lost their ranchos through foreclosure. A series of disastrous floods in 1861–1862, followed by a significant drought further diminished the economic impact of local ranching. This decline combined with ubiquitous agricultural and real estate developments of the late 19th century, set the stage for diversified economic pursuits that have continued to proliferate to this day.

Water Resources in Southern California.

Due to the Project site's proximity to Chino Creek and the Prado Flood Control Basin, a brief overview of Southern California water resources provides relevant context. Water management in California dates to the eighteenth century, the Spanish colonial period, when early settlements constructed dams, aqueducts, and irrigation systems to support missions and pueblos. Following the decline of the Gold Rush and rapid population growth in California led to a shift toward

agriculture, increasing water demand and necessitating the expanded use of surface water, groundwater, and irrigation infrastructure to support agricultural and early urban development.

By the late 19th and early 20th centuries, continued population growth and recurring flood events prompted the development of large-scale water management and flood control systems. Major infrastructure projects, including aqueducts, dams, and flood control channels, were constructed to regulate water supply, reduce flood risks, and support expanding urban uses. Notable developments included the Los Angeles Aqueduct and the establishment of regional flood control systems.

During the mid-20th century, additional regional water conveyance systems, including the Colorado River Aqueduct and the State Water Project, were developed to meet increasing demands associated with urbanization. These systems enabled the importation and distribution of water across Southern California, supporting continued economic and population growth.

In recent decades, water resource management has emphasized conservation, environmental protection, and supply diversification. Regulatory frameworks such as the Clean Water Act and the California Environmental Quality Act (CEQA), along with investments in recycled water, groundwater management, and storage facilities, have improved long-term water reliability. Southern California today relies on a combination of imported water, local groundwater, recycled water, and conservation measures to address ongoing drought conditions and meet regional demand.

Local Sequence

The Project site is located in the City of Chino. The name Chino is derived from the Santa Ana del Chino Rancho, a Mexican land grant confirmed on March 26, 1841. The name has been locally applied since before 1830 and was possibly related to the Native American Rancheria whose chief was a *chino* (a Spanish-American term for person of mixed descent). Some early American maps and reports incorrectly refer to the area as *China* but by 1862 the current spelling had been made official in the form of a U.S. General Land Office Map.

The Butterfield Stage Route passed through Chino, and it became a popular stage stop during the early American era. As in many local communities, this popularity led to land speculation and in 1887 Richard Gird laid out a subdivision in the area. In 1910 Chino was incorporated from the original Rancho. The rancho era had established an agricultural center and, being located on an alluvial plain at the nexus of three meandering watercourses, the region exhibited as much as four feet of fertile topsoil. As a result, the area became known for successful orchard and row crops, and eventually dairy.

Chino remained agricultural throughout the depression and World War II, but by the 1950s semi-rural subdivisions and dairies began to define the economic landscape. Favorable zoning encouraged Dutch dairy-farmers to settle, resulting in the formation of the most productive milk-producing community in the United States. Encroaching suburban settlements and the resulting

zone changes have since caused many dairies to relocate, resulting in a reconfiguration of large sections of Chino from agricultural to a retail/bedroom community.

5.5.2 Regulatory Setting

5.5.2.1 Federal Regulations

National Register of Historic Places

Cultural resources are considered during Federal undertakings chiefly under Section 106 of the National Historic Preservation Act of 1966 (as amended) through one of its implementing regulations, 36 Code of Federal Regulations (CFR) 800 (Protection of Historic Properties), as well as the National Environmental Policy Act. Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the National Historic Preservation Act. Other federal laws include the Archaeological and Historic Preservation Act of 1974, the American Indian Religious Freedom Act of 1978, the Archaeological Resources Protection Act of 1979, and the Native American Graves Protection and Repatriation Act of 1989, among others.

Section 106 of the National Historic Preservation Act (16 United States Code 470f) requires Federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP), and to give the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, the significance of any adversely affected cultural resource is assessed, and mitigation measures are proposed to reduce any impacts to an acceptable level. Significant cultural resources are those listed in or eligible for listing in the NRHP per the criteria listed below (36 CFR 60.4).

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, moved or reconstructed structures, properties primarily commemorative in nature, or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture or association with historically significant people or events. The vast majority of archaeological sites that qualify for listing do so under Criterion D -Research Potential.

Federal Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a Federal law that was established in 1990. NAGPRA provides a process for museums and federal agencies to return certain Native American cultural items–human remains, funerary objects, sacred objects, or objects of cultural patrimony to lineal descendants, and culturally affiliated Native American tribes and Native Hawaiian organizations. NAGPRA includes provisions for unclaimed and

culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on Federal and tribal lands, and penalties for noncompliance and illegal trafficking in these items. On March 15, 2010, the U.S. Department of the Interior issued a final rule on 43 CFR Part 10, of the NAGPRA Regulations – Disposition of Culturally Unidentifiable Human Remains. The final rule implements NAGPRA by adding procedures for the disposition of culturally unidentifiable Native American human remains in the possession or control of museums or Federal agencies. The rule also amends sections related to purpose and applicability of the regulations, definitions, inventories of human remains and related funerary objects, civil penalties, and limitations and remedies. The rule became effective on May 14, 2010.

Federal curation regulations are also provided in 36 CFR 79, which apply to collections that are excavated or removed under the authority of the Antiquities Act (16 United States Code [USC] 431-433), the Reservoir Salvage Act (16 USC 469-469c), Section 110 of the National Historic Preservation Act (16 USC 470h-2), or the Archaeological Resources Protection Act (16 USC 470aa-mm). Such collections generally include those that are the result of a prehistoric or historic resources survey, excavation or other study conducted in connection with a Federal action, assistance, license, or permit.

5.5.2.2 State Regulations

CEQA Guidelines and California Register of Historic Resources

The California Register of Historical Resources (CRHR) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR helps government agencies identify, evaluate, and protect California's historical resources, and indicates properties to be protected from substantial adverse change (California Public Resources Code [PRC], Section 5024.1(a)). The CRHR is administered through the State Office of Historic Preservation (OHP) that is part of the California State Parks system.

A historical resource is one listed in or determined to be eligible for listing in the CRHR, a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]). A resource shall be considered *historically significant* if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
2. Is associated with the lives of persons important in our past
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
4. Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting one or more of the above criteria, the CRHR requires sufficient time to have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is a general estimate of the time needed to understand the historical importance of a resource according to the State Office of Historic Preservation. The CRHR also requires a resource to possess integrity, defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Archaeological resources can sometimes qualify as "historical resources" (State CEQA Guidelines, Section 15064.5[c][1]).

According to CEQA, all buildings constructed over 50 years ago which also possess architectural or historical significance may be considered potential historic resources. Most resources must meet the 50-year threshold for historic significance, but resources less than 50 years in age may be eligible for listing on the CRHR if it can be demonstrated that sufficient time has passed to understand their historical importance.

If a project can be demonstrated to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, the probability is high it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person

The State administers two other programs: California Historical Landmarks and California Points of Historical Interest. California Historical Landmarks are buildings, sites, features, or events of statewide significance with anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events of local (County or City) significance with anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

California Health and Safety Code Sections 7050.5, 7051, and 7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures. California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has determined the origin and disposition pursuant to PRC Section 5097 et seq. described in Section 4.4.2.2.c below. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric (Native American), the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials.

Native American Historic Cultural and Sanctified Cemetery Sites (PRC Section 5097 et seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to a year in jail to deface or destroy a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the CRHR. In 2006, the law was amended to revise the process for the discovery of Native American remains during land development. The revisions require culturally sensitive treatment of Native American remains, and to require meaningful discussions and agreements concerning treatment of the remains at the earliest possible time. The intent is to foster the preservation and avoidance of human remains during development. The changes in the law allow additional time to notify, consult, and confer with the MLD/Native American representatives on any given project. In addition, the new language provides more protection for re-internment sites.

Specifically, PRC Section 5097.9 states that no public agency, and no private party using or occupying public property or operating on public property, shall interfere with the free expression or exercise of Native American religion, nor shall any such agency cause severe or irreparable damage to any Native American Sanctified Cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require.

Assembly Bill 52

California Assembly Bill (AB) 52 specifies that a project that causes a substantial adverse change in the significance of tribal cultural resources may have a significant effect on the environment. AB 52 requires that a lead agency consult with California Native American tribes that are traditionally and culturally affiliated with geographic areas and that request notification. AB 52 applies to projects that have a notice of preparation or a notice of negative declaration or mitigated negative declaration on or after July 1, 2015. This bill also requires the separate consideration of tribal cultural resources in the CEQA thresholds.

Assembly Bill 52 Consultation Process

Any project within the Planning Area that requires a notice of preparation, mitigated negative declaration, or environmental impact report requires AB 52 consultation, which would entail the following:

1. Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project and have requested to the lead agency, in writing, to be informed of projects.

2. Such California Native American tribes have 30 days of receipt of formal notification to request consultation. Prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency must begin consultation with the tribe who requested consultation.

To help determine whether a Project may have a substantial adverse change in the significance of a tribal cultural resource, AB 52 requires a lead agency to consult with any California Native American tribe that requested consultation and is traditionally and culturally affiliated with the geographic area of a Project.

The lead agency shall document all areas of agreement and disagreement reached during consultation. If consultation is unilaterally concluded with agreement of such conclusion by the tribe consulted, the lead agency must demonstrate and document that it has acted in good faith and satisfied the procedural requirements for concluding consultation. An environmental document shall not be released until the lead agency has initiated consultation with California Native American tribes that have requested notification and consultation pursuant to AB 52.

5.5.2.3 Local Regulations

Municipal Code

City of Chino Municipal Code

Municipal Code Title 8: Health and Safety, Section 7050: Definitions, defines historic structures as those buildings listed in the NRHP or listed on a state inventory of historic places or a local

inventory of historic places. Variances may be issued for the repair or rehabilitation of historic structures under 8.60.270: Conditions of Variances.

City of Chino 2045 General Plan

The following City General Plan 2045 Goals and Policies pertaining to Cultural Resources are relevant to the Project/Project site.

Land Use and Community Character Element

- **Policy LCC-7.3:** Foster the preservation, restoration, and compatible reuse of historically significant structures and sites in Chino while accommodating new development.
- **Policy LCC-7.6:** Maintain opportunities for a dialogue with local Native American groups regarding cultural resources in Chino.
- **Policy LCC-7.7:** Continue to comply with federal and state regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
- **Policy LCC-7.8:** Treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California PRC. The City shall collaborate with the MLD identified by the NAHC.

Health and Environmental Quality Element

Goal HEQ-8: Healthy Environment. Preserve, protect, and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

- **Policy HEQ-8.7:** Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.

5.5.3 Project Design Considerations

The Project does not include specific design considerations related to reducing potential impacts to cultural resources as no existing resources have been identified within the Project site (described in further detail below). Nonetheless, appropriate mitigation measures have been recommended by consulting Native American tribes (as outlined in Section 5.18 Tribal Cultural Resources) and will be implemented as part of the Project to ensure any potential impacts to previously unidentified cultural resources would be minimized and/or avoided.

Methodology

The analysis of Cultural Resources impacts is based on empirical research presented in the Cultural Resources Assessment prepared for the Project. The full report is included as Appendix D of this EIR. Beyond those described in Section 5.5.2, Related Regulations, the methodologies and significance thresholds employed for the cultural resources impact analyses follow.

Cultural Resources Records Search

An archaeological records search was conducted at the SCCIC on October 29, 2024. This included a review of all recorded historic and prehistoric cultural resources, as well as a review of known cultural resources, and survey and excavation reports generated from projects located within a one mile radius of the Area of Potential Effects (APE). In addition, a review was conducted of the National Register of Historic Places (National Register), the California Register, and documents and inventories from the California Office of Historic Preservation including the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Built Environment Resources Directory (BERD).

The records search indicated there have been 63 previous studies within one (1) mile of the Project site. Eight of the previous studies included portions of the Project area. The records search identified 43 cultural resources within a one-mile radius of the APE, of which two cultural resources (a historic-period water channel designated P-36-6817 and a historic-period road designated P-36-24903) have been previously identified within its boundaries. Additional research revealed that the Project site is located within a segment of historic-period Euclid Avenue, a thoroughfare from the foothills of Mount Baldy in Upland, California to its terminus at State Route 71 to the south. The portion of Euclid Avenue occupied by the Project site was constructed between 1948 and 1952 and widened from two to four lanes along its northernmost 0.3 miles between 1973 and 1976. The southern 400 feet was redirected between 1987 and 1988. It originally curved south to merge onto State Route 71 gradually but now crosses over the CA-71 and becomes Butterfield Ranch Road. A segment of Euclid Avenue commencing approximately six miles to the north from Philadelphia Avenue in Ontario to 24th Street in Upland is listed in the National Register under Criterion C as a significant example of landscape architecture. That segment was conceived by the Chaffey Brothers in 1883. Although it is now part of the same named street, the Project alignment has no contextual link to the segment that is listed in the National Register.

Native American Scoping

In accordance with the City requirement for discretionary tribal notification (“scoping”), BCR requested a review of the Sacred Lands File and a list of Native American contacts from the Native American Heritage Commission (NAHC) for the Project. The results of a Sacred Lands File search were obtained from the NAHC on October 29, 2024, which reported negative results.

The City of Chino (City) as the Lead Agency under CEQA conducted Tribal Consultation pursuant to Assembly Bill 52. The City contacted five tribes of which only the Gabrieleno Band of Mission Indians-Kizh Nation requested Tribal Consultation. Gabrieleno Band of Mission Indians-Kizh Nation has provided substantial provided tribe specific mitigation measures outlined in Section 5.18 (Tribal Cultural Resources) of this EIR. In addition, the Morongo Band of Mission Indians submitted a request for consultation after the expiration of the 30-day response period; however, the City has elected to accept the late request and proceeded with consultation.

No response was received from any of the other individuals/tribes contacted.

Archaeological Field Survey

On October 31, 2024, BCR personnel conducted an archaeological field survey of the Project area. The survey was conducted by walking parallel transects spaced approximately 15 meters apart within 100 percent of the accessible APE. Digital photographs were taken at various points within the Project site. These included overviews as well as producing detailed photographs of all cultural resources. The purpose of this survey was to identify and document, prior to the beginning of ground-disturbing activities, any cultural resources and thus also to identify any area(s) that might be sensitive for buried cultural resources.

During the field survey BCR personnel carefully inspected the Project site and identified segments of the Pomona Rincon Road (designated P-36-6817), Euclid Avenue (designated P-36-15982), and the Cypress Channel (designated P-36-24903), each of which partially occupy the Project site. No other cultural resources (including prehistoric or historic archaeological or historic architectural resources) were identified during the field survey. The Project site has been subject to severe disturbances related to road and utility installation, maintenance, and alterations, and to flood control activities. Sediments, where visible, consist of sandy silt.

5.5.4 Thresholds of Significance

The City of Chino has adopted the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. The Environmental Checklist for the Project indicates that impacts related to the Euclid Bridge Avenue Project may be considered potentially significant if the proposed project would:

- (Threshold A) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;
- (Threshold B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- (Threshold C) Disturb any human remains, including those interred outside of dedicated cemeteries.

5.5.5 Environmental Impacts

Threshold A: ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines?***

No Impact

Results of the SCCIC records search indicated that 43 cultural resources have been previously recorded within a one-mile radius of the Project site, based on the results of 63 prior cultural resources investigations. Of these studies, eight have assessed portions of the current Project site, resulting in the identification of three previously recorded cultural resources within its boundaries: the Pomona Rincon Road (P-36-6817), Euclid Avenue (P-36-15982), and the Cypress Channel (P-36-24903).

A segment of Euclid Avenue located approximately six miles to the north in the City of Upland (from Philadelphia Avenue in Ontario to 24th Street) is listed in the National Register of Historic Places under Criterion C for landscape architecture, having been conceived by the Chaffey Brothers in 1883. The Project site has no contextual association with the listed segment of Euclid Avenue in Upland and is not included in that designation.

As described in the Cultural Resources Assessment prepared for the Project/Project site, BCR Consulting evaluated Pomona Rincon Road (P-36-6817), Euclid Avenue (P-36-15982), and the Cypress Channel (P-36-24903) for eligibility for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). None of the three resources retain sufficient integrity to convey historical significance due to grading, channelization, resurfacing, and other alterations. Accordingly, the portions of these resources within the Project site are not eligible for listing in the NRHP or CRHR, are not considered historic properties under Section 106 of the NHPA and are not considered historical resources under CEQA.

Because no historical resources, as defined in CEQA Guidelines §15064.5, are present within the Project site, the Project would not cause a substantial adverse change in the significance of a historical resource. The Project would therefore have **no impact** on historical resources.

Threshold B: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines?***

Less than Significant Impact with Mitigation Incorporated

The SLF search yielded negative results and the SCCIC results indicated that no previously recorded archaeological resources were located within the Project site. No archaeological resources were identified as a result of the pedestrian survey. However, SCCIC results indicated 43 cultural resources were identified within a one-mile radius of the Project site (consisting of granitic milling features, lithic scatter, ancillary buildings, building foundations, privies, and various prehistoric and historic resources unlisted in the record search), majority of which are located at least half a mile away from the Project site.

Furthermore, there is no evidence that the Project contains or is sensitive for human remains, including those interred outside of dedicated cemeteries. As such, the Project is not likely to disturb any human remains. Disturbances associated with road construction and maintenance, and flood management at the Project site have been severe and disrupted soil beyond depths at which buried cultural resources are likely. As a result, the potential to encounter in-situ remains associated with significant archaeological materials during Project-related excavation is low. While the current study has not indicated sensitivity for unknown cultural resources within the Project boundaries, ground disturbing activities always have the potential to reveal buried deposits not observed on the surface.

Considering the surrounding recorded resources located within a one-mile radius of the Project site there is a low to moderate likelihood to the unanticipated discovery of archaeological resources during the construction process below previously disturbed depths. Therefore, based on the available information, the Project area is considered to have low to moderate sensitivity for potential impacts to archaeological resources. Moreover, the City also engaged in consultation with the Gabrieleño Band of Mission Indians – Kizh Nation and the Morongo Band of Mission Indians pursuant to Assembly Bill 52. Both tribes requested consultation and recommended mitigation measures (**MM TCR-1** through **MM TCR-11**) to address the potential for inadvertent discovery of Tribal Cultural Resources during construction activities.

The City will incorporate and implement these measures, which include provisions for tribal monitoring, archaeological oversight, worker awareness training, and established procedures for the identification, evaluation, and treatment of discovered resources, including human remains. These measures provide additional safeguards by ensuring the presence of qualified professionals and tribal representatives during ground-disturbing activities, establishing clear stop-work and notification protocols, and prioritizing avoidance and preservation in place where feasible. Therefore, potential impacts to archaeological resources would be **reduced to a less-than-significant level with implementation of MM TCR-1 through MM TCR-11**.

Threshold C: *Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less than Significant Impact

The Project's Cultural Resource Assessment did not report the presence or discovery of human remains. However, construction could have the potential to disturb or destroy previously undiscovered, buried Native American human remains as well as other human remains, including those interred outside of formal cemeteries. All parties shall be consistent with Public Resources Code §5097.98, sites containing human remains must be identified and treated in a sensitive manner. In the event that Native American human remains or other human remains are

inadvertently discovered during Project-related construction activities, compliance with State Law, would reduce potential Project-related impacts to **less than significant.**

5.5.6 Proposed Mitigation Measures

Refer to Section 5.18, Tribal Cultural Resources for mitigation measures **MM TCR-1** through **TCR-11.**

5.5.7 Cumulative Environmental Impacts

Less than Significant with Mitgation

The Project, in conjunction with other planned and pending projects in the Project vicinity, would cumulatively increase the potential to encounter sensitive cultural and archaeological resources. There would be cumulatively considerable impacts to cultural resources if the Project level impacts were significant for any of the cumulative projects. The planned and pending projects in the Project vicinity, listed in Table 4.0-1 include infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

In the event that cultural and/or archaeological resources or tribal resources are discovered, each individual project would be required to comply with the applicable regulatory requirements and mitigate any potential impacts to resources on the individual project site. Potential cumulative impacts of the Project would be reduced to a less than significant level due to implementation of mitigation measures **MM TCR-1** through **MM TCR-11** that would protect cultural and archaeological resources and State law, California Health and Safety Code Section 7050.5(b), that would protect human remains. Compliance with CEQA requirements, including the implementation of recommendations provided in project-specific cultural resource studies for each infrastructure project would ensure that cumulative impacts to Cultural Resources would be **less than significant with mitigation** implemented and would not be cumulatively considerable.

5.5.8 References

The following references were used in the preparation of this section of the EIR:

BCR 2025	BCR Consulting LLC., *Cultural Resources Assessment, Euclid Avenue Bridge Project*, January 2025. (Appendix D)
GP 2045	City of Chino 2045 General Plan. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)

5.6 Energy

The focus of this section is to analyze potential Project impacts related to Energy. The analysis in this section is based on data and information in the *Chino Euclid Bridge Air Quality, Greenhouse Gas and Energy Assessment,* prepared by Urban Crossroads, Inc. (UCI 2024), Appendix B.

5.6.1 Setting

This section provides an overview of the existing Energy conditions in the Project area and region.

Existing Energy Setting

Energy use can affect air quality and other natural resources adversely. Energy is primarily categorized in three areas: electricity used in buildings and cities for lighting and other services; natural gas used for building heating, cooking, and other industrial processes; and fuels used for transportation. Fossil fuels used for any of these types of energy must be burned to create electricity that powers homes and commercial/industrial buildings, to create heat, and to power vehicles. The burning or combusting of fuels releases pollutants and greenhouse gas (GHG) emissions. Many factors affect the level of impact from fuels. When used in transportation, the impact from energy corresponds to the fuel efficiency of cars, trucks, and public transportation; the mode of travel such as auto, carpool, and public transit; miles traveled by these modes; and the type of fuel used. Construction and routine operation and maintenance of transportation infrastructure also consume energy as do residential, commercial, and industrial land uses. This typically occurs through the use of natural gas for heating, cooking, and industrial processes along with the use of electricity.

California Energy Use Overview

The most recent data for California's estimated energy consumption by source, Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2020 (EIA 2023), included:

- Approximately 6,015.2 trillion British Thermal Units (BTU) of total energy;
- Approximately 3,488.7 BTU by petroleum sources;
- Approximately 1,500.9 BTU from natural gas sources; and
- Approximately 28.7 BTU from coal sources.

The most recent data provided by the United States Energy Information Administration (EIA) for energy use in California by demand sector is from 2020 and is reported as follows:

- Approximately 50.4 percent transportation;
- Approximately 21.8 percent industrial;
- Approximately 13.0 percent commercial; and
- Approximately 14.8 percent residential.

In 2024, the total electric generation for California was 278,838 gigawatt hours (GWh), which is 0.8 percent, or 2,302 GWh less than in 2023. Renewable energy generation increased 6.8 percent in 2024 from 2023 and renewable energy accounted for 3.68 percent more of the total system mix than in 2023. Table 5.6-1 provides total system electricity generation for California in 2024. (CEC 2026)

Table 5.6-1 – California 2024 Total System Electric Generation

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Total California Energy Mix (GWh)	Total California Power Mix
Coal	263	0.12%	124	5,775	5,899	6,162	2.21%
Natural Gas	86,479	40.00%	84	8,091	8,176	94,655	34.01%
Oil	36	0.02%	-	0	0	36	0.01%
Other (Waste Heat/Petroleum Coke)	198	0.09%	13	9	22	220	0.08%
Unspecified	-	0.00%	80	3,971	4,051	4,051	1.46%
Total Thermal and Unspecified	**86,976**	**40.23%**	**301**	**17,846**	**18,147**	**105,123**	**37.77%**
Nuclear	18,379	8.50%	208	9,026	9,234	27,613	9.92%
Large Hydro	25,222	11.67%	4,479	1,079	5,558	30,780	11.06%
Biomass	4,754	2.20%	614	26	640	5,394	1.94%
Geothermal	10,453	4.84%	212	2,139	2,351	12,803	4.60%
Small Hydro	3,969	1.84%	269	2	270	4,240	1.52%
Solar	50,666	23.44%	536	8,081	8,616	59,283	21.30%
Wind	15,761	7.29%	9,195	8,145	17,341	33,102	11.89%
Total Non-GHG and Renewable Resources	**129,205**	**59.77%**	**15,512**	**28,498**	**44,010**	**173,215**	**62.23%**
Total Energy	**216,181**	**100.00%**	**15,813**	**46,344**	**62,157**	**278,338**	**100.00%**

A summary of, and context for, energy consumption and energy demand within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- In 2024, California was the eighth-largest producer of crude oil among the 50 states, and it ranked third in crude oil refining capacity.
- California is the largest consumer of jet fuel and the second-largest consumer of motor gasoline after Texas.

- In 2024, California was the second-largest total energy consumer among the states after Texas, but its per capita energy consumption was the third lowest in the nation.
- In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass energy. The State was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand.
- In 2024, California was the fourth-largest electricity producer in the nation, the nation's third-largest electric consumer, and the second-largest electricity importer in the nation. In 2020, the State received about 30% of its electricity supply from generating facilities outside of California, including imports from Mexico (EIA 2023).

5.6.2 Regulatory Setting

Federal and State agencies regulate energy use and consumption through various means and programs. On the Federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (USEPA) are three Federal agencies with substantial influence over energy policies and programs. On the State level, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are two agencies with authority over different aspects of energy.

5.6.2.1 Federal Regulations

Energy Policy Act of 2005

The Energy Policy Act of 2005 seeks to reduce reliance on nonrenewable energy resources and provide incentives to reduce current demand for these resources. For example, under the Energy Policy Act, consumers and businesses can obtain Federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary microturbine power plants, and solar power.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 aims to move the United States toward greater energy independence and security; increase the production of clean renewable fuels; protect consumers; increase the efficiency of products, buildings, and vehicles; promote greenhouse gas (GHG) research; improve the energy efficiency of the Federal government; and improve vehicle fuel economy.

5.6.2.2 State Regulations

California Energy Commission (CEC)

The CEC is the State's primary energy policy and planning agency and it plays a critical role in creating a clean and modern energy system. State Bill (SB) 1389 (Chapter 568, Statutes of 2002) requires the CEC to prepare an Integrated Energy Policy Report biennially at a minimum. the 2023 Integrative Energy Policy Report (IEPR) released by the CEC has shown that fuel

efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements.

SB 1389

In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every two (2) years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental costs.

Integrated Energy Policy Report

As described, SB 1389 requires the CEC to prepare a biennial Integrated Energy Report. The report contains an integrated assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors. The Report provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety. (CEC 2023)

The CEC adopted the Final 2024 Integrated Energy Policy Report Update (IEPR) in October 2025 (CEC, 2025). The 2024 IEPR studies the Western electricity markets, forecasts California's energy demand from 2024 to 2040, analyzes long term energy demand scenarios, and evaluates the feasibility, costs and benefits of wave and tidal energy resources. The Final 2024 IEPR Update projected California statewide electricity consumption in 2040 to be approximately 395,870 GWh (mid baseline consumption), which includes significant increase in data center loads (27,000 GWh under baseline consumption) compared to 2023.

Assembly Bill 2076

Assembly Bill (AB) 2076 (passed in 2000, Shelley, Chapter 936, Statutes of 2000) directs CARB and the CEC to develop and adopt recommendations for the Governor and the Legislature on a strategy to reduce California's dependence on petroleum.

5.6.2.3 Regional Regulations

There are no regional regulations pertaining to energy that are relevant to this Project.

5.6.2.4 Local Regulations

City of Chino 2045 General Plan 2045

The City's GP 2045 contains the following Objective, Policy, and Action that seek to reduce energy use in the City and to provide energy-efficient and renewable energy sources and that are relevant to the Project.

Objective HEQ-6: Wise use of resources. Use water and energy wisely and promote reduced consumption.

Policy HEQ-6.4: Continue to implement energy and water conservation measures in City facilities and operations.

Action HEQ-6.A: Use Climate Action Plan to help guide energy and water reduction efforts.

City of Chino Climate Action Plan (CAP)

The City of Chino adopted the 2020-2030 CAP Update on November 17, 2020, which went into effect on January 1, 2021. The 2020-2030 CAP Update considers the previous Energy goals as identified in the 2013 CAP and proposes new Goal, with the following Goal applicable to the Project

Goal Energy-4: Continue to upgrade 50 percent or more outdoor lighting fixtures in residential and commercial settings, and 100 percent of traffic signals to use LEDs.

5.6.3 Project Design Considerations

There are no Project-specific design considerations related to Energy.

5.6.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines, the Project may result in a significant impact related to Energy if the Project would:

- (Threshold A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; or
- (Threshold B) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

In addition, Appendix F of the State CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- (Threshold C)
    - Decreasing overall per capita energy consumption;
    - Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
    - Increasing reliance on renewable energy sources.

5.6.5 Emission Factors Model

Vehicle fuel efficiencies for light-duty-auto vehicles (LDA), light-duty-trucks (LDT1), and light-duty-trucks (LDT2) were estimated using information generated within the 2021 version of the EMFAC developed by the California Air Resources Board (CARB). EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and vehicle miles traveled (VMT) from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources

. EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the Riverside South-Coast sub-area for the 2025 calendar year.

Construction Equipment Fuel Estimates

The most recent version of CalEEMod (Version 2022.1.0) was used to develop the construction equipment inventory and calculate the construction emissions. Table 5.6-2 (Project Construction Equipment Used by Construction Phase) lists the estimated construction equipment that would be used during Project construction as estimated by CalEEMod default values.

Table 5.6-2 – Project Construction Equipment Used by Construction Phase

Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hours/ day	Total Fuel Consumption
Clearing and Grubbing	5	Rubber Tired Loaders	150	4	8	0.36	1,728	467
		Cranes	367	1	8	0.29	851	230
		Off-Highway Trucks	376	6	8	0.38	6,858	1,854
Grading	10	Rubber Tired Dozers	367	2	8	0.40	2,349	1,270
		Graders	148	1	8	0.41	485	262
		Off-Highway Trucks	376	1	8	0.38	1,143	618
Foundation Construction	114	Bore/Drill Rigs	83	1	8	0.50	332	2,046
		Cranes	367	2	8	0.29	1,703	10,493
		Other Construction Equipment	82	1	8	0.42	276	1,698
		Other Material Handling Equipment	93	6	8	0.40	1,786	11,003
		Skid Steer Loaders	71	1	8	0.37	210	1,295
		Forklifts	82	1	8	0.20	131	808
		Aerial Lifts	46	1	8	0.31	114	703
		Generator Sets	14	1	8	0.74	83	511
		Off-Highway Trucks	376	1	8	0.38	1,143	7,044
Substructure Construction	190	Cranes	367	2	8	0.29	1,703	17,489
		Aerial Lifts	46	4	8	0.31	456	4,687
		Forklifts	82	2	8	0.20	262	2,695
		Off-Highway Trucks	376	1	8	0.38	1,143	11,739
Superstructure and Approach Embankment Construction	242	Cranes	367	1	8	0.29	851	11,138
		Aerial Lifts	46	4	8	0.31	456	5,969
		Forklifts	82	4	8	0.20	525	6,865
		Off-Highway Trucks	376	8	8	0.38	9,144	119,618
		Rollers	36	1	8	0.38	109	1,432
		Rubber Tired Loaders	150	1	8	0.36	432	5,651
		Graders	148	1	8	0.41	485	6,350
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION								***233,934***

As presented in Table 5.6-2 above, Project construction activities would consume an estimated 233,934 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

With respect to estimated VMT, the construction worker trips would generate an estimated 360,972 VMT. Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from LDA, 25% are from LDT1, and 25% are from LDT2. Data regarding Project related construction worker trips were based on CalEEMod defaults for the land use type and Project location which are also utilized within the air quality assessment and CalEEMod outputs.

As shown in Table 5.6-3 (Construction Worker Fuel Consumption Estimates) below, it is estimated that 12,596 gallons of fuel will be consumed related to construction worker trips during full construction of the Project. Project construction worker trips would represent a "single-event" gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

Table 5.6-3: Construction Worker Fuel Consumption Estimates

	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy	Estimated Fuel Consumption
2027	LDA						
	Clearing and Grubbing	5	10	18.5	925	31.62	29
	Grading	10	5	18.5	925	31.62	29
	Foundation Construction	114	6	18.5	12,654	31.62	400
	Substructure Construction	152	30	18.5	84,360	31.62	2,668
	Superstructure and Approach Embankment Construction	152	13	18.5	36,556	31.62	1,156
	LDT1						
	Clearing and Grubbing	5	5	18.5	463	25.98	18
	Grading	10	3	18.5	555	25.98	21
	Foundation Construction	114	3	18.5	6,327	25.98	244
	Substructure Construction	152	15	18.5	42,180	25.98	1,623
	Superstructure and Approach Embankment Construction	152	7	18.5	19,684	25.98	758

Table 5.6-3: Construction Worker Fuel Consumption Estimates							
	Construction Activity	**Duration (Days)**	**Worker Trips/Day**	**Trip Length (miles)**	**VMT**	**Average Vehicle Fuel Economy**	**Estimated Fuel Consumption**
	LDT2						
	Clearing and Grubbing	5	5	18.5	463	26.11	18
	Grading	10	3	18.5	555	26.11	21
	Foundation Construction	114	3	18.5	6,327	26.11	242
	Substructure Construction	152	15	18.5	42,180	26.11	1,616
	Superstructure and Approach Embankment Construction	152	7	18.5	19,684	26.11	754
2028	LDA						
	Substructure Construction	38	30	18.5	21,090	32.21	655
	Superstructure and Approach Embankment Construction	90	13	18.5	21,645	32.21	672
2028	LDT1						
	Substructure Construction	38	15	18.5	10,545	26.47	398
	Superstructure and Approach Embankment Construction	90	7	18.5	11,655	26.47	440
	LDT2						
	Substructure Construction	38	15	18.5	10,545	26.65	396
	Superstructure and Approach Embankment Construction	90	7	18.5	11,655	26.65	437
TOTAL CONSTRUCTION WORKER FUEL CONSUMPTION							***12,596***

Construction Vendor/Hauling Fuel Estimates

With respect to estimated VMT, the construction vendor trips would generate an estimated 190,204 VMT. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT), 50% of vendor trips are from heavy-heavy duty trucks (HHDT), and 100% of hauling

trips are from HHDTs. As shown on Table 5.6-4 (Construction Vendor/Hauling Fuel Consumption Estimates) below, it is estimated that 30,339 gallons of fuel will be consumed related to construction vendor trips (medium duty trucks) during construction of the Project. Project construction vendor trips would represent a "single- event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Table 5.6-4: Construction Vendor/Hauling Fuel Consumption Estimates

Year	Construction Activity	Duration (Days)	Vendor/ Hauling Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy	Estimated Fuel Consumption
2027	MHDT						
	Grading	10	1	10.2	102	8.47	12
	HHDT (Vendor)						
	Grading	10	1	10.2	102	6.27	16
	HHDT (Hauling)						
	Grading	10	950	20	190,000	6.27	30,311
TOTAL CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION							***30,339***

Construction Energy Demand Summary

Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that would be unusual or energy intensive. Also, Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

California Code of Regulations (CCR) Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement.

With regard to construction worker trips, the 2023 Integrative Energy Policy Report (IEPR) released by the California Energy Commission (CEC) has shown that fuel efficiencies are improving within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

5.6.6 Environmental Impacts

Threshold A: ***Would the Project 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

The following discussion is based on CalEEMod estimations within the modeling output files used to estimate GHG emissions associated with the Project. Construction-related vehicle trips for the Project would consume an estimated combined 42,935 gallons of gasoline and diesel fuel. Additionally, on-site construction equipment would consume an estimated 233,934 gallons of diesel fuel. Due to the temporary nature of construction and the financial incentives for contractors to use energy-consuming resources in an efficient manner, the construction phase of the Project would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction related impacts related to electricity and fuel consumption would be **less than significant**.

Once the Project is completed, the widened road may include as needed repair activities, which is anticipated to be occasional, temporary and minimal. Therefore, operation related impacts related to electricity and fuel consumption would be **less than significant**.

Threshold B: ***Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Less than Significant Impact

The City of Chino's CAP identifies energy efficiency, renewable energy, water conservation, alternative transportation, solid waste reduction, and clean energy strategies to reduce GHG emissions with a 2030 target of reducing emissions 46 percent below 2008 levels. The Project would comply with CAP Goal Energy-4 by improving the intersection of Euclid Avenue and the entrance to Prado Regional Park at M Combs Way with a signal that would have LED lights. Since the Project would not interfere with these CAP strategies and would comply with applicable energy conservation requirements, impacts would be **less than significant.**

As discussed previously, the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The Project would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be **less than significant**.

As previously stated, once the Project is completed, minimal trips will be needed for annual maintenance. As such, Project operations would not conflict with or obstruct State or local plan for renewable energy or energy efficiency. Impacts would be **less than significant**.

Threshold C: ***Would the Project achieve the goal of energy conservation by the following:***

- ***Decreasing overall per capita energy consumption;***
- ***Decreasing reliance on fossil fuels such as coal, natural gas and oil; and***
- ***Increasing reliance on renewable energy sources?***

Less than Significant Impact

The Project would widen an existing road in substantially the same current location with no meaningful change in traffic count. As discussed previously, construction of the Project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commuter vehicles, construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. California Code of Regulations Title 13, Sections 2449 and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The Project would comply with these regulations. Therefore, construction-related energy conservation goals would be met, and impacts would be **less than significant**.

Operation of the completed project would be limited to as needed repair activities, which are anticipated to be occasional, temporary and minimal. Therefore, operational impacts of the Project on energy conservation would be **less than significant**.

5.6.7 Proposed Mitigation Measures

The Project does not exceed any of the Energy thresholds of significance and potential Project-related impacts would be less than significant. Therefore, no Energy-related mitigation measures are required.

5.6.8 Cumulative Environmental Effects

Less than Significant

As discussed in Chapter 4.0 Environmental Setting of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Section 4.3 (Developments Considered in Cumulative Impact Analysis) of this EIR. These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

Energy consumed by each of the cumulative construction projects would be comparable to energy consumed by other construction projects of similar scale and intensity. Due to the temporary

nature of construction and the financial incentives for contractors to use energy-consuming resources in an efficient manner, the cumulative projects would not result in wasteful, inefficient, and unnecessary consumption of energy. The cumulative projects would consume a fraction of the fuel supply available in the region and have an insignificant demand for the State's overall energy supply. The cumulative Projects would not conflict with or obstruct applicable State or local plans for renewable energy or energy efficiency. Potential cumulative Energy impacts would be **less than significant**.

5.6.9 References

The following references were used in the preparation of this section of the DEIR:

CEC 2024	California Energy Commission, *2024 Total System Electric Generation*. Available at https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2024-total-system-electric-generation. Accessed February 2026.
CEC 2025	California Energy Commission, *Adopted 2024 Integrated Energy Policy Report Update*. October 9, 2025. Available at https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report-iepr/2024-integrated-energy-policy-report. Accessed April 2026.
Chino CAP	City of Chino, *Final Climate Action Plan Update 2020-2030*, approved November 17, 2020. Available at https://www.cityofchino.org/206/Climate-Action-Plan-CAP. Accessed May 19, 2026.
EIA 2023	U.S. Energy Information Administration (EIA), *State Profile and Energy Estimates*. Available at https://www.eia.gov/state/seds/data.php. Accessed February 2026.
UCI 2024	Urban Crossroads Inc., *Euclid Bridge Air Quality, Greenhouse Gas and Energy Assessment*, December 2024. Appendix B.

5.7 GEOLOGY AND SOILS

This section analyzes the Project's potential impacts related to Geology and Soils. The analysis in this section is based, in part, on the *Preliminary Geotechnical Report Euclid Avenue Bridge Replacement Chino, San Bernardino County, California* prepared by Earth Mechanics Inc., (included as Appendix E), the *Cultural Resources Assessment* prepared by BCR January 2025 (included as Appendix D), the City of Chino 2045 General Plan Update Final Program Environmental Impacts Report (PEIR) and the San Bernadino County Natural Resources Map HZ-2 Liquefaction and Landslides.

5.7.1 Setting

Geology and Soils

The Project site is located in the southwestern part of the Upper Santa Ana River (USAR) Valley which lies between the Transverse Ranges physiographic province to the north and the Peninsular Ranges physiographic province to the southwest. The Transverse Ranges comprise east-west trending mountains, such as the San Gabriel and San Bernardino Mountains, and intervening valleys whereas the Peninsular Ranges comprise northwest-southeast trending ranges. The USAR Valley is a relatively flat, gently south-southwesterly sloping plain composed of alluvial fan deposits derived from the San Gabriel Mountains to the north. These unconformably overlie crystalline basement rocks of the Peninsular Ranges type.

Seismic Faults

A seismic event, or earthquake, is the movement of the Earth's crust along a fault. The impact of a seismic event on any given location depends on two factors: geologic setting and geologic conditions. Geologic setting refers to an area's proximity to active earthquake faults, which are fractures in the earth's crust forming a boundary between rock masses that have shifted. For planning purposes, an active fault is usually defined as a fault that shows surface movement within the last 13,000 years. Ground shaking is the effect of surface motion generated by an earthquake that results in most of the damage during seismic events. Several factors control how ground motion interacts with structures, making the hazard of ground shaking difficult to predict. Seismic waves propagating through the Earth's crust are responsible for the ground vibrations normally felt during an earthquake.

The City of Chino lies within the geologically active southern California region, which is subject to earthquakes of varying magnitudes. As shown in Figure 4.5-1 (Seismic Hazards) in the City of Chino General Plan PEIR, there is one active fault near the City, the Chino Fault, located outside the City to the southwest, an Alquist-Priolo Fault Zone.

The Central Avenue Fault runs south-east to north-west within the western edge of the City. This fault is a sub-surface fault that is not expected to rupture and therefore is not mapped according to the Alquist-Priolo Act (see subsection 4.5.2.1).

In addition to the Central Avenue and Chino faults, the City is located in proximity to other major regional faults, including the Sierra Madre, San Jacinto, and the San Andreas Faults located

approximately 12 miles, 20 miles, and 43 miles from the City, respectively. Any moderate activity along these faults could result in ground shaking within the City.

Soils

The soils underlying the City of Chino are shown on Figure 4.5-2 (Soil Types) in the City of Chino General Plan PEIR with the most prevalent soil types summarized in Table 4.5-1 of that document. Each soil type has characteristics that affect susceptibility to erosion, and shrink-swell potential, which are factors in a site's suitability for development. Most of the soils underlying the City are categorized as sandy loam or clay loam soils. Sandy loam soils have good drainage capacity and are less prone to erosion; these soils are present throughout the northern and central portion of the City. Clay loam soils, which are more expansive and have moderate to high erodibility characteristics, are present in the southern portion of the City.

Geologic Hazards

Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to fluid when subject to high intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, non-cohesive (granular) soils; and (3) high-intensity ground motion. Liquefaction is typified by a buildup of pore-water pressure (pressure exerted by water within the pores of soil or rock) in the affected soil layer to a point where a total loss of shear strength occurs, causing the soil to behave as a liquid. Generally, saturated, loose- to medium-dense, near surface, cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

According to the San Bernadino County Natural Resources Map HZ-2 Liquefaction and Landslides, and the GP PEIR, the Project site is not located within a high liquefaction hazard area. The *Preliminary Geotechnical Investigation* prepared by Earth Mechanics, Inc., identified localized potentially liquefiable soil pockets within the granular alluvial sediments between elevations +506 and +477 feet, based on assumed groundwater conditions and subsurface soil characteristics documented in the preliminary report. These loose to medium-dense sandy soils may be susceptible to liquefaction, lateral spreading, and differential settlement during strong seismic shaking. The danger of liquefaction is greatest in the southern portion of The Preserve, near Prado Dam, corresponding to the reduced depth in groundwater in this area.

Erosion and Expansive Soil

The U.S. Department of Agriculture rates all soils for susceptibility to erosion from water as well as wind. Soils are ranked on three different scales for their susceptibility to erosion. According to these indicators, soils within the City are moderately susceptible to wind or water erosion.

Certain types of soil are inherently expansive, meaning they can expand and contract as the water content fluctuates within the soil. This expansion and contraction, also called "shrink-swell," can damage structures that are not properly designed to withstand such activity. The U.S. Department of Agriculture analyzes shrink-swell potential of each soil type, and categorizes it as "Low,"

"Moderate," "High," or "Very High." Most soils underlying the City have low shrink-swell potential, but areas of moderate shrink-swell potential are present in the southern and northwestern portions of the City.

Landslide

Landslides occur when earth on slopes become destabilized, typically after heavy rains, when the precipitation saturates the soil and makes it less stable, or when significant erosion from rainfall destabilizes the ground. Slopes that have recently burned face a greater risk from rain-induced landslides, as the fires burn up many of the trees, brush, and other vegetation that help stabilize the earth. Earthquakes may also be a source of landslides as the shaking can destabilize already loosened soil. The City is relatively flat and has very few areas with steep slopes. As shown in Figure 4.5-3 (Landslide Susceptibility) in the General Plan PEIR, the higher landslide susceptibility classes are located west of the City, associated with Chino Hills and Chino Hills State Park.

Paleontological Resources

As shown in Figure 4.5-2 in the City General Plan PEIR, the primary geologic formations underlying the City are Quaternary Younger Alluvial Fan Deposits (Qyf) and Quaternary Older Alluvial Fan Deposits (Qvof). The paleontological sensitivity of the Qyf is generally considered low to negligible due to relatively recent deposits (less than 2.6 million years old, associated with Holocene to Late Pleistocene ages) meaning they have not had much time to preserve or accumulate significant fossil material. However, where Qyf overlies older, more fossil-rich formations, there could be a moderate sensitivity if excavation reaches underlying deposits with richer paleontological history. Qvof is associated with the Pleistocene age (approximately 11,700 to 2.6 million years old). As an older deposit there is an increased potential for fossil preservation and is therefore considered as having high paleontological sensitivity. As shown in Figure 4.5-2 in the City General Plan PEIR, these high sensitivity areas are located primarily in the southern portion of the City.

5.7.2 Regulatory Setting

5.7.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The U.S. Congress passed the Earthquake Hazards Reduction Act in 1977 to reduce the risks to life and property from future earthquakes through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the Act established the National Earthquake Hazards Reduction Program. This Program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, Program goals, and objectives to focus on minimizing loss from earthquakes after they occur. The National Earthquake Hazards Reduction Program promotes the adoption of earthquake hazard reduction activities by all levels of government and works to develop national building standards and model codes for use by engineers, architects, and all others involved in the planning and construction of buildings and infrastructure.

5.7.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act; Public Resources Code Section 2621-2630) was passed into law following the destructive February 9, 1971, San Fernando earthquake that had a magnitude of 6.6. The Alquist-Priolo Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Alquist-Priolo Act is to ensure public safety by prohibiting the siting of most structures from human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Generally, siting of structures for human occupancy must be set back from a fault by approximately 50 feet. Therefore, if a project site is located in an Earthquake Fault Zone, the City must withhold development permits for sites within the fault zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting.

Seismic Safety Act

The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The Commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has prepared several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, and the 1971 Sylmar earthquake. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was enacted in part to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under this Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards. The California Geological Survey (CGS) Special Publication 117A, adopted in 1997, and Revised and Re-adopted in 2008 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting, and for recommending mitigation measures as required by Public Resources Code Section 2695(a). In accordance with the mapping criteria, the CGS seismic hazard zone maps identify areas with the potential for a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires site-specific geotechnical investigations prior to permitting most urban development projects in seismic hazard zones.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, as codified in California Civil Code Section 1103-1103.14, requires real estate sellers and brokers to prepare Natural Hazards Disclosure Statements upon transfer of real property if such property is located within a number of Federally or State-mapped natural hazard areas. Hazard areas covered under the disclosure form include special flood hazard areas, areas of potential flooding due to dam failure inundation, fire hazard severity zones, wildland areas, earthquake fault zones, and seismic hazard zones. The natural hazard areas most relevant to Geology and Soils are earthquake fault zones and seismic hazard zones.

National Pollutant Discharge Elimination System

The Federal government administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters under the Clean Water Act (CWA). The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the State Water Resources Control Board, which establishes requirements prescribing the quality of point sources of discharge and water quality objectives. These objectives are established based on the designated beneficial uses (e.g. water supply, recreation, and habitat) for a particular surface waterbody. The NPDES permits are issued to point source dischargers of pollutants to surface waters pursuant to Water Code Chapter 5.5, which implements the Federal CWA. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control, Title 23, Chapter 9, Section 2200). The Regional Water Quality Control Board (RWQCB) establishes and regulates discharge limits under the NPDES permits.

Construction projects which disturb one or more acres of soil or are part of a larger common plan of development that disturbs one or more acres of soil must obtain coverage under the statewide NPDES General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). In order to obtain coverage under the Construction General Permit, a project-specific Stormwater Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP outlines Best Management Practices to reduce stormwater and non-stormwater pollutant discharges, including erosion control, minimizing contact between construction materials and precipitation, and strategies to prevent equipment leakage or spills.

Public Resources Code

PRC Section 5097.5 addresses Paleontological Resources, stating that:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site,

including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

In this PRC section, "public lands" means those owned by or under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, local agencies are required to comply with PRC 5097.5 for activities that include construction, maintenance, and permit actions (e.g., encroachment permits) undertaken by others.

5.7.2.3 Regional Regulations

There are no regional regulations applicable to the Project.

5.7.2.4 Local Regulations

Emergency Operations Plan (2014)

The Chino Emergency Operations Plan (EOP) addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and natural security emergencies. The EOP considers earthquakes and geologic hazards Priority 1 hazards, requiring a "Level 3" Emergency Operations Center activation. This level includes staffing most, if not all, of the positions within the Management, Operations, Planning/Intelligence, Logistics and Finance/Administration Standardized Emergency Management Systems Sections. During a Level 3 Activation, the Emergency Operations Center operates on a 24-hour basis.

Chino Municipal Code *Title 13- Water, Sewers, and Utilities*

Section 13.25.505 states that the developer/owner shall provide evidence of compliance with the general construction permit by providing a copy of the (WDID) to the City's Public Works Department prior to obtaining any city-issued permits for activities that pertain to grading and construction.

Title 15 – Building and Construction

Title 15, Buildings and Construction, of the Municipal Code codifies the City's adoption of the 2022 CBC with some amendments and contains requirements that address the effects of earthquakes on buildings through design requirements.

Title 19 – Improvement Plans and Security

Section 19.09.030 discusses the requirement of a dust control plan prior to the issuance of a grading or demolition permit or approval of any other influence entailing disturbance to the soil, grading, dirt import/export, or excavation work in excess of fifty cubic yards.

Title 20 – Zoning

Chapter 20.19 discusses the protection of the environment by controlling soil erosion including performance standards meant to mitigate earth-borne oscillations and excessive soiling.

City of Chino 2045 General Plan

The following General Plan Objective and Policies pertaining to Geology and Soils are relevant to the Project.

Objective HSN-1: Hazard Protection. Protect life and property from natural and human-made hazards.

> **Policy HSN-1.1:** Require that new development be sited and designed to minimize risks from seismic events, including fault rupture and seismic shaking.
>
> **Policy HSN-1.4:** In order to maximize soil stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; permit grading operations only in areas scheduled for immediate construction or paving; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.

5.7.3 Project Design Considerations

The Project will be designed and constructed per applicable seismic safety, erosion control, and paleontological resource requirements. Final design will incorporate the Preliminary Geotechnical Report and any final geotechnical recommendations, including measures for liquefaction, settlement, lateral spreading, and expansive soils, as needed. Improvements to the Project will comply with AASHTO standards, City requirements, and Project-specific geotechnical recommendations. During construction, the Project will implement a SWPPP and BMPs to control erosion, sediment transport, dust, and loss of topsoil. Should paleontological resources be encountered during ground-disturbing activities, work will stop in the immediate area, and a qualified paleontologist will evaluate the find consistent with MM GEO-1.

5.7.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines (2026), the Project may result in a significant impact related to air quality if the Project would:

- (Threshold A) Expose people or structures to 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;
- (Threshold B) Result in substantial soil erosion or the loss of topsoil;

- (Threshold 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;
- (Threshold 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;
- (Threshold E) 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;
- (Threshold F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.7.5 Environmental Impacts

Threshold 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; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; and/or iv) landslides?***

Less than Significant Impact

i) Faulting and Surface Rupture

Unlike damage from ground shaking, which can occur at great distances from a fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the surface. The Project site does not lie within an Alquist-Priolo Earthquake Fault Zone, and no faults were identified on the site during site evaluations. The possibility of damage due to ground rupture is considered low since no active faults are known to cross the Project site. The nearest active fault (the Chino Fault) is located approximately 0.9 mile from the Project site. Although no active faults traverse through the Project site groundshaking is anticipated within the Project area in the event of an earthquake. The Project design includes applicable design standards of the American Association of State Highway and Transportation Officials (AASHTO) and City requirements and will incorporate all recommendations in the Project's geotechnical reports. Therefore, the potential hazards associated with fault rupture are considered **less than significant**.

ii) Strong Seismic Ground Shaking

The Project site is located within the seismically active region of Southern California and may be subject to ground-shaking events. While no known active faults traverse the Project Site, several faults in the region have the potential to produce seismic impacts within the City. Moreover, all Project improvements including the Euclid Avenue Bridge, on- and off-ramps, retaining walls and storm drain facilities would be designed to comply with American Association of State Highway and Transportation Officials (AASHTO), City requirements and Project specific geotechnical

recommendations, to reduce risk of substantial adverse impacts from strong seismic ground shaking. Therefore, impacts from seismic ground shaking would be **less than significant**.

iii) Seismic-Related Ground Failure, Including Liquefaction

According to the San Bernadino County Natural Resources Map HZ-2 Liquefaction and Landslides, the Project site is not located within a high liquefaction hazard area. As per the preliminary geotechnical investigation prepared by Earth Mechanics, Inc., the Project site is underlain by artificial fill over Quaternary alluvial deposits (Qa and Qoa) consisting primarily of sands with varying amounts of silt, clay, and gravel deposited in a historic river floodplain environment and underlain by Miocene-age marine sedimentary bedrock of the Sycamore Canyon Member of the Puente Formation. Although the GP PEIR does not identify the Project site as highly susceptible to liquefaction, the preliminary geotechnical investigation identified localized potentially liquefiable soil pockets within the granular alluvial sediments between elevations +506 and +477 feet, based on assumed groundwater conditions and subsurface soil characteristics documented in the preliminary report. These loose to medium-dense sandy soils may be susceptible to liquefaction, lateral spreading, and differential settlement during strong seismic shaking.

These localized conditions will be further evaluated through final geotechnical borings and groundwater monitoring, and appropriate engineering design measures would be incorporated into the Project in accordance with AASHTO, City requirements and Project specific geotechnical recommendations. With implementation of final geotechnical recommendations, impacts associated with seismic-related ground failure, including liquefaction, would be reduced to **less than significant**.

iv) Landslides

The Project site is not located within a landslide hazard zone. The Project site has a relatively flat topography, and no landslide risk is anticipated. Therefore, potential impacts associated with seismically inducted landslides would be **less than significant**.

Threshold B: ***Would the Project result in substantial soil erosion or the loss of topsoil?***

Less Than Significant Impact

The Project site consists primarily of paved roadway surfaces and the Chino Creek Bridge, with surrounding areas comprised of artificial fill, alluvial soils, and flood control channels within the Prado Basin. The site is generally flat, and existing ground surfaces are either paved, armored, or stabilized, which minimizes the potential for wind- or water-induced erosion under existing conditions. The construction of the Project would involve ground-disturbing activities, including grading, excavation for bridge foundations, ramps, retaining walls, and roadway improvements, which could temporarily expose on-site soils and subject them to erosion. The exposed soils consist primarily of alluvial sands, silts, and gravels, which are moderately susceptible to erosion if left unprotected.

Pursuant to State Water Resources Control Board requirements, the Project would be required to obtain coverage under the State's General Construction Storm Water Permit (NPDES Permit)

for construction activities. To obtain this permit, a Project-specific Storm Water Pollution Prevention Plan (SWPPP) would be prepared. The SWPPP would outline Best Management Practices (BMPs), including temporary erosion control measures to minimize sediment loss during construction. Implementation of the SWPPP measures would effectively control erosion and sedimentation for the duration of construction. With implementation of the SWPPP BMPs potential impacts associated with soil erosion and loss of topsoil would be **less than significant**.

Threshold 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

As per the Preliminary Geotechnical Report prepared by Earth Mechanics Inc., the Project site is underlain by artificial fill over Quaternary alluvial deposits (Qa and Qoa) consisting primarily of sands with silt, clay, and gravel, typical of historic river floodplain environments, and underlain by Miocene-age marine sedimentary bedrock of the Sycamore Canyon Member of the Puente Formation. The site is generally flat and is not located within a mapped landslide hazard area. The surrounding Prado Basin is low-relief and lacks steep slopes; therefore, seismically induced landslides are not anticipated, and the risk of conventional slope failure is low.

The *Preliminary Geotechnical Report* further identified localized potentially liquefiable soil pockets between elevations +506 and +477 feet, corresponding to the anticipated excavation depths for foundations, abutments, ramps, and other improvements. During a strong seismic event, these liquefiable soils could lose shear strength and undergo settlement and/or lateral spreading. Lateral spreading risk is heightened adjacent to free faces, such as creek banks, bridge abutments, or where the Project interfaces with the Chino Creek channel. Potential effects of liquefaction and lateral spreading include damage to foundations, retaining walls, pavements, underground utilities, and bridge elements, as well as differential settlement, tilting, or loss of bearing capacity. No expansive soils, highly compressible soils, or unstable slopes were identified that would result in landslides or collapse on the Project site.

A final geotechnical investigation will be conducted during final design, including site-specific borings, groundwater monitoring, and laboratory testing, to confirm subsurface conditions. Based on its findings, all structural elements including foundations, retaining walls, ramps, and roadway improvements will incorporate engineering measures such as ground improvement, deep foundations, soil stabilization, and structural reinforcement as needed, in accordance with AASHTO, City requirements and Project specific geotechnical recommendations. With implementation of these geotechnical design measures, the Project would not be located on unstable geologic units or soils that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse, and potential impacts would be **less than significant**.

Threshold D: ***Would the Project be located on expansive soil, as defined in creating substantial risks to life or property?***

Less Than Significant Impact

As outlined in the *Preliminary Geotechnical Report*, expansive soils are clayey soils characterized by their ability to undergo significant volume changes (shrinking or swelling) due to variations in moisture content, the magnitude of which is related to both clay content and plasticity index. These volume changes can be damaging to structures. Nationally, the annual value of real estate damage caused by expansive soils is exceeded only by that caused by termites. The onsite soils encountered include sands and decomposed granitic rock. Clay develops as granitic rock weathers; therefore, some clay would be expected to be present within the soils at the site. A final geotechnical investigation will be conducted during final design, including site-specific borings, groundwater monitoring, and laboratory testing, to confirm subsurface conditions. Based on its findings, all structural elements including foundations, retaining walls, ramps, and roadway improvements will incorporate engineering measures such as ground improvement, deep foundations, soil stabilization, and structural reinforcement as needed, in accordance with AASHTO, City requirements and Project specific geotechnical recommendations Potential impacts associated with expansive soils would be **less than significant**.

Threshold 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 Project does not propose the use of septic tanks or alternative waste water disposal systems. Therefore, the Project would not result in any impacts related to septic tanks or alternative waste water disposal systems and the Project would have **no impact**.

Threshold F: ***Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less Than Significant Impact With Mitigation Implemented

As shown in Figure 4.5-4 (Paleontological Sensitivity Map) of the City General Plan PEIR, the Project site is located within high and low-high paleontological sensitivity areas. The record search conducted at the Western Science Center for the Project site confirmed that the underlying geologic units are composed of alluvial fan deposits from the Holocene and Pleistocene epoch. The Pleistocene alluvial units are considered to be highly paleontologically sensitive. Though no fossils have been previously discovered within the Project site, the Western Science Center confirms presence of fossils 1.5 miles east. Therefore, any fossil specimen uncovered from the Project site could be significant. Any excavation activity associated with the development of the Project could impact unique paleontological resource or site or unique geologic feature. However, the Project site has been previously disturbed and is developed on artificial fill. The Project site is not anticipated to have sensitive paleontological resources or unique geological features that would be destroyed with Project implementation. Mitigation is recommended only if a fossil is encountered during grading and other construction activities. If an unanticipated on-site fossil is encountered during construction, implementation of mitigation measure **MM GEO-1** is required to ensure potential impacts would be **reduced to a less than significant level with mitigation**.

5.7.6 Proposed Mitigation Measures

MM GEO-1: In the event a paleontological resource is inadvertently discovered, work in the immediate area shall halt and a qualified paleontologist shall assess the resource. The paleontologist shall determine the treatment and final deposition of the resources and if paleontological monitoring is required for any remaining grading, excavation and/or ground disturbing construction activities.

5.7.7 Cumulative Environmental Impacts

Less than Significant Impact with Mitigation

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

Like the Project, all of the cumulative projects would be subject to current seismic and erosion control standards. New infrastructure would be exposed to existing geologic and seismic hazards, but would not increase the potential for such hazards to occur. Geologic hazards are site-specific, and individual projects would not create additive impacts that would affect geologic conditions on other sites. Therefore, individual projects would not exacerbate existing geologic conditions, and cumulative impacts would be **less than significant.**

No paleontological resources (fossils) have been identified within the Project site. Potential impacts to paleontological resources are site-specific and would be reduced to a less-than-significant level due to implementation of mitigation measure **MM GEO-1** that would protect paleontological resources. In the event that paleontological resources are discovered, each individual project would be required to comply with the applicable regulatory requirements and mitigate any potential impacts to paleontological resources. Therefore, cumulative impacts to paleontological resources would be **less than significant with mitigation** and would not be cumulatively considerable.

5.7.8 References

The following references were used in the preparation of this section of the EIR:

BCR 2025	BCR Consulting LLC., *Cultural Resources Assessment, Euclid Avenue Bridge Project*, January 2025. (Appendix D)

Earth Mechanics Inc., 2024	Earth Mechanics Inc., *Preliminary Geotechnical Report Euclid Avenue Bridge Replacement,* November 2024 (Appendix E)
GP 2045	*City of Chino 2045 General Plan*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)
SB NR HZ-2	San Bernadino County, *Countywide Plan/Policy Plan, Hazards Policy Maps HZ-2 Liquefaction & Landslides* Adopted October 2020, Available at https://www.arcgis.com/apps/webappviewer/index.html?id=5864a434814c4e53adc74101b34b1905, accessed February 2026

5.8 Greenhouse Gas Emissions

This section evaluates the Project's impacts related to Greenhouse Gas (GHG) emissions. The analysis in this section is based on data and information in the *Chino Euclid Bridge Air Quality, Greenhouse Gas and Energy Assessment*, prepared by Urban Crossroads, Inc. (UCI 2024), Appendix B.

5.8.1 Setting

5.8.1.1 Climate Change and Greenhouse Gases

Global Climate Change

Earth's natural warming process is known as the "greenhouse effect." This greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiated heat from escaping, thus warming Earth's atmosphere. GHGs keep the average surface temperature of the Earth to approximately 60 degrees Fahrenheit (°F). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere.

However, excessive concentrations of GHGs in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect. While the increase in temperature is known as "global warming," the resulting change in weather patterns is known as "global climate change." Global climate change (GCC) is evidenced in changes to global temperature rise, warming oceans, shrinking ice sheets, glacial retreat, decreased snow cover, sea level rise, declining Arctic sea ice, extreme weather events, and ocean acidification.

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. While climate change may increase the concentration of ground-level ozone, the magnitude of the effect. Therefore, its indirect effects are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which in turn would exacerbate air quality deterioration. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the State. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus reducing the pollution associated with wildfires.

Greenhouse Gases

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural GHG effect, the earth's average temperature would be approximately 61° Fahrenheit cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered

to be the cause of the observed increase in the earth's temperature. Gases that demonstrate these heat-trapping properties are discussed in Table 5.8-1 (Greenhouse Gases) below.

Table 5.8-1 – Greenhouse Gases

H_2O	
Description	H_20 is the most abundant, important, and variable GHG in the atmosphere. H_2O vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which H_2O is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more H_2O is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more H_2O when it is warmer), leading to more H_2O vapor in the atmosphere. As a GHG, the higher concentration of H_2O vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more H_2O vapor. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when H_2O vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it.
Source	The main source of H_2O vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other H_2O bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.
Health Effects	There are no known direct health effects related to H_2O vapor at this time. It should be noted however that when some pollutants react with H_2O vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through H_2O vapor.
CO_2	
Description	CO_2 is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.
Source	CO_2 is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO_2 is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.
Health Effects	Outdoor levels of CO_2 are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO_2 can result in health effects such as headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO_2 in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15 minute period.

Table 5.8-1 – Greenhouse Gases

CH_4	
Description	CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.
Source	CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropocentric sources include fossil-fuel combustion and biomass burning.
Health Effects	CH_4 is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH_4 can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N_2O	
Description	N_2O, also known as laughing gas, is a colorless GHG. Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).
Source	N_2O is produced by microbial processes in soil and H_2O, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N_2O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.
Health Effects	N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).
Chlorofluorocarbons (CFCs)	
Description	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).
Source	CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
Health Effects	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
HFCs	
Description	HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CH_2FCF), and HFC-152a (CH_3CF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant.
Source	HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Table 5.8-1 – Greenhouse Gases

Health Effects	No health effects are known to result from exposure to HFCs.
	PFCs
Description	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The EPA estimates that concentrations of CF_4 in the atmosphere are over 70 parts per trillion (ppt).
Source	The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
Health Effects	No health effects are known to result from exposure to PFCs.
	SF_6
Description	SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt.
Source	SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Health Effects	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
	Nitrogen Trifluoride (NF_3)
Description	NF_3 is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF_3 has a 100-year GWP of 17,200.
Source	NF_3 is used in industrial processes and is produced in the manufacturing of semiconductors, LCD (Liquid Crystal Display) panels, types of solar panels, and chemical lasers.
Health Effects	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

The potential health effects related directly to the emissions of CO_2, CH_4, and N_2O as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would decrease disease survival rates among humans who contract the diseases and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas.

Global Warming Potential

GHGs have varying global warming potential (GWP) values. The GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO_2 is utilized as the reference gas for GWP and thus has a GWP of one (1). Carbon dioxide equivalent (CO_2e) is a term used for describing the different GHGs in a common unit. CO_2e signifies the amount of CO_2 which would have the equivalent GWP.

The atmospheric lifetime and GWP of selected GHGs are summarized in Table 5.8-2 (Global Warming Potential and Atmospheric Lifetimes of Select Gases) below. As shown, GWPs for the Second Assessment Report (SAR), the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from one (1) for CO_2 to 23,900 for SF_6 and GWPs for the IPCC's 5th Assessment Report range from 1 for CO_2 to 23,500 for SF_6.

Table 5.8-2 – Global Warming Potential and Atmospheric Lifetimes of Select Gases

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)	
		SAR	5th Assessment Report
CO_2	See*	1	1
CH_4	12 .4	21	28
N_2O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF_6	3,200	23,900	23,500

*As per Appendix 8.A. of the IPCC's 5th Assessment Report, no single lifetime can be given.
Source: Table 2.14 of the IPCC Fourth Assessment Report, 2007

GHG Emissions Inventories

Global

Worldwide anthropogenic (human) GHG emissions are tracked through international inventories and global datasets, including the Emissions Database for Global Atmospheric Research (EDGAR). Based on the most recent EDGAR 2025 Report, global GHG emissions reached approximately 53.2 Gt CO_2e in 2024, excluding Land Use, Land-Use Change, and Forestry (LULUCF). Based on the latest available data, the sum of these emissions totaled approximately 53,206.40 Mt CO_2e as summarized below in Table 5.8-3 (Top GHG Producing Countries and the European Union).

Table 5.8-3 – Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Mt CO_2e)
China	15,536.10
United States	5,912.62
India	4,371.17
European Union (27-member countries)	3,164.66
Russian Federation	2,575.65
Indonesia	1,323.78
Total	**53,206.40**
Mt = Metric Tons	

State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the U.S. emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. The most recent such inventory was released on November 4, 2025, titled California Greenhouse Gas Emissions from 2000-2023: Trends of Emissions and Other Indicators, November 4, 2025. Based upon this inventory data, California emitted 360.4 million metric tons of CO_2e ($MMTCO_2e$) in 2023 and 371.6 $MMTCO_2e$ in 2022, including emissions resulting from imported electrical power.

Effects of Climate Change in California

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 additional days per year with temperatures above 90 degrees Fahrenheit (°F) in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry, reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply needed. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops,

so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts.

In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

GCC has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State. In contrast, wildfires in northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the State. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the State's forests has the potential to decrease as a result of GCC.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the State's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

5.8.2 Regulatory Setting

The following regulations address both climate change and GHG emissions.

5.8.2.1 International Regulations

Climate change is a global issue involving GHG emissions from countries around the world. Major emitting countries and regions include Chino, the United States, India, the European Union, Russia, and Indonesia, have adopted or participated in international climate efforts to reduce GHG emissions and support climate change adaptation.

Intergovernmental Panel on Climate Change (IPCC)

In 1988, the United Nations Environmental Program and the World Meteorological Organization established the IPCC to address scientific, technical, and socioeconomic information relevant to understanding human-induced climate change, its potential impacts, and options for adaptation and mitigation. The IPCC currently has 195 member countries, with the U.S. historically participating in the IPCC process. However, in 2026, the U.S. announced its withdrawal from participation in the IPCC.

5.8.2.2 Federal Regulations

Prior to the last decade, there had been no concrete Federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding the Federal government, GHGs, and fuel efficiency.

GHG Endangerment

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the Supreme Court found that four GHGs, including CO_2, are air pollutants subject to regulation under Section 202(a)(1) of the Federal Clean Air Act (CAA). The Court held that the USEPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the pertinent science is too uncertain to make a reasoned decision. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six (6) key well-mixed GHGs – CO_2, CH_4, N_2O, HFCs, PFCs, and sulfur hexafluoride – in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below. After a lengthy legal challenge, the U.S. Supreme Court declined to review an Appeals Court ruling that upheld the USEPA Administrator's findings.

More recently, USEPA announced in 2025 the reconsideration of the 2009 Endangerment Finding and proposed rescinding it, which would in turn remove the legal basis for Federal GHG standards for new motor vehicles under Section 202(a) of the CAA.

5.8.2.3 State Regulations

Legislative Actions to Reduce GHGs

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation such as the landmark Assembly Bill (AB) 32 was specifically enacted to address GHG emissions. Other legislation such

as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32

The California State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, which requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "GHGs" as defined under AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, and sulfur hexafluoride. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The CARB is the State agency charged with monitoring and regulating sources of GHGs. AB 32 states the following:

> *"Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems."*

CARB Scoping Plan

CARB adopted the Scoping plan to achieve the goals of AB 32, with the most recent plan update being the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The actions and outcomes in the plan would achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. (CARB 2022)

Senate Bill 32

On September 8, 2016, Governor Jerry Brown signed the Senate Bill (SB) 32 and its companion bill, Assembly Bill (AB) 197. SB 32 requires the State to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

Cap-and-Trade Program

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and

ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under Cap-and-Trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. (See Title 17 of the CCR §§ 95800 to 96023). The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. The Statewide cap for GHG emissions from the capped sectors (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the program's duration.

Covered entities that emit more than 25,000 $MTCO_2e$ per year must comply with the Cap-and-Trade Program. Triggering of the 25,000 $MTCO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of GHG Emissions (Mandatory Reporting Rule or "MRR").

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender "compliance instruments" (30 percent) for each $MTCO_2e$ of GHG they emit. There also are requirements to surrender compliance instruments covering 30 percent of the prior year's compliance obligation by November of each year. For example, in November 2014, a covered entity was required to submit compliance instruments to cover 30 percent of its 2013 GHG emissions.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the First Update:

> *"The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative."*

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. The program originally helped provide assurance that California would meet its AB 32 target of reducing statewide GHG emissions to 1990 levels by 2020. California met this target in 2016, four years ahead of schedule:

> *"The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. The Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures."*

As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period. While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015. The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle miles traveled (VMT) are covered by the Cap-and-Trade Program. In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program.

The Scoping Plan states that the inclusion of these emissions within the Program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies was calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.

SB 375 – The Sustainable Communities and Climate Protection Act of 2008

Passing the Senate on August 30, 2008, Senate Bill (SB) 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: it (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans (RTP) for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Concerning CEQA, SB 375, as codified in Public Resources Code Section 21159.28, states that CEQA findings for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts, or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network, if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the CARB accepts as achieving the GHG emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

AB 1493 Pavley Regulations and Fuel Efficiency Standards

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the USEPA's denial of an implementation waiver. The USEPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The standards phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in about a 22 percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to

boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program referred to as LEV III or the Advanced Clean Cars program. The Advanced Clean Car program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The new rules will clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles and hydrogen fuel cell cars. The package will also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

USEPA granted California the waiver needed to implement the Pavley GHG vehicle standards in 2009 and later granted the State a waiver for the Advanced Clean Cars Program. The Trump Administration attempted to revoke California's authority for its GHG and zero-emission vehicle standards through the SAFE (Safer Affordable Fuel-Efficient) Vehicles Rule, but USEPA restored California's waiver authority in 2022. Recently, USEPA granted California's Waiver for Advanced Clean Cars II in 2025, but Congress and the President later attempted to overturn that waiver through the Congressional Review Act, creating ongoing legal uncertainty over California's authority to enforce its newer clean vehicle standards.

SB 350 – Clean Energy and Pollution Reduction Act of 2015

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies for a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 45 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.
- Reorganize the Independent System Operator to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Since SB 350 was adopted, California's renewable energy requirements have been strengthened by SB 100, which increased the RPS target from 50 percent to 60 percent by 2030 and established a statewide goal of 100 percent renewable and zero-carbon electricity by 2045.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs through the use of Executive Orders. Although not regulatory, they set the tone for the State and guide the actions of State agencies.

Executive Order B-55-18 and SB 100

SB 100 and Executive Order B-55-18 were signed by Governor Edmund G. Brown Jr. on September 10, 2018. Under the existing RPS, 25 percent of retail sales are required to be from renewable sources by December 31, 2016, 33 percent by December 31, 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030. SB 100 raises California's RPS requirement to 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. In addition to targets under AB 32 and SB 32, Executive Order B-55-18 establishes a carbon neutrality goal for the State of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California Environmental Protection Agency (CalEPA), the Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

Executive Order S-3-05

Former Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable by local governments or the private sector.

Executive Order S-01-07 – Low Carbon Fuel Standard (LCFS)

The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandated that a statewide goal shall be established to reduce the carbon intensity of California's transportation

fuels by at least 10 percent by 2020. In particular, the Executive Order established a LCFS and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, the CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by CEC on December 24, 2007) and was submitted to CARB for consideration as an "early action" item under AB 32. The CARB adopted the LCFS on April 23, 2009.

The LCFS was challenged in the U.S. District Court in Fresno in 2011. The Court's ruling issued on December 29, 2011, included a preliminary injunction against CARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012, pending final ruling on appeal, allowing CARB to continue to implement and enforce the regulation. The Ninth Circuit Court's decision, filed September 18, 2013, vacated the preliminary injunction. In essence, the court held that LCFS adopted by CARB were not in conflict with Federal law. On August 8, 2013, the Fifth District Court of Appeal (California) ruled CARB failed to comply with CEQA and the Administrative Procedure Act (APA) when adopting regulations for LCFS. In a partially published opinion, the Court of Appeal reversed the trial court's judgment and directed issuance of a writ of mandate setting aside Resolution 09-31 and two executive orders of CARB approving LCFS regulations promulgated to reduce GHG emissions. However, the court tailored its remedy to protect the public interest by allowing the LCFS regulations to remain operative while CARB complies with the procedural requirements it failed to satisfy.

To address the Court ruling, CARB was required to bring a new LCFS regulation to the Board for consideration in February 2015. The proposed LCFS regulation was required to contain revisions to the 2010 LCFS as well as new provisions designed to foster investments in the production of the low-carbon intensity fuels, offer additional flexibility to regulated parties, update critical technical information, simplify and streamline program operations, and enhance enforcement. On November 16, 2015, the Office of Administrative Law (OAL) approved the Final Rulemaking Package. The new LCFS regulation became effective on January 1, 2016.

Executive Order S-13-08

Executive Order S-13-08 states that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the Order, the 2009 California Climate Adaptation Strategy (CNRA 2009) was adopted, which is the ". . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-30-15

On April 29, 2015, Governor Edmund G. Brown Jr. issued an executive order to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's

Executive Order aligned California's GHG reduction targets with those of leading international governments ahead of the United Nations Climate Change Conference in Paris in late 2015. The Order sets a new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of $MMTCO_2e$. The Order also requires the State's Climate Adaptation Plan to be updated every three years, and for the State to continue its climate change research program, among other provisions. As with Executive Order S-3-05, this Order is not legally enforceable for local governments and the private sector. SB 32 is an extension of AB 32 and requires the State to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also to the Legislature.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Standards

CCR, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulate the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty three (23) categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

Phase 1 and 2 Heavy-Duty (HD) Vehicle GHG Standards

CARB has adopted a new regulation for GHG emissions from HD trucks and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the USEPA rule for new trucks and engines nationally. Existing HD vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer Greenhouse Gas Regulation), and in-use fleet retrofit requirements such as the Truck and Bus Regulation. In September 2011, the USEPA adopted a new rule for HD trucks and engines. The EPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements begin with model year (MY) 2014 with stringency levels increasing through MY 2018. The rule organizes truck compliance into three groupings, which include a) HD pickups and vans; b) vocational vehicles; and c) combination tractors. The USEPA rule does not regulate trailers.

CARB staff has worked jointly with the USEPA and the NHTSA on the next phase of Federal GHG emission standards for MD and HD vehicles, called Federal Phase 2. The Federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year HD vehicles, including trailers. But as discussed above, the USEPA and NHTSA have proposed to roll back GHG and fuel economy standards for cars and light-duty trucks, which suggests a similar rollback of Phase 2 standards for MD and HD vehicles may be pursued.

SB 97 and State CEQA Guidelines

In August 2007, the Legislature adopted SB 97, requiring the Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the California Natural Resources Agency. OPR submitted its proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The *State CEQA Guidelines* amendments were adopted on December 30, 2009, and became effective on March 18, 2010.

The *State CEQA Guidelines* amendments do not specify a threshold of significance for GHG emissions or prescribe assessment methodologies or specific mitigation measures. Instead, the amendments encourage lead agencies to consider many factors in performing a CEQA analysis but rely on the lead agencies in making their own significance determinations based upon substantial evidence. The *State CEQA Guidelines* amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

The *State CEQA Guidelines* amendments require a lead agency to make a good-faith effort based on the extent possible on scientific and factual data to describe, calculate or estimate the amount of GHG emissions resulting from a project. The *State CEQA Guidelines* amendments give discretion to the lead agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project and which model or methodology to use and/or (2) rely on a qualitative analysis or performance-based standards. The California Natural Resources Agency is required to periodically update the guidelines to incorporate new information or criteria established by CARB pursuant to AB 32.

5.8.2.4 Regional Regulations

The Project site is within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

South Coast Air Quality Management District

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a Lead Agency if they are the only agency having discretionary approval for the project and acts as a Responsible Agency when a land use permitting agency must also approve discretionary permits for a project. The SCAQMD acts as an expert commenting agency for impacts to air

quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the Basin. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Residential and Commercial land use: 3,000 $MTCO_2e$ per year
    - Industrial land use: 10,000 $MTCO_2e$ per year
    - Based on land use type: residential: 3,500 $MTCO_2e$ per year; commercial: 1,400 $MTCO_2e$ per year; or mixed use: 3,000 $MTCO_2e$ per year
- Tier 4 has the following options:
    - Option 1: Reduce BAU emissions by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans;
    - Option 3, 2035 target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

SCAQMD only has authority over GHG emissions from development projects that include air quality permits. The Project is not anticipated to be subject to SCAQMD permits. Notwithstanding, if the Project requires a stationary permit, it would be subject to the applicable SCAQMD regulations.

SCAQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

5.8.2.5 Local Regulations

City Of Chino Climate Action Plan (CAP)

The City of Chino adopted the 2020-2030 CAP Update on November 17, 2020, which went into effect on January 1, 2021. The 2020-2030 CAP Update considers the previous Greenhouse Gas (GHG) reduction targets identified in the 2013 CAP and proposes new targets that are consistent with updates in State climate change regulations in order to meet the requirements of SB 32.

The 2020-2030 CAP Update establishes a framework under which future projects would be designed for the purposes of reducing GHG emissions. Although the 2020-2030 CAP Update is designed as a stand-alone GHG policy document, it would be utilized to provide a more comprehensive and detailed framework for land-based policy decisions to reduce GHG emissions from existing and future development. Any future projects proposed pursuant to the 2020-2030 CAP Update would be developed in accordance with General Plan Policies for energy conservation while maximizing efficient use of resources, maintaining a high quality of life, enhancing job opportunities, promoting sustainability, and facilitating access to transportation facilities.

The 2020-2030 CAP Update includes an update to the City's GHG inventory for the year 2016 and sets a target to reduce communitywide GHG emissions by 46% by 2030, which would put the City on a path toward the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045. GHG reduction measures prescribed in the 2020-2030 CAP Update build upon those adopted under the City's 2013 CAP to ensure that the City meets the reduction targets established pursuant to SB 32.

City of Chino 2045 General Plan

The City General Plan 2045 contains Objectives, Policies, and Actions within the Infrastructure Health and Environmental Quality Elements that pertain to Greenhouse Gas Emissions. The following Objectives, Policies, and Action apply to the Project:

Objective INF-3: Efficient Circulation: Manage the City's transportation system to maximize the efficiency of the network, minimize congestion and air pollution, and reduce vehicle miles traveled (VMT).

> **Policy INF-3.8:** Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.

Objective HEQ-5: Clean Air, Water and Soil. Reduce pollution and improve community health.

> **Policy HEQ-5.4:** Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.
>
> **Action HEQ-5.A:** Use the Climate Action Plan to guide City actions and investments aimed at reducing greenhouse gas emissions community-wide.

5.8.3 Project Design Considerations

The Project will include temporary construction BMPs to reduce GHG emissions such as limited equipment idling, maintaining construction equipment, and avoiding unnecessary equipment use where feasible. As an infrastructure improvement, the Project will not generate new long-term operational trips, energy demand, or stationary-source emissions. Therefore, the Project will support efficient circulation and remain consistent with applicable GHG reduction goals in the City of Chino CAP and GP.

5.8.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines, the Project may result in a significant impact related to Greenhouse Gas Emissions if the Project would:

- (Threshold A): Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- (Threshold B): Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

5.8.5 Environmental Impacts

Threshold A: ***Would the Project have the potential to generate direct or indirect GHG emissions that would result in a significant impact on the environment?***

Less than Significant Impact

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the

Office of Planning and Research's amendments to the CEQA Guidelines Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

The SCAQMD screening-level threshold of 3,000 metric tons of carbon dioxide equivalent per year ($MTCO_2e$/yr) is employed to determine if additional analysis of GHG emissions impacts and implementation of GHG emissions mitigation measures is warranted. The SCAQMD 3,000 $MTCO_2e$/yr threshold is a widely accepted conservative metric used by numerous lead agencies. Based on this guidance, if a project is anticipated to emit GHGs totaling less than 3,000 $MTCO_2e$/yr, the project is not considered a substantial GHG emitter, GHG impact is less-than-significant. No additional analysis or mitigation would be required.

The estimated GHG emissions for construction of the Project was calculated to be a total of approximately 90.93 MTCO2e/yr, which includes emissions from Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), and Refrigerants (R). The analysis results are shown in Table 5.8-4 (TOTAL PROJECT GHG EMISSIONS) below. Detailed operation model outputs are presented in Appendix B.

TABLE 5.8-4: TOTAL PROJECT GHG EMISSIONS

Source	Emission (metric tons per year)				
	CO_2	CH_4	N_2O	R	Total CO_2e
Annual construction-related emissions amortized over 30 years	90.10	4.33E-03	2.33E-03	0.01	90.93
Total CO_2e (All Sources)	90.93				

The Project would generate an estimated 90.93 $MTCO_2e$/yr, and would not exceed the applicable threshold of 3,000 $MTCO_2e$/yr. Therefore, the potential for the Project to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment is **less than significant**.

Threshold B: ***Would the Project have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?***

Less than Significant Impact

Pursuant to Section 15604.4 of the CEQA Guidelines, a Lead Agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with the 2022 Scoping Plan is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32.

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, Off-Road Zero-Emission Targeted Manufacturer Rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the Project would be consistent with the 2022 Scoping Plan.

The purpose of the Chino CAP Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the City. Because the Chino CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines.

The CAP includes CEQA consistency checklists and reduction policies that apply to residential, commercial, and industrial projects; however, none of these directly address new infrastructure projects similar to the Project. Project development and operation are not expected to exceed the GHG significance thresholds set by the SCAQMD, which were established to support statewide GHG reduction goals in alignment with AB 32. As a result, the Project will not impede or conflict with the GHG-reduction objectives outlined in the CAP. The Project would not conflict with any applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs and the Project's potential impacts are **less than significant**.

5.8.6 Proposed Mitigation Measures

As the Project does not exceed any of the GHG significance thresholds, no GHG-related mitigation measures are required.

5.8.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue). The Prado Basin is the lowest point of elevation within the City and the region. Each of the proposed developments would generate GHG emissions from vehicle trips, electrical and water use, and other sources. The analysis of GHG emissions is cumulative in nature, as emissions affect the accumulation of GHGs in the earth's atmosphere. Projects that

fall below provided thresholds are considered to have a less than significant impact, both individually and cumulatively.

As discussed, the Project would not exceed the SCAQMD/City's screening threshold of 3,000 $MTCO_2e$ per year, nor would the Project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Further, the Project will not conflict with any of the provisions of the 2022 Scoping Plan or the Chino CAP Update. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions and potential impacts would be **less than significant**. Therefore, cumulative impacts would be **less than significant**.

5.8.8 References

The following references were used in the preparation of this section of the DEIR:

Chino CAP	City of Chino, *Final Climate Action Plan Update 2020-2030*, approved November 17, 2020. Available at https://www.cityofchino.org/206/Climate-Action-Plan-CAP. Accessed March 18, 2026.
CARB 2025	California Air Resources Board, *California Greenhouse Gas Emissions from 2000-2023: Trends of Emissions and Other Indicators*, November 4, 2025. Available at https://ww2.arb.ca.gov/sites/default/files/2025-11/nc-2000_2023_ghg_inventory_trends.pdf. Accessed March 18, 2026.
CARB 2022	California Air Resources Board, *2022 Scoping Plan for Achieving Carbon Neutrality, December 2022*. Available at https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents. Accessed March 20, 2026.
EDGAR GHG Emissions Report 2025	Emissions Database for Global Atmospheric Research, *2025 GHG Gas emissions of all world countries.* Available at https://edgar.jrc.ec.europa.eu/report_2025. Accessed May 19, 2026.
UCI 2024	Urban Crossroads Inc., *Euclid Bridge Air Quality, Greenhouse Gas and Energy Assessment*, December 2024. Appendix B.

5.9 Hazards and Hazardous Materials

This section analyzes the impacts of the Project related to Hazards and Hazardous Materials based upon the City of Chino 2045 General Plan, City of Chino 2045 General Plan Update Final Program Environmental Impacts Report (PEIR), the Airport Comprehensive Land Use Plan (ACLUP) for the Chino Airport (San Bernardino County Airport Land Use Commission [ALUC] 1991), Chino Airport Master Plan (County of San Bernardino 2011), and hazardous material databases.

5.9.1 Setting

Hazardous material sites can include any business or operation that has previously used, or currently uses, hazardous materials on a routine basis, as well as include any site where hazardous materials have been spilled. The State Water Resources Control Board (SWRCB) has a general database that indicates where hazardous materials are known to exist.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document that provides information about the location of hazardous materials release sites in the State. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, and at least annually, update the Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List that is contained in their EnviroStor database.

The other main source of information for sites in the Cortese List is the SWRCB's Geotracker Database (Geotracker). Geotracker is SWRCB's internet-accessible database system used by the State board, regional boards, and local agencies to track and archive compliance data from authorized or unauthorized discharges of waste, or unauthorized releases of hazardous substances from underground storage tanks. This system consists of a relational database, online compliance reporting features, a geographical information system interface, and other features that are utilized by the State board, regional boards, local agencies, regulated industry, and the public to input, manage, or access compliance and regulatory tracking data.

As shown on Figure 4.7-1 Hazardous Materials Sites, of the PEIR, there are 11 active Envirostor and 15 active Geotracker hazardous materials sites within the City of Chino. The Project site does not contain a hazardous materials site nor is it located close to any of these hazardous material sites.

Airport Hazards

Chino Airport is a 1,097-acre general aviation airport located in the southeastern portion of the City owned and operated by the County of San Bernardino (County). It is used by a wide range of general aviation aircraft, including single- and multi-engine aircraft, turboprop, business jet, and helicopters. Chino Airport is subject to both the Airport Master Plan for the Chino Airport (County of San Bernardino 2011) and the ACLUP for the Chino Airport (County of San Bernardino 1991).

The Chino ACLUP was adopted in 1991 to ensure the safety and welfare of residents, businesses, and airport users while supporting continued airport operations. Under State law, local land use

plans and individual development proposals are required to be consistent with the policies set forth in the applicable land use compatibility plan. The Chino ACLUP identifies three Safety and Runway Protection Zones, which the City has incorporated as an Airport Overlay District. Figure 4.7-2 Chino Airport Overlay and Safety Zones of the PEIR presents the City's Airport Overlay District and ACLUP Safety and Runway Protection Zones. The Project site is partially located within Safety Zone Three of the Chino Airport Runway Protection Zone. While the responsibility for the preparation and adoption of compatibility plans typically falls to the County Airport Land Use Commission in California, the County and its cities have elected to follow an alternative process provided for in State law. Under this process, the City was designated as the local jurisdiction responsible for leading the compatibility planning process for Chino Airport in 1996.

In 2011, the California Department of Transportation (Caltrans), Division of Aeronautics published the California Airport Land Use Planning Handbook, which local jurisdictions are required to rely on for guidance in preparing airport land use compatibility plans (ALUCPs). The Chino ACLUP does not reflect the guidance set forth in the Caltrans handbook.

5.9.2 Regulatory Setting

5.9.2.1 Federal Regulations

A variety of Federal laws and regulations governing the management and control of hazardous substances have been established at the Federal level to protect the environment. Primary Federal agencies with responsibility for hazardous materials management include the United States Environmental Protection Agency (USEPA), United States Department of Labor's Occupational Safety and Health Administration (OSHA), United States Department of Transportation (USDOT), and the Nuclear Regulatory Commission (NRC). Major Federal laws and issue areas include the following statutes and regulations:

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

Discovery of environmental health damage from disposal sites prompted the United States Congress to pass CERCLA, also known as Superfund. The purpose of CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) pertains primarily to emergency management of accidental releases. It requires formation of State and local emergency planning committees, which are responsible for collecting, material handling, and transportation data for use as a basis for planning. Chemical inventory data are made available to the community at large under the "right-to-know" provision of the law. Additionally, SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

Resource Conservation and Recovery Act

Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from its site of generation to its ultimate disposition. The 1984 amendments to RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and contaminant systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (HMTA) is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

Federal Aviation Regulations, Part 77

The Federal Aviation Regulations (FAR), Part 77, Objects Affecting Navigable Airspace, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the Federal Aviation Administration (FAA) be notified of proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) using FAA Form 7460-1 if those objects would be of a height that exceeds FAR Part 77 criteria. Further, FAR Part 77 regulations define a variety of imaginary surfaces at certain altitudes around airports. Surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Collectively, the surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. FAR Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the FAR Part 77 surface generally are reviewed on a case-by-case basis.

5.9.2.2 State Regulations

At the State level, California has developed hazardous waste regulations that are similar to the Federal laws, but that are more stringent in their application in some cases. The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the State. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) is the primary State agency with jurisdiction over hazardous chemical materials management. While DTSC has the primary responsibility for enforcement and implementation of hazardous waste control laws in the State, this responsibility is shared with other State and local government agencies, including the State Water Resources Control Board (SWRCB), Regional Water Quality Control Board (RWQCB), and City and County governments. Other State agencies involved in hazardous materials management are the California Department of Industrial Relations' Division of Occupational Safety and Health (Cal/OSHA), California Emergency Management Agency's

Accidental Release Prevention (Cal/ARP), California Department of Fish and Wildlife (CDFW), California Air Resources Board (CARB), California Department of Transportation (Caltrans), California Office of Environmental Health Hazard Assessment (OEHHA) the California Department of Toxic Substances Control (DTSC), and the California Department of Resources Recycling and Recovery (CalRecycle). Hazardous chemical and bio-hazardous materials management laws in California include the following statutes and regulations:

California Code of Regulations

Most State and Federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. As California is a fully authorized State according to RCRA, most RCRA regulations, such as those contained in 40 Code of Federal Regulations (CFR) 260, et seq., have been duplicated and integrated into Title 22. However, since DTSC regulates hazardous waste more stringently than USEPA, the integration of State and Federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as RCRA. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do RCRA regulations in 40 CFR 260. To aid the regulated community, California compiled the hazardous materials, waste, and toxics-related regulations contained in CCR Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27, into one consolidated CCR Title 26 “Toxics.” However, the California hazardous waste regulations are still commonly referred to as Title 22.

California Hazardous Material Management Act

The California Hazardous Material Management Act (HMMA) requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Plan (HMBP), which includes an inventory of hazardous materials stored on site above specified quantities, an emergency response plan, and an employee training program. Businesses that use, store, or handle 55 gallons of liquid, 500 pounds of solid or 200 cubic feet of a compressed gas at standard temperature and pressure require HMBPs. Plans must be prepared prior to facility operation and are reviewed/updated biennially or within 30 days of a change.

California Hazardous Waste Control Law

California Hazardous Waste Control Law (HWCL). HWCL is the primary hazardous waste statute in the State. HWCL requires a hazardous waste generator, which stores or accumulates hazardous waste for periods greater than 90 days at an on-site facility or for periods greater than 144 hours at an off-site or transfer facility that treats or transports hazardous waste, to obtain a permit to conduct such activities. HWCL implements RCRA as a “cradle-to-grave” waste management system in the State. HWCL specifies that generators have the primary duty to determine whether their waste is hazardous and to ensure their proper management. HWCL also establishes criteria for the reuse and recycling of hazardous waste used or reused as raw materials. HWCL exceeds Federal requirements by mandating source reduction planning and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates the

number of types of wastes and waste management activities that are not covered under Federal law with RCRA.

State Aeronautics Act

The State Aeronautics Act, which is codified in Public Utilities Code Section 21670, et seq., establishes the requirement for the creation of airport land use commissions for every county in which an airport is located that is served by a scheduled airline. Additionally, these sections of the Public Utilities Code mandate the preparation of Comprehensive Land Use Plans (CLUP) to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of CLUPs includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public.

California Emergency Services Act

California Government Code 8550-8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the State to mitigate the effects of natural, manmade, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the State. The general purpose is to protect the health and safety and preserve the lives and property of the people of the State.

Title 22, Division 4.5 of the California Code of Regulations

Title 22, Division 4.5 of the California Code of Regulations establishes the requirements in which hazardous waste generators, transporters, and owners or operators of treatment, storage, or disposal facilities must comply. Regulations include the requirements for packaging, storing, labeling, reporting, and the general management of hazardous waste before shipment. Additionally, the regulations identify standards that apply to transporters of hazardous waste such as the requirements for transporting shipments of hazardous waste, manifesting, vehicle registration, and emergency accidental discharges during transportation.

California Division of Occupational Safety and Health

Occupational safety standards exist in Federal and State laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

California Building Code

The California Building Standards Code (CBC), in Part 2 of Title 24 of the California Code of Regulations (CCR), identifies building design standards, including those for fire safety. The CBC is based on the International Building Code but has been amended for California conditions. The

CBC is updated every three years, and the current 2025 CBC went into effect January 1, 2026. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of fire sprinklers in new construction (unless otherwise exempt or using alternative fire suppression systems); the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The CFC, contained in Part 9 of CCR Title 24, incorporates by adoption of the International Fire Code of the International Code Council, with California amendments. The CFC is updated every three years, and the current 2025 CFC went into effect January 1, 2026. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. The CFC regulates building standards in the CBC, fire department access, fire protection systems and devices, fire and explosion hazards safety, hazardous materials storage and use, and standards for building inspection.

5.9.2.3 Regional Regulations

San Bernardino County Certified Unified Program Agency

The Hazardous Materials Division of the County Fire Department serves as the local Certified Unified Program Agency for San Bernardino County. As the local Certified Unified Program Agency, the Hazardous Materials Division ensures that hazardous materials are properly handled and stored. The Hazardous Materials Division implements programs related to the following: accident prevention; emergency plans; installation, monitoring, and closure of underground tanks; implements Certified Unified Program Agency programs for the handling, storage, transportation, and disposal of hazardous wastes; and conducts compliance inspections throughout San Bernadino County.

Chino Airport Comprehensive Land Use Plan

Chino Airport (owned and operated by the County) is in the southeastern portion of the City. It supports some cargo movement and charter service, air taxi, military operations, and flight training. In addition to flight operations, the airport is home to numerous aviation related companies, a restaurant, nursery, agriculture, and two aviation museums. It is expected to remain a general aviation airport.

The County ALUC prepares ALUCPs in order to promote compatibility between airports and the land uses surrounding them. ALUCPs set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances. Adopted in 1991, the Chino ACLUP prepared by the County pursuant to California State laws serves as the ALUCP and identifies

areas outside of the boundaries of the airport influenced by future operations of the airport and offers a comparison of proposed surrounding land uses against applicable noise, safety, and height criteria.

The ACLUP has designated land surrounding Chino Airport into the following safety zones:

- Runway Safety Zone: Land use is extremely restricted but agricultural uses are allowed. It is designated by the Adopted General Plan for public uses and is under the control of Chino Airport.
- Safety Zone II: Restricts uses that would result in more than 50 persons per assembly area or 25 persons per building being present. This area is designated by the Adopted General Plan as Urban Reserve, General Industrial, Light Industrial, Agriculture, and Open Space/Recreation.
- Safety Zone III: No restrictions on residential zoning and is referred to as an outer boundary 10,000 feet from the airport.
- Conical Surface Area: Where it is recommended, the County and the City obtain a standard of aviation easement for all land transfers and/or proposed development.

The Runway Safety Zone is the most critical safety impact area in which land use is extremely restricted but agricultural uses are allowed. Runway Safety Zone II allows a limited number of dwellings if population density is kept low, and height and noise criteria are met. Safety Zone III has no restrictions on residential zoning and is referred to as an outer boundary 10,000 feet from the airport. The conical surface area represents areas for which the County and the City are recommended to obtain a standard of aviation easement for all land transfers and/or proposed development.

Chino Airport Master Plan

The Chino Airport Master Plan was completed in 2003 and has been adopted by the Board of Supervisors of San Bernardino County. It serves to guide the development and expansion of the Airport in response to projected future needs.

5.9.2.4 Local Regulations

Chino Municipal Code

Title 10 – Vehicles and Traffic

Title 10, referred to as the City's Traffic Code, contains Section 10.40.010 which addresses the regulation of vehicles transporting hazardous materials.

Title 20 – Zoning

Title 20 contains ordinances in relation to hazardous materials use and storage. Section 20.21.260 upholds the following requirements:

- Any quantity of hazardous material that exceeds the exempt amounts per control area or outdoor area as specified in the Unform Fire Code, latest edition, shall require the approval of a special conditional use permit.
- No changes in practices or procedures, or the type and/or maximum quantity of material shall occur without first notifying the Chino Valley Independent Fire District and appropriate amendments made to the approved business emergency/contingency plan and/or risk management prevention program on file with the San Bernardino County Department of Environmental Health Services.
- All operations shall comply with all applicable requirements of the Uniform Fire Code, latest adopted edition.
- At all times, all operations shall be in full compliance with all Federal, State and local regulations pertaining to containment, including restricting use/storage to designated areas, stacking height limitations of materials, and the provision of appropriate preapproved containment walls where required.

City of Chino Local Hazard Mitigation Plan

Chino's Local Hazard Mitigation Plan (LHMP) aims to identify the City's hazards and understand the impact of those hazards on infrastructure such as the Project. It contains Goals relevant to the Project:

- **Goal 3: Property Protection.** Reduce exposure to hazards through building or parcel-specific activities, such as structure/building acquisition, and protecting critical infrastructure and community lifelines within the City of Chino by identifying and reducing impacts of natural hazards through activities such as floodproofing and retrofitting.
- **Goal 5: Structural Projects.** Minimize the impacts of natural hazards on key structures within the City of Chino through the implementation of mitigation projects, such as detention basins, tornado shelters, advanced warning systems, etc.

City of Chino 2045 General Plan

The following City General Plan 2045 Objectives, Policies and Action pertaining to Hazards and Hazardous Materials, and related emergencies are relevant to the Project.

Objective HSN-1: Hazard Protection. Protect life and property from natural and human made hazards.

> **Policy HSN-1.6:** Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows and comply with federal and State requirements, employing "green infrastructure" techniques as feasible and appropriate.

Policy HSN-1.11: Protect and preserve natural features such as open space and agricultural lands within the Prado Regional Park that serve as natural mitigation against the impacts of flooding.

Action HSN-1.C: Prioritize capital improvement projects such as the Euclid Avenue Bridge Project and the Pine Avenue Bridge Connection that address roadway flooding in inundation-prone areas.

Policy HSN-1.20: To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.

Policy HSN-1.25: Consistent with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

Policy HSN-1.33: Limit the potential noise impacts of construction activity on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, notification of neighbors, and sound attenuation devices.

Objective HSN-2: Resilient Community. Build community resilience to natural disasters and the effects of climate change.

Policy HSN-2.4: Consider climate impacts, risk, and uncertainty in designing and evaluating capital improvement projects and adjust infrastructure design standards and project locations to address asset- and site-specific vulnerabilities.

Policy HSN-2.5: Plan for the continuity of operations at critical facilities following a disaster to help prevent interruption of emergency response.

Objective HSN-3: Effective Emergency Response. Provide effective emergency response to disasters and emergencies.

Policy HSN-3.5: Ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.

Action HSN-3.E: Partner with Caltrans, San Bernardino County Transportation Authority, and neighboring jurisdictions on measures to protect critical evacuation routes such as SR60, SR71, Euclid Avenue, Kimball Avenue, and Pine Avenue, including by construction the Euclid Avenue Bridge Project, the Pine Avenue Bridge Connection, and the Pine Avenue/SR-71 Interchange Improvements project. Develop contingency plans for operations when these and other roads are inoperable due to flooding or other disasters.

5.9.3 Project Design Considerations

Construction

Although there would be temporary lane closures on various parts of the Project site during construction, there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations. A Transportation Management Plan (TMP) would be prepared for the Project prior to the start of construction and reviewed and approved by the City Public Works Department. During the very short windows when Euclid Avenue would be closed Pine Avenue - El Prado Road - Central Avenue/ Soquel Canyon Parkway – SR-71 would likely be used as a detour route.

Operation

The Project is designed to raise Euclid Avenue, a principal evacuation route in Chino, above the Prado Flood Control Basin 50-year inundation pool level, which would prevent closures during storm events, and widen the roadway to four lanes to match existing roadway capacity to the north and south of the new viaduct bridge over Chino Creek.

5.9.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines, the Project may result in a significant impact related to hazards and hazardous materials if the Project would:

- (Threshold A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (Threshold 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;
- (Threshold C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- (Threshold D) 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 create a significant hazard to the public or the environment;
- (Threshold 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 for people residing or working in the Project area;
- (Threshold F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

- (Threshold G) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

5.9.5 Environmental Impacts

Threshold 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

The Project consists of roadway and bridge infrastructure improvements within Euclid Avenue, an existing transportation corridor. Construction of the Project has the potential to create a hazard to the public or environment through the transportation, use, and disposal of construction-related hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical materials delivered to construction sites. However, due to the limited quantities of these materials to be used by the Project, they are not considered hazardous to the public at large. In accordance with the City's Hazardous Materials Policy, the transport, use, and storage of hazardous materials during the construction and operation of the Project would be conducted pursuant to all applicable local, State, and Federal laws, and in cooperation with the County's Department of Environmental Health. Compliance with all applicable local, State, and Federal laws related to the transportation, use, and storage of hazardous materials would reduce the likelihood and severity of accidents during transit, use, and storage. Moreover, the Project does not involve long-term operational activities that would use, store or dispose of hazardous materials beyond standard roadway maintenance. Once constructed, the operation of the roadway and the Euclid Avenue Bridge would not involve routine use or transport hazardous materials beyond standard vehicle traffic that already occurs on site. Thus, the Project does not include activities that would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts under the Project would be **less than significant**.

Threshold 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

The Project consists of roadway and bridge infrastructure improvements within Euclid Avenue, an existing transportation corridor. Construction activities would involve the temporary use, storage, and transport of hazardous materials, including fuels, lubricants, hydraulic fluids, concrete additives, curing compounds, solvents, and paints. These materials could pose a risk to the public and the environment if inadvertently released due to equipment failure, traffic accidents, or improper handling.

The Project site is located adjacent to Chino Creek and the Prado Basin, which are sensitive environmental areas. An accidental release of hazardous materials could result in contamination of soil or surface waters if not properly controlled. To minimize the potential for accidental

releases, construction would comply with all applicable Federal, State, and County/local hazardous materials handling regulations, including the California Hazardous Materials Release Response Plans and Inventory Law, Occupational Safety and Health Administration (OSHA) standards, and State Water Resources Control Board requirements. Construction contractors would be required to prepare and implement Spill Prevention and Response Plans, maintain spill containment kits on-site, and provide worker training for hazardous materials handling and emergency response procedures. With implementation of State, County, and City required regulatory compliance measures and spill prevention controls, the potential for accidental hazardous material releases would be minimized, and impacts would be **less than significant**.

Threshold 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

No existing or known proposed school is located within one-quarter mile of the Project site. The nearest school is Butterfield Ranch Elementary School located at 6350 Mystic Canyon Drive, approximately one-half mile southwest of the Project area. Infrastructure development is not a type of land use that typically generates hazardous emissions or handles acutely hazardous materials or substances. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or known proposed school. **No impacts** are identified or anticipated, and no mitigation measures are required.

Threshold D: ***Would the Project 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?***

No Impact

According to the California Department of Toxic Substances Control EnviroStor, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Per the City General Plan PEIR, Figure 4.7-1 (Hazardous Material Sites), the Project area does not contain any hazardous waste cleanup sites. Therefore, the Project would have **no impact** related to being located on a hazardous materials site.

Threshold E: ***Would the Project be 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 for people residing or working in the project area?***

Less than Significant Impact

The Project site is located within Safety Zone III of the Chino Airport Comprehensive Land Use Plan (CLUP), also known as the Traffic Pattern/Overflight Zone. This Zone encompasses areas where aircraft maneuver to enter the airport traffic pattern, including the downwind, base, and final approach legs. The designated traffic pattern altitude at Chino Airport is 1,400 feet mean sea

level (approximately 750 feet above ground level) for reciprocating aircraft and 2,000 feet mean sea level for jet aircraft, as described within the CLUP Airspace Restriction section under the "Horizontal Surface."

The Project would elevate the existing roadway and construct a new viaduct structure; however, the height of the proposed improvements would remain substantially below applicable Federal Aviation Administration (FAA) obstruction standards and CLUP airspace surfaces. Pursuant to Federal Aviation Regulations (FAR) Part 77.11 through 77.19, FAA notification is required for structures exceeding 200 feet above ground level or those that penetrate an imaginary air space surface extending upward at a slope of 100:1 for a horizontal distance of 20,000 feet from the nearest runway. The proposed improvements would remain well below these thresholds, and FAA notification would therefore not be required. Moreover, the Project consists solely of transportation infrastructure improvements and does not include residential development or other sensitive receptor uses. Accordingly, the Project would remain consistent with the Chino Airport CLUP Safety Zone III compatibility requirements and would not result in a safety hazard for people residing or working in the Project area. Therefore, impacts from the Project would be **less than significant.**

Threshold F: ***Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less than Significant Impact

The Project site is located within the existing right-of-way of Euclid Avenue and is served by an established network of local and regional roadways, including Pine Avenue, Pomona Rincon Road, and surrounding arterial and collector streets. These roadways function as emergency access and evacuation routes for the surrounding area, including the Prado Basin and adjacent communities. The Project would elevate Euclid Avenue and construct a new viaduct and associated ramps and is intended to improve roadway reliability and flood resiliency, particularly during high water events within the Prado Basin. These improvements would enhance emergency vehicle access across Chino Creek and would not remove or permanently block any designated evacuation routes.

During construction, temporary traffic control measures and detours would be implemented in coordination with a Plan for such approved by the City of Chino (as mentioned above), and emergency service providers to ensure that emergency access is maintained at all times. The Project would not impair implementation of, nor physically interfere with, any adopted emergency response or emergency evacuation plans. Accordingly, impacts from the Project would be **less than significant.**

Threshold G: ***Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

Less than Significant Impact

The Project site is located within a developed transportation corridor within the Prado Basin. Surrounding land uses consist primarily of roadway infrastructure, flood control facilities, open space, and managed basin lands. The Project site itself is not located within a State-designated Very High Fire Hazard Severity Zone (VHFHSZ); however, narrow strips of VHFHSZ occur adjacent to both sides of Euclid Avenue within the Prado Basin.

The Project would consist solely of transportation infrastructure improvements and would not introduce residential uses. Construction activities would involve the temporary use of fuel-powered equipment and vehicles that could pose a limited ignition risk. Moreover, construction would elevate the existing transportation corridor and would comply with all applicable fire safety regulations and standard fire prevention practices, including maintaining fire extinguishers on-site, implementing spark arrestors, controlling vegetation, and restricting hot work activities during high fire weather conditions.

Given the developed and managed nature of the Project footprint, the limited extent of adjacent VHFHSZ areas, and implementation of required fire prevention measures, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, impacts related to wildland fire hazards would be **less than significant**.

5.9.6 Proposed Mitigation Measures

Impacts from the Project were found to be **less than significant**; therefore, no mitigation measures are necessary.

5.9.7 Cumulative Environmental Impacts

Less than Significant Impact

The planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis) include infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

Hazardous Materials

The Project site and the other infrastructure projects are not located in or near hazardous waste sites. Construction activities for the other infrastructure projects, consistent with the Project, would involve the temporary use, storage, and transport of hazardous materials, including fuels, lubricants, hydraulic fluids, concrete additives, curing compounds, solvents, and paints. These materials could pose a risk to the public and the environment if inadvertently released due to equipment failure, traffic accidents, or improper handling. Construction for all of the projects would be required to comply with all applicable Federal, State, and local hazardous materials handling regulations, including the California Hazardous Materials Release Response Plans and Inventory Law, Occupational Safety and Health Administration (OSHA) standards, and State Water

Resources Control Board requirements. Construction contractors would be required to prepare and implement Spill Prevention and Response Plans, maintain spill containment kits on-site, and provide worker training for hazardous materials handling and emergency response procedures for all of the projects. With implementation of required regulatory compliance measures and spill prevention controls, the potential for accidental hazardous material releases from each of the infrastructure projects would be minimized, and cumulative impacts related to hazardous materials would be **less than significant** and not cumulatively considerable.

Airport Land Use Compatibility

The Project, the two segments of Pine Ave widening, and Storm Drain Line I are located within the Chino Safety Zone III which has no restriction on residential zoning and is referred to as an outer boundary 10,000 feet from the Airport. The western segment of Pine Avenue Connector/Bridge project and the Pine Avenue/ SR-71 Interchange Improvements are located in Safety Zone II in which uses that would result in more than 50 persons per assembly area or 25 persons per building. Therefore, none of the cumulative projects would conflict with the Chino Airport safety zones. Therefore, cumulative impacts with regard to consistency with ALUC are **less than significant** and would not be cumulatively considerable.

Emergency Evacuation

During construction of all of the infrastructure projects, temporary traffic control measures and detours would be implemented in coordination with the City of Chino and emergency service providers to ensure that emergency access is maintained at all times. All of the roadway infrastructure projects would improve these portions of roadways, which provide emergency routes within the City. Therefore, none of the cumulative infrastructure projects would not impair implementation of, nor physically interfere with, an adopted emergency response or emergency evacuation plan. Therefore, cumulative impacts with regard to emergency response are **less than significant** and would not be cumulatively considerable.

Wildfire

The Project and the cumulative projects are all infrastructure projects and do not introduce residential uses. Construction activities for all of the infrastructure projects would involve the temporary use of fuel-powered equipment and vehicles that could pose a limited ignition risk. Construction of each project would comply with all applicable fire safety regulations and standard fire prevention practices, including maintaining fire extinguishers on-site, implementing spark arrestors, controlling vegetation, and restricting hot work activities during high fire weather conditions. Given the developed and maintained nature of each project site, the limited extent of and implementation of required fire prevention measures, the cumulative projects would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, cumulative impacts related to wildfire would be **less than significant** and would not be cumulatively considerable.

5.9.8 References

The following references were used in the preparation of this section of the DEIR:

Chino ACLUP	San Bernardino County Airport Land Use Commission and Ray A. Vidal Aviation Planning, *Chino Airport Comprehensive Land Use Plan*, November 1991. Available at https://lus.sbcounty.gov/wp-content/uploads/sites/48/Airports/Chino.pdf, accessed February 2026.
EnviroStor	California Department of Toxic Substances Control, *EnviroStor Data Management System*. Available at https://www.envirostor.dtsc.ca.gov/public/. Accessed March 2026.
GP 2045	City of Chino 2045 General Plan. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the Chino 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.

5.10 Hydrology and Water Quality

This section analyzes the effects of the Project on Hydrology and Water Quality. The analysis in this section is based on data and information in the *Hydrology and Hydraulics Report: Euclid Bridge Replacement Project, Euclid Bridge between State Route 71 and Pine Avenue, City of Chino, CA,* prepared by Q3 Consulting (Q3 2025, see Appendix F). The Project site is located within the Santa Ana River watershed (Figure 5.10-1) and is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Accordingly, the analysis in this section is also based on data and information in *The Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin* (April 2025) prepared by Santa Ana RWQCB (RWQCB 2025), and the *Integrated Regional Water Management Plan (IRWMP) for the Santa Ana River Watershed*, also referred to as "One Water One Watershed," (update 2018) prepared by the Santa Ana Watershed Project Authority (SAWPA 2025).

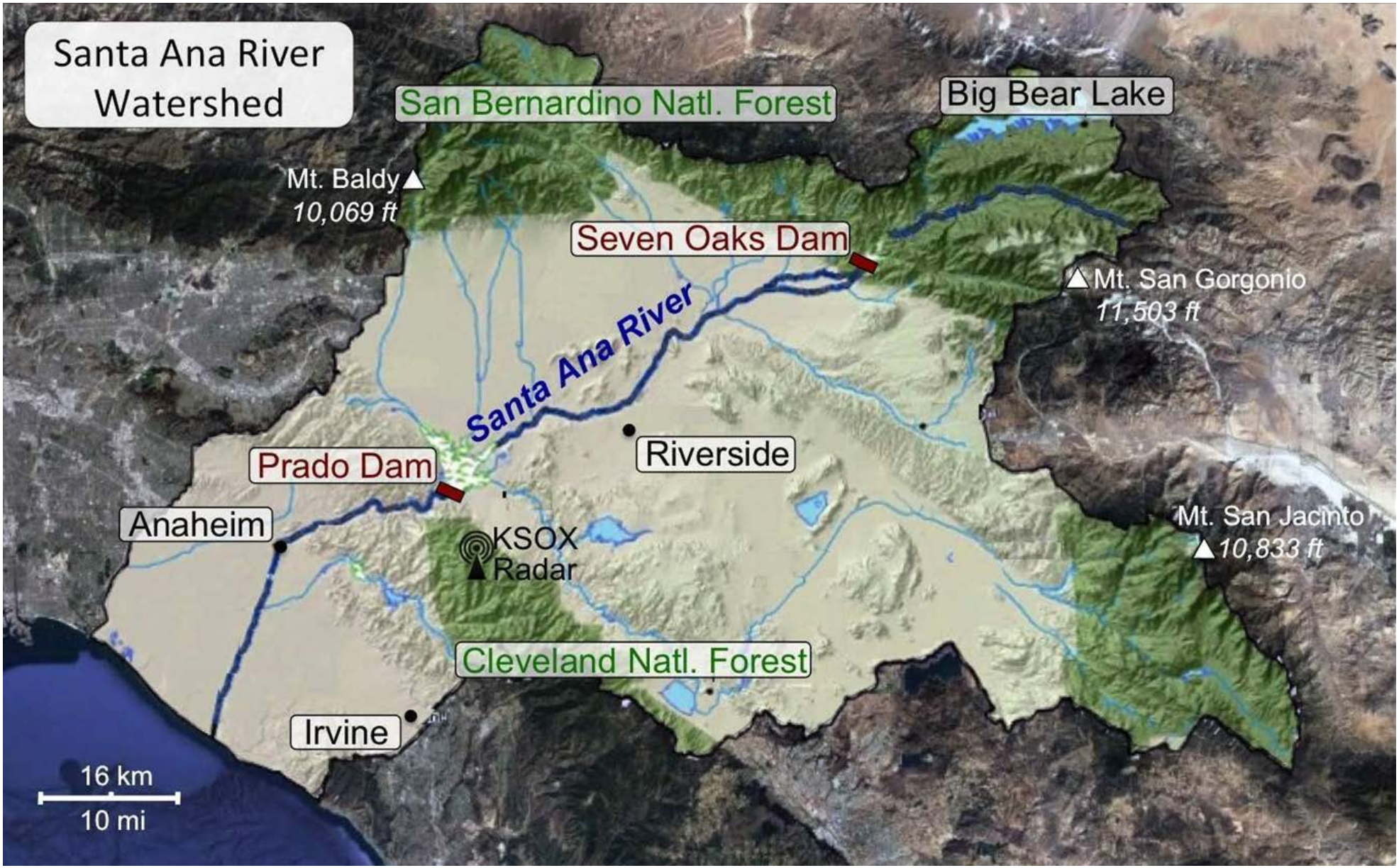
5.10.1 Setting

5.10.1.1 Regional Hydrology

The Project site is located within the Santa Ana River watershed and is under the jurisdiction of the Santa Ana RWQCB. The Santa Ana River watershed is located in southern California between Los Angeles to the north and San Diego to the south, draining approximately 2,800 square miles along its approximate length of 700 miles. Figure 5.10-1 shows the Prado Basin and the Santa Ana River watershed. The Project site is also located within the jurisdictions of the US Army Corps of Engineers' (USACE) Prado Dam Basin, and local drainage requirements of the City of Chino.

5.10.1.2 Site Hydrology

The Project site generally slopes from the northwest to the southeast. Runoff flows from the Project site, travel through tributary drainage areas of Chino Creek (approximately 96.71 square miles) and Cypress Channel (approximately 9.1 square miles), proceeds through Chino Creek under the existing Euclid Avenue Bridge to Prado Regional Park, and ultimately discharge into the Prado Dam, refer to Figure 5.10-2 (Chino Creek Watershed Map). During a peak storm event (i.e., 100-year storm), the runoff flow on the Project site is calculated to be approximately 4,783 cubic feet per second (cfs) in the Cypress Channel Watershed, and approximately 42,226 cfs in the Chino Creek Watershed. Under existing conditions and under smaller storm events, insignificant amount of offsite runoff flow towards the existing bridge, although risk of overtopping exists for larger storm events. As well, the western half of Euclid Avenue and south of the Euclid Avenue-Pomona Rincon Road intersection drain as sheet flows northeast into a basin, from where an existing 36-inch diameter storm drain carries the flow to Chino Creek. The average slope of the Chino Creek drainage area is approximately 270.1 feet per mile, and that of the Cypress Channel drainage area is approximately 64.1 feet per mile (Q3 2025).



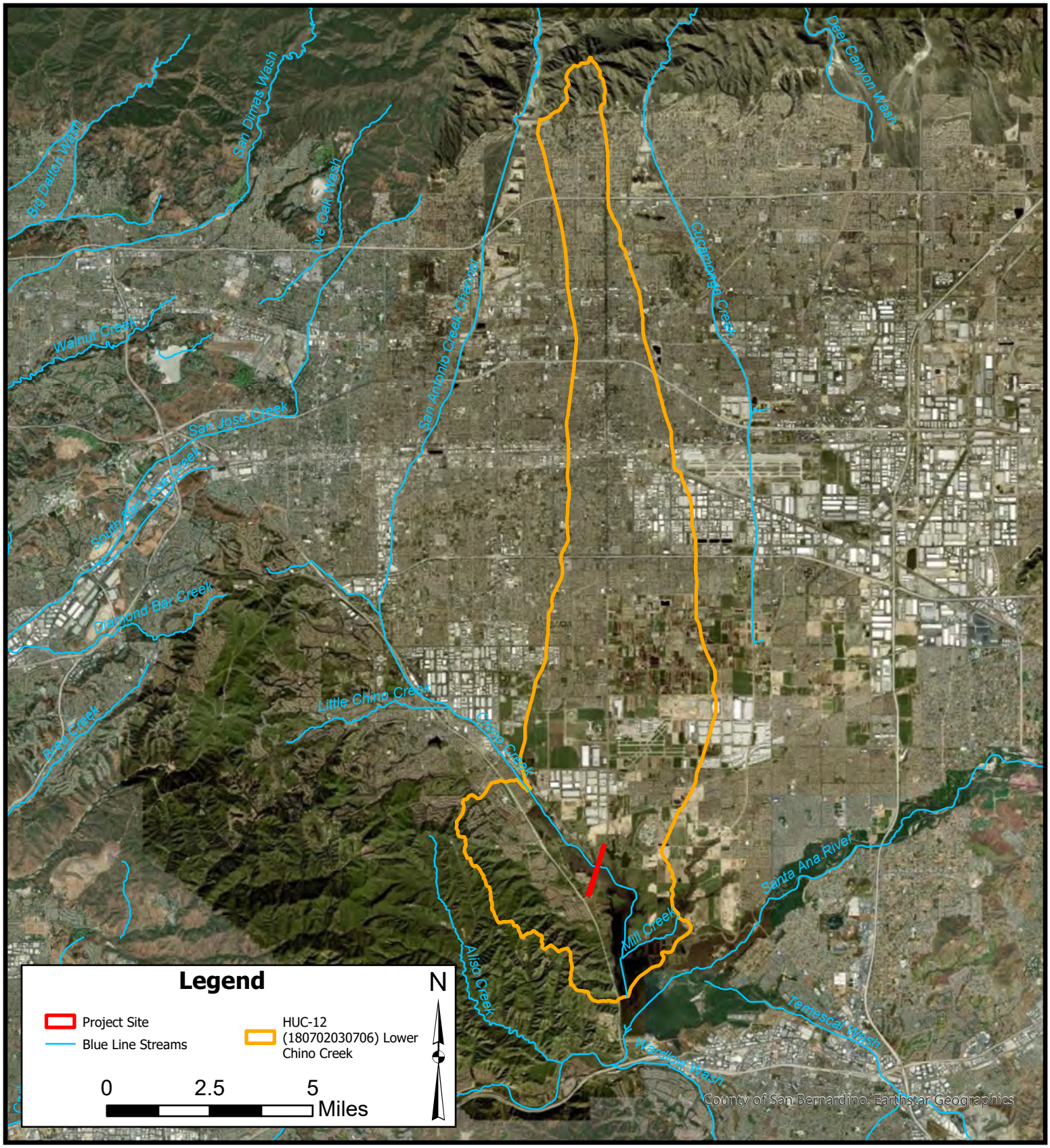
Source: Scripps Institution of Oceanography | University of California, San Diego

Euclid Avenue Bridge Project

RVA

Map of Santa Ana River Watershed

Figure 5.10-1



Euclid Avenue Bridge Project

Chino Creek Watershed Map

RVA

Figure 5.10-2

5.10.1.3 Flooding and Dam Inundation

The Project site is depicted in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Nos. 06071C9345J and 06071C9335J, both effective May 8, 2024. Per the FIRMs, the Project site is characterized by the following Special Flood Hazard Areas (SFHA):

- Most of the Project site is located in SFHA Zone AE, with Base Flood Elevation (BFE) of 556.5 ft.
- A minor portion of the Project site towards its south end is located in Zone X (areas with 0.2% Annual Chance Flood Hazard, or areas with 1% annual chance flood with average depth less than one foot, or with drainage areas of less than one square mile).
- Another minor portion of the Project site at the intersection of Highway 71 and Euclid Avenue is located in Zone D (area of undetermined flood hazard).

The FEMA FIRMs for the Project area are shown on FEMA Flood Insurance Map Panel Nos. 06071C9345J and 06071C9335J as well as the City of Chino General Plan Map HSN-2: Flood Hazards.

According to the City of Chino General Plan Map HSN-2: (Dam Inundation Areas), the Project site is located within the inundation area for the Prado Dam.

The Project also falls within the inundation zone of Prado Basin, which is a Federal project constructed, owned and maintained by the USACE for flood risk management and water conservation purposes (USACE 2024). Prado Basin is located within the Santa Ana River watershed, which encompasses about 2.26 square miles. The Prado Dam flood control reservoir was constructed in 1941 and is operated by the USACE to provide flood control operations for downstream urban areas in Orange County. Four major watercourses drain into Prado Basin, including Chino Creek, Mill Creek, Santa Ana River, and Temescal Creek. Smaller tributaries include, but are not limited to, Cypress Channel. The Basin reaches its full storage capacity at an elevation of 563 feet NGVD29 (or 565.4 NAVD88), which is the crest of its spillway. The Basin is currently undergoing restoration to remove accumulated sediments (Q3 2025) to increase its current storage capacity of 176,000 acre-feet at elevation 543 ft NGVD to 362,000 acre-feet (USACE 2024; and email communication April 1, 2026).

5.10.1.4 Water Quality

Per the Federal Water Pollution Control Act Amendment (Clean Water Act or CWA) of 1972, all states are required to identify water bodies that do not meet water quality standards. When concentrations of pollutants in water bodies exceeds the maximum limit stipulated in the water quality standards, the water bodies are designated ‘impaired waters’ pursuant to Section 303(d) of the CWA. As discussed previously, the Project site is located within the Santa Ana Watershed, which is included on the CWA’s Section 303(d) list of impaired waters because of excessive concentrations of four (4) “Pollutants of Concern,” (indicator bacteria, cadmium, copper and lead (LARWB 2025).

5.10.1.5 Groundwater

The City of Chino is underlain by groundwater resources associated with the Chino Groundwater Basin. The City of Chino's Water Utility relies on groundwater resources from this groundwater basin for a portion of its total water supply. According to the Chino Basin Watermaster, the groundwater table beneath the site occurs approximately 50 feet below the ground surface (CBWM 2017).

Per as-built drawings, groundwater was encountered around elevation +507 feet in the Chino Creek Bridge (Replace) as-built Boring B-3 and Chino Creek Bridge (Widen) as-built Boring B-1. Per California Department of Water Resources Data Library, the following groundwater wells were identified near the Project site (Earth Mechanics 2024):

- Local Well No. CHINO-1207981 located approximately 1.5 miles north of the Project site at a ground surface elevation of approximately +556 feet. Measured groundwater elevations at this well fluctuated between +530 feet to +546 feet.

a. Local Well No. CHINO-1207982) is located approximately 3.1 miles northeast of the Project site, at a ground surface elevation of approximately +575 feet. Measured groundwater elevations at this well fluctuated between +529 feet and +539 feet.

b. Local Well No. CHINO-1207983) is located approximately 2.2 miles southeast of the Project site, at a ground surface elevation of approximately +544 feet. Measured groundwater elevations at this well fluctuated between +508 feet and +512 feet.

5.10.2 Regulatory Setting

5.10.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. (EPA 2026).

5.10.2.2 State Regulations

Porter-Cologne Water Quality Control Act and the Santa Ana River Basin Plan

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation. (SWRCB 2014)

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The Storm Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions (SWRCB 2018).

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act further requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and are updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans (SWRCB 2018).

The Project site and vicinity are located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan is the governing water quality plan for the region.

California Water Code

The California Water Code is the principal State law regulating water quality in California. Water quality provisions must be complied with as contained in numerous Code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected.

Surface water quality is the responsibility of the applicable RWQCB, water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits. RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water.

California Toxics Rule

The California Toxics Rule (CTR) fills gaps in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters (SWRCB, 2016).

CDFG Code Section 1600 et seq. Lake or Streambed Alteration Agreement Program

Fish and Game Code § 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following (CDFW, 2026):

- Divert or obstruct the natural flow of any river, stream, or lake;

- Change or use any material from the bed, channel or bank of any river, stream, or lake; or
- Deposit debris, waste or other materials into any river, stream, or lake.

It should be noted that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and water courses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water (CDFW 2026).

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA (CDFW 2026).

Watershed Management Initiative

The State and Regional Water Boards focus on looking at entire watersheds when addressing water pollution. The Water Boards adopted the Watershed Management Initiative (WMI) to further their goals. The WMI establishes a broad framework overlying the numerous Federal and State mandated priorities. As such, the WMI helps the Water Boards achieve water resource protection, enhancement and restoration while balancing economic and environmental impacts (SWRCB 2025). The integrated approach of the WMI involves three main ideas:

- Use water quality to identify and prioritize water resource problems within individual watersheds. Involve stakeholders to develop solutions.
- Better coordinate point source and nonpoint source regulatory efforts. Establish working relationships between staff from different programs.
- Better coordinate local, State, and Federal activities and programs, especially those relating to regulations and funding, to assist local watershed groups (SWRCB 2025).

5.10.2.3 Regional Regulations

There are no Regional Regulations related to hydrology and water quality that are applicable to the Project that are not already covered under the Federal or State Regulations above.

5.10.2.4 Local Regulations

City of Chino Master Plan of Drainage

The Project site is located within the Master Plan of Drainage for Subarea 2 of the Chino Agricultural Preserve Area, hereafter “Storm Drain Master Plan” (Berryman and Henigar 2005). The Storm Drain Master Plan was prepared on behalf of the City of Chino to determine types, sizes, alignments, and cost estimates for improvement of drainage facilities to support the future development within the Chino Agricultural Preserve Area. The Plan was initiated as a result of development type change from agricultural to industrial/agricultural type in the land use map for

the County of San Bernardino and the City of Chino. The Storm Drain Master Plan identified a planned storm drain line (Line I) along Euclid Avenue south from Kimball Avenue to a natural watercourse south of Pine Avenue. Line I was proposed to be an improved earthen trapezoidal channel with reinforced concrete box culvert crossings under Kimball Avenue, Bickmore Avenue and Pine Avenue (Berryman and Henigar 2005). In preparation for the Project, further hydrologic and hydraulic analyses were performed (Q3 2025) where the tributary drainage areas for Chino Creek and Cypress Channel were delineated using Digital Elevation Model (DEM) raster files from the United States Geological Survey (USGS) National Elevation Dataset (NED). These delineations were subsequently refined based on hydrology maps from the Master Plan of Drainage for the City of Chino, the Master Plan of Drainage Subarea 1 - Chino Sphere of Influence Chino Agricultural Preserve Area, and the Master Plan of Drainage for the City of Ontario.

City of Chino Municipal Code

The purpose of Chapter 13.25 (Stormwater Drainage System Regulations) of the City of Chino Municipal Code is to protect the health, safety and general welfare of the residents of Chino and to reduce the quantity of pollutants being discharged into the City's municipal separate storm sewer system (MS4). Per Section 13.25.105 of the City of Chino Municipal Code, this is accomplished via multiple methods, including eliminating pollutants in stormwater and urban runoff to the maximum extent practicable.

Per Section 19.07.140 of the City of Chino Municipal Code, stormwater drainage facilities shall be designed to minimize the inundation of private properties from storm runoff emanating from a 100-year frequency storm. Proposed developments are required to prepare hydrologic and hydraulic calculations and studies for all such storm drainage facilities, which shall be subject to the review and approval of the City Engineer. Also, on-site and off-site storm drain facilities, and the site grading shall be so designed and constructed to prevent undue erosion of the site or off-site properties and to prevent excessive deposits of mud, silt or debris upon any public street, or easement, or within any channel, storm drain facility, swale or watercourse. The storm drain facilities shall also be designed in accordance with the City Master Plan of Drainage and applicable elements of the City's General Plan or any adopted specific plan.

Per Section 19.09.030 of the City of Chino Municipal Code, in order to minimize water-borne erosion and wind-borne erosion during construction, development projects are required to prepare a Dust Control Plan prior to issuance of a stockpile, grading or demolition permit. "The grading/construction plan general notes shall include a dust control section that lists a schedule of activities which have the potential to create particulate emissions, their corresponding mitigation/control measures and the person/contractor responsible for carrying out the dust control measure and the equipment/product necessary to complete the designated dust control activity. The City Engineer or his/her representative shall review and approve the dust control plan/general grading notes prior to issuance of a grading permit or as specified above."

US Army Corps of Engineers Los Angeles District Requirements

The City of Chino engaged in discussions with the Reservoir Regulation Section for the Pine Avenue Widening Project upstream of this Project. Discussions led to the adoption of a set of

requirements by the USACE Los Angeles District. The Project is to comply with the same set of requirements, including (Q3 2025):

- The proposed roadway must clear the 50-year pool elevation of Prado Reservoir (543.41 feet NAVD88; 541 feet NGVD29).
- The Project must demonstrate that it will not negatively impact the San Antonio River (SAR) Mainstem Federal project by conducting a 100-year flood event with a 50-year impoundment at Prado Reservoir for the proposed condition. Note that the joint probability of such a scenario exceeds the 1% Annual Exceedance Probability (AEP).
- The embankment must not result in backwater effects or increased risks upstream of the proposed embankment along the Chino Creek project. Two separate downstream boundary conditions (normal depth and pool condition) will be used to evaluate potential risks upstream of the proposed alignment.

Prado Dam Improvement Updates

Improvements to Prado Dam were completed in 2022. While the 2022 improvements resulted in the following conditions, they are not a part of the design criteria for the Project (Q3 2025):

- The crest for Prado Dam and top of road elevation for the SR-71 is at elevation 594.4 (NGVD29) to contain the probable maximum flood (PMF), estimated at elevation 589.9 feet (NGVD29). In the future, the ogee crest for the spillway will be raised to elevation 563 (NGVD29).
- The taking line set by the USACE is located at elevation 566 (NGVD29), with the County of Orange/Orange County Flood Control District (OCFCD) tasked with acquisition. In lieu of acquisition of existing improvements, dikes have been and/or are being constructed to elevation 566 (NGVD29) to protect the Yorba Slaughter Adobe, the Corona Sewage Treatment Plant, the California Institution for Women, the Corona National Housing Tract, the Alcoa Aluminum Plant, and River Road. A dike along SR-71 is also in place. The taking line per Plate 7-45 Prado Dam Filling Frequency Curves corresponds roughly to the 190-200-year event.
- According to Plate 7-45, Prado Dam Filling Frequency Curves for Future Conditions and Operations, the 100-year water surface impoundment elevation is approximately elevation 553 (NGVD29).

5.10.3 Project Design Considerations

The Project includes design considerations meant to improve stormwater conveyance, reduce flood risk, and protect water quality. Drain improvements include storm drain lines, catch basins, slope drains, elevated inlets, and connections to Line A to direct runoff towards Chino Creek. The roadway and bridge design will preserve existing drainage patterns while improving capacity and reducing the potential for ponding, flooding, and overtopping. During construction the Project will comply with NPDES requirements through the preparation of a SWPPP and implementation of

BMPs. The Project is designed to comply with applicable City of Chino and USACE requirements for flood control, stormwater drainage, and protection of the Prado Basin system.

5.10.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines (2026), the Project may result in a significant impact to Hydrology and Water Quality if the Project would:

- (Threshold A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

c. (Threshold B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;

- (Threshold 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 result in substantial erosion or siltation on- or off-site;
- (Threshold D) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- (Threshold E) 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 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;
- (Threshold F) 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 impede or redirect flood flows;
- (Threshold G) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- (Threshold H) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.5 Environmental Impacts

Threshold A: ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

Less than Significant Impact

Construction of the Project would involve demolition, clearing, grading, paving, utility installation, and landscaping activities, all of which have the potential to generate potential pollutants such as silt, debris, chemicals, paints, and other solvents that could adversely affect water quality. As such, the Project has the potential to result in short-term water quality impacts during construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and Chino Municipal Code Chapter 13.25, the Project would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Pursuant to Chino Municipal Code §19.09.030, the Project would also be required to implement an Erosion and Dust Control Plan to minimize water-borne and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during construction activities.

Therefore, the Project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality and is anticipated to result in a **less than significant impact** directly or indirectly to any water quality standards or waste discharge requirements. No mitigation measures would be required.

Threshold B: ***Would the Project 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 would involve elevating Euclid Avenue and constructing the Euclid Avenue Bridge to improve roadway safety, circulation, and flood resiliency. The Project would entail widening of an existing road from two lanes to four lanes. The Project would connect to the City of Chino's municipal water system during construction only and would not utilize any groundwater extraction activities. Therefore, the Project would not directly draw water from the groundwater basin. Accordingly, implementation of the Project would not have the potential to substantially deplete or decrease groundwater supplies and the Project's direct impact to groundwater supplies would be **less than significant**.

Post-construction, the Project would increase impervious surface coverage on the Project site, which in turn would indirectly reduce the amount of ground surface that would contribute to the percolation of water into the groundwater basin that underlies the Project site. However, the Project site is not located within existing or planned recharge facilities in the Chino Basin Watermaster 2023 Recharge Master Plan Update (Chino Basin Watermaster 2023), the Project would not physically impact any of the groundwater recharge facilities in the Basin. Therefore, the Project would not result in substantial, adverse effects to local groundwater levels, and would not interfere substantially with groundwater recharge.

The Chino groundwater basin is an adjudicated basin. Such adjudicated groundwater basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because those basins already operate under a court-ordered Water Management Plan. Accordingly, the Chino Basin is expressly included in the SGMA's list of exempt basins and the Project would not interfere with the implementation of the SGMA or the Chino Basin's Water Management Plan.

For the reasons stated above, the Project would neither substantially decrease groundwater supplies nor interfere substantially with groundwater management of the Chino Basin. Thus, impacts to groundwater supplies and recharge would be **less than significant**.

Threshold C: ***Would the Project 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 result in substantial erosion or siltation on- or off-site?***

Less than Significant Impact

The street improvements associated with this Project at Pomona Rincon Road and north of the new bridge would preserve existing drainage patterns and would simultaneously enhance the storm drain system capacity to better manage stormwater (Q3 2025). At Pomona Rincon Road, runoff from Subdrainage Area A would be directed into Chino Creek via Line A, and runoff from Subdrainage Area B, located at the north side of the Euclid Bridge, would be conveyed through the existing catch basin on the street centerline into Chino Creek. Line A incorporates upgraded storm drain infrastructure to accommodate larger stormwater volumes, thereby reducing the potential for flooding and ponding. Additionally, runoff from the improved section of Pomona Rincon Road would be collected by two catch basins which would be connected to Line A for discharge into Chino Creek. New storm drain lines B and C are proposed to collect street runoff from the east and west halves of main Euclid Avenue, respectively. Line B would discharge into the eastern slope drain, located between Euclid Avenue and the Euclid Avenue Northbound on-ramp, and Line C would discharge into the existing western basin. The runoff from the slope drain would flow northeast and discharge into an elevated inlet on the north side of the slope drain, which would be connected to Line A. Furthermore, another slope drain would be constructed between the southbound on-ramp of Euclid Avenue and the main Euclid Avenue. This slope drain would collect runoff from the area and direct it northeast into another elevated inlet, which would also connect to Line A. Runoff from the eastern half of Euclid Avenue, up to where the Euclid Avenue northbound on-ramp begins, would flow northeast and continue along the northbound on-

ramp. It would then flow through the gutter along the east side of the Avenue, enter Line A through a lateral storm drain, and discharged into Chino Creek.

Therefore, runoff from the Project site ultimately would discharge into the basin and Chino Creek, similar to what occurs under existing conditions. Because the Project would not substantially alter downstream drainage patterns and because the Project would not increase the flow rate or total volume of stormwater runoff discharged from the Project site, the Project would not result in any alterations to the existing drainage pattern of the Project site that could then result in substantial erosion or siltation on – or off-site. Furthermore, under post-development conditions, the site would be covered with impervious surfaces or landscaped areas; therefore, the amount of exposed soils on the Project site would be minimal, thus, minimizing the amount of water-borne pollutants, including sediment, carried by runoff flows from the Project site.

Therefore, stormwater runoff flows leaving the Project site would not result in substantial erosion and carry substantial amounts of sediment off-site, impacts would be **less than significant**.

Threshold D: ***Would the Project 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, which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Less than Significant Impact

In both the pre- and post-development conditions (long-term), all surface water runoff from the Project site would ultimately discharge into the Prado Dam basin; therefore, the Project would not alter or divert downstream drainage patterns. Under moderate inundation conditions (normal depth), peak flow rate is higher post-construction than under existing conditions. Such flow increases occur with corresponding delays in peak discharge, i.e. under normal depth, the time of flow increase is slowed, causing a longer buildup before the peak is reached. However, under larger inundation scenarios, peak discharge decreases compared to existing conditions. For either moderate or large inundation scenarios, the Project results in no increase in peak discharge along the Chino Creek levees (Q3 2025). Based on the foregoing information, the Project would not substantially alter the existing drainage pattern of the Project site or substantially increase the rate of surface water runoff from the site in a manner that would result in flooding on- or off-site. Accordingly, flooding impacts would be **less than significant**.

Threshold E: ***Would the Project 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 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?***

Less than Significant Impact

As discussed above under Threshold D, the Project's proposed storm drain improvements in conjunction with existing and planned Storm Drain Master Plan facilities would provide sufficient capacity to capture and convey peak storm water runoff generated by the Project. Furthermore,

the City would require that the Project's design limit peak 2-year, 10-year, 25-year, and 100-year storm flow discharge from the Project site would be no more than 80% of existing flows to ensure that adequate capacity within the downstream storm drain system remains available. Accordingly, the Project would not create or contribute runoff which would exceed the capacity of any existing or planned storm water drainage system, and impacts of runoff would be less than significant.

As discussed under the analysis of Threshold A, the Project would be required to prepare and implement a SWPPP. The SWPPP would identify required BMPs to be incorporated into the Project to ensure that near-term construction activities of the Project would not result in substantial amounts of polluted runoff. Post-construction, the Project would function similar to the existing road with no anticipated increase in traffic. Therefore, with mandatory compliance with the Project's SWPPP, and with Project capacity remaining the same as existing, the Project would not create or contribute substantial additional sources of polluted runoff, and impacts would be **less than significant**.

Threshold F: ***Would the Project 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 impede or redirect flood flows?***

Less than Significant Impact

As discussed earlier, most of the Project site is located in SFHA Zone AE, a minor portion is in Zone X and another minor portion is in Zone D. As discussed earlier under Threshold C, in both the pre- and post-development conditions, all surface water runoff from the Project site would ultimately discharge into the Prado Dam basin; therefore, the Project would not alter or divert drainage patterns. The hydrologic and hydraulic analysis conducted for the Project showed that the adjacent areas, golf course, and street itself would not become flooded in the 100-year storm event and would successfully convey both onsite and offsite runoff to natural drainage channels with minimal impact during a 10-year storm event (Q3 2025). It was also demonstrated that embankments created as part of the Project would not interfere with the operation of Prado Reservoir and Dam downstream nor compromise the integrity of the Chino Creek levees upstream. Therefore, hydraulic impacts caused by the proposed design are anticipated to be minimal, and construction of the Project would not impede or redirect flood flows. While the Project would be located within FEMA special flood hazard areas, the Project would not alter the existing drainage pattern of the Project site. Therefore, development on the Project site would not impede or redirect flood flows and impacts would be **less than significant**.

Threshold G: ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

Less than Significant Impact

As discussed earlier, most of the Project site is located in SFHA Zone AE, a minor portion in Zone X and another minor portion is in Zone D. Therefore, the Project would place structures (widen an existing roadway) within FEMA special flood hazard areas. Although the Project site is located within the inundation area of the Prado Dam, the Project, adjacent areas and the adjacent golf

course would not become flooded in the 100-year storm event and would successfully convey both on-site and off-site runoff to natural drainage channels with minimal impact during a 10-year storm event (Q3 2025). This is an improvement over existing conditions where the existing bridge structure suffers from insufficient hydraulic capacity and resultant overtopping. The Project site is located near Chino Creek levee, however, the Project would not result in increase of peak discharge along Chino Creek levee (Q3 2025). Therefore, the Project would not increase the potential for inundation within a flood hazard zone, rather the opposite, decrease the potential for inundation within a flood hazard zone. The Pacific Ocean is located close to 30 miles south of the Project site; consequently, there is no potential for the Project site to be impacted by a tsunami as tsunamis typically only reach up to a few miles inland. The Project site is also not subject to flooding hazards associated with a seiche because the nearest large body of surface water (Prado Lake, located approximately 0.3 mile east of the Project site) is too far away from the subject property to impact the Project site with a seiche. Therefore, potential impacts from release of pollutants due to the Project inundation from being in a flood hazard, tsunami, or seiche zone are **less than significant**.

Threshold H: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?***

Less than Significant Impact

As outlined under Threshold B above, the Project site is not located within existing or planned recharge facilities in the Chino Basin Watermaster 2023 Recharge Master Plan Update (Chino Basin Watermaster 2023), and the Project would not obstruct implementation of a sustainable ground water management plan. Thereby, Project development or operation impacts to a water quality control plan or sustainable ground water management plan would be **less than significant**.

5.10.6 Proposed Mitigation Measures

Impacts were found to be **less than significant**; therefore, no mitigation measures are necessary.

5.10.7 Cumulative Environmental Effects

Less than Significant Impact

The cumulative impact area for Hydrology and Water Quality impacts is the Santa Ana River watershed hydrologic unit. As discussed in Chapter 4.0 Environmental Setting of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and identified textually in Section 4.3 (Developments Considered in Cumulative Impact Analysis) of this EIR. These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).Cumulative impacts to

water quality could be significant with the addition of substantial increases in construction activities in the Santa Ana River watershed. These cumulative effects include increasing the amount of flow, sedimentation, and urban pollutants that are transmitted via storm flows to the Santa Ana River and its tributaries. The Project, along with the cumulative development projects, are required to comply with current storm water requirements for construction-related activities. Erosion and sediment control BMPs would be implemented during construction of the Project as well as the cumulative projects, in compliance with the NPDES General Permit for Construction Activities. With compliance with NPDES General Permit for Construction Activities construction of the cumulative projects would not considerably contribute to a significant cumulative water quality impact.

Because the Project and the cumulative projects are not located within existing or planned groundwater recharge site and would not result in a significant increases in the amount of impermeable surfaces within the watershed, there would not be cumulative impacts related to groundwater recharge.

Although the Project and the cumulative projects (at least partially) are located within a flood hazard area and dam inundation zone, as they are all required to comply with the NPDES General Permit for Construction Activities they would not have a high risk of releasing pollutants into floodwaters; therefore, the Project's contribution to cumulative flood or dam inundation hazards is not cumulatively considerable. Therefore, the Project would have less than significant cumulative impacts related to Hydrology and Water Quality.

5.10.8 References

The following references were used in the preparation of this section of the DEIR:

Berryman and Henigar, 2005	*City of Chino Master Plan of Drainage Subarea 2 – Chino Sphere of Influence, Chino Agricultural Preserve Area*. Berryman and Henigar, June 2005.
CDFW 2026	California Department of Fish and Wildlife (CDFW). 2026. Lake and Streambed Alteration Program. Web. Available: https://www.wildlife.ca.gov/conservation/lsa. Accessed March 31, 2026.
CBW 2017	Chino Basin Watermaster, *Figure 3-7, Depth to Groundwater Contours – Layer 1*. 2017. Web. Available: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.cbwm.org/docs/engdocs/maps/Figure%203-7%20Depth%20to%20GW%202016.pdf. Accessed March 31, 2026.
CBW 2023	Chino Basin Watermaster, *2023 Recharge Master Plan Update Final Report*, September 2023. Available at https://www.cbwm.org/docs/engdocs/RMP/2023_Recharge_Master_Plan_Update.pdf_Recharge_Master_Plan_Update.pdf, accessed April 2026.

Earth Mechanics 2024	Earth Mechanics, Inc., *Preliminary Geotechnical Report, Euclid Avenue Bridge Replacement, Chino, San Bernardino County, California*. 2024. (Appendix E)
EPA 2026	Environmental Protection Agency (EPA). 2026. Summary of the Clean Water Act. February 23, 2026. Web. Available: https://www.epa.gov/laws-regulations/summary-clean-water-act. Accessed March 31, 2026.
LARWB 2025	Los Angeles Regional Water Board (LARWB). *California Integrated Report - 303(d) List of Water Quality Limited Segments and 305(b) Condition Report.* February 8, 2025. Web. Available: https://www.waterboards.ca.gov/losangeles/water_issues/programs/303d/index.html. Accessed March 31, 2026.
Q3 2025	*Hydrology and Hydraulics Report: Euclid Bridge Replacement Project, Euclid Bridge between State Route 71 and Pine Avenue, City of Chino, CA*. Q3 Consulting, August 20, 2025.
Santa Ana RWQCB 2025	Santa Ana Regional Water Quality Control Board, *The Water Quality Control Plan (Basin Plan) for the Santa Ana River Basin*, , updated April 2025.
SAWPA 2018	Santa Ana Watershed Project Authority (SAWPA), *Integrated Regional Water Management Plan (IRWMP) for the Santa Ana River Watershed*, also referred to as “One Water One Watershed” 2018.
SWRCB 2016	State Water Resources Control Board (SWRCB), *A Compilation of Water Quality Goals, 17th Edition*. January 2016. Web. Available: http://www.waterboards.ca.gov/water_issues/programs/water_quality_goals/docs/wq_goals_text.pdf. Accessed: March 31, 2026.
SWRCB 2018	State Water Resources Control Board (SWRCB). Federal, State, and Local Laws, Policy and Regulations. Web. Available: http://waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.shtml. Accessed March 31, 2026.
SWRCB 2025	State Water Resources Control Board (SWRCB), Watershed Management. January 16, 2025. Web. Available: http://www.waterboards.ca.gov/water_issues/programs/watershed/. Accessed: March 31, 2026.

USACE 2024	US Army Corps of Engineers (USACE), Prado Dam. 2026. Prado Dam Basin, Riverside and San Bernardino Counties, California, Master Plan and Environmental Assessment. July 2024.

5.11 Land Use and Planning

This section analyzes the effects of the Project related to Land Use and Planning. All thresholds related to land use and planning will be analyzed below. The analysis in this section is based on the City of Chino 2045 General Plan and Final Program Environmental Impacts Report (PEIR).

5.11.1 Setting

Current Land Use and Zoning

The Project site consists of an approximate 1.5-mile segment of Euclid Avenue public right-of-way within the Prado Regional Park. The Project site is developed with transportation infrastructure that provides circulation and access through the Park and to surrounding recreational facilities. The surrounding area is characterized primarily by regional parkland, open space, recreational facilities, and associated regional infrastructure, including trails, water features, and habitat areas.

The Project site does not have a land use designation or implementing zoning because the site is within the City-owned right-of-way. The Project does not include or require a General Plan Amendment, zone change, or subdivision of land. The Project improvements would maintain the site's existing function as public infrastructure serving Regional Park uses and as a north-south corridor through the City.

Surrounding Land Uses

To the north of the Project site is Pine Avenue, a roadway that provides regional access to the Park and surrounding areas. Areas north of Pine Avenue are characterized by semi-industrial uses and related operational facilities.

The Project site is bordered on the west and east by the 2,200-acre Prado Regional Park, which has a General Plan Land Use designation of Recreation/Open Space (R/ OS) and Zoning designations of OS-N, OS-R, OS-W, and OS-2. These areas are developed with recreational facilities, natural habitat areas, trail systems, water features, and Park infrastructure supporting regional recreational activities, including the Prado Olympic Shooting Park and the El Prado Golf Course within the broader Park.

To the south of the Project site is State Route-71 (SR-71), a major regional transportation corridor. Areas southwest of the Project site, across SR-71, include residential communities in the City of Chino Hills. To the far northeast of the Project site is the California Institution for Women, a State correctional facility.

Per the City of Chino 2045 General Plan, the General Plan land use designation of Recreation/ Open Space (R/OS) provides for areas for outdoor recreation and the preservation of natural resources. Permitted uses include active and passive recreation spaces, natural areas, parks, playgrounds, trails, recreational facilities and other similar uses. Per the City of Chino Municipal Code, Title 20 – Zoning, the general purpose of agriculture, open space and public districts is to:

A. Preserve and protect agricultural and other natural resources in Chino.

B. Provide for a variety of passive and active open space areas.

C. Meet the recreational needs of a growing population.

D. Provide adequate locations for public facilities and uses.

The Project falls within the inundation zone of Prado Basin, which is a Federal project constructed, owned and maintained by the US Army Corps of Engineers (USACE) for flood risk management and water conservation purposes. Prado Basin is located within the Santa Ana River watershed, and encompasses about 2.26 square miles. The Prado Dam flood control reservoir was constructed in 1941 and is operated by the USACE to provide flood control operations for downstream urban areas in Orange County.

5.11.2 Regulatory Setting

5.11.2.1 Federal Regulations

There are no Federal regulations applicable to Land Use and Planning that are relevant to the Project/Project site..

5.11.2.2 State Regulations

California Planning and Zoning Law

The legal framework governing local planning and land use authority for cities and counties in California is established under the California Planning and Zoning Law (Government Code Sections 65000–66210). Under State law, each jurisdiction is required to adopt a comprehensive, long-term general plan to guide physical development. While the law provides flexibility in how jurisdictions prepare their general plans, it establishes minimum requirements that must be satisfied. These requirements include the preparation of seven mandatory elements identified in the Government Code, including a land use element. Each element must include statements of goals, objectives, principles, standards, and policies; supporting maps and diagrams based on data and analysis; and implementation measures, including mitigation strategies.

5.11.2.3 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization (MPO), a Regional Transportation Planning Agency (RTPA) and a Council of Governments (COG). The SCAG region encompasses six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy (SCS) and associated growth forecasts, regional transportation improvement programs, and regional housing needs allocations.

SCAG's Connect SoCal – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. (SCAG 2024).

5.11.2.4 Local Regulations

City of Chino 2045 General Plan

The following City General Plan 2045 Objectives, Policies and Action pertaining to Land Use and Planning are relevant to the Project.

Objective INF-1: Regional Connectivity. Strengthen connections to the regional transportation network.

Policy INF-1.1: Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.

Policy INF-1.2: Participate in regional transportation planning initiatives and cooperate with regional partners and neighboring jurisdictions to plan, design, and maintain a transportation system that provides for the safe and efficient movement of goods and people in the region.

Action INF-1.A: Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and SR-71 (including on/off-ramps) and improve regional access for Chino residents and businesses, including the Pine Avenue Connector, Pine Avenue & SR-71 Interchange Project, Euclid Avenue (SR-83) Relinquishment, and the Euclid Avenue Bridge Project.

Objective INF-2: Comprehensive Transportation System. Plan, design, build, and maintain a local transportation network that provides safe and efficient access throughout Chino and optimizes travel by all modes.

Policy INF-2.3: Design streets to accommodate various models according to roadway classification and reduce conflicts and safety risks. Design arterials with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use, without providing excess capacity to encourage additional non-local cut-through traffic on City streets.

Policy INF-2.4: Undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications on an on-going basis.

Policy INF 2.12: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.

Objective INF-5: Safe, efficient goods movement. Provide for safe, efficient goods movement by road, air, and rail.

Policy INF-5.4: Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

5.11.3 Project Design Considerations

The Project is being designed so that it would be contained within the existing road right-of-way of Euclid Avenue and Pomona-Rincon Road, thus avoiding right-of-way acquisition and General Plan Amendments and Zone Changes.

Although there would be temporary lane closures on various parts of the Project site during construction (around specific work areas), there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations. A Transportation Management Plan (TMP) would be prepared for the Project prior to the start of construction and reviewed and approved by the City Public Works Department. During the very short windows when Euclid Avenue would be closed Pine Avenue - El Prado Road - Central Avenue/ Soquel Canyon Parkway – SR-71 would likely be used as a detour route.

The Project has been designed to improve circulation, mobility, and multimodal access along Euclid Avenue through the replacement of the existing bridge that spans over Chino Creek within the Prado Basin. As described in the Traffic Analysis, the Project would aid to alleviate congestion that currently exists at the Euclid Avenue Bridge bottleneck, eliminate temporary roadway closures caused by flooding, and improve access for bicyclists and pedestrians by constructing a Class I - Shared Use Path. In addition to the replacement of the bridge, the Project would also widen the roadway from two lanes to four within the bridge section, include a median, and provide a shared-use pathway separated from the roadway along the easterly side of the bridge for pedestrian and bicycle use.

5.11.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines, the Project may result in a significant impact related to land use and planning if the Project would:

- (Threshold A) Physically divide an established community; or
- (Threshold 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.

5.11.5 Environmental Impacts

Threshold A: ***Would the Project physically divide an established community?***

No Impact

The Project would construct a new bridge structure over the existing segment of the Euclid Avenue within the Prado Basin to reduce flooding, enhance safety and improve vehicular circulation. The Project would occur within the existing road right-of-way and would not introduce new freeways, rail line or infrastructure that would divide neighborhoods from community facilities. Moreover, the Project site is surrounded by areas designated Recreation/Open Space and does not contain an established community. The Project would instead improve access and connectivity by reducing road closures during storm events and facilitate safe bicycle and pedestrian circulation. Thus, the Project would not physically divide an established community and would result in **no impact** under this threshold.

Threshold B: ***Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

No Impact

As explained above, the Project includes infrastructure improvement within the existing Euclid Avenue public right-of-way and would not conflict with any applicable land use plans or policies in the General Plan. On the contrary, the Project would specifically implement the following GP policies for the Project's 1.5-mile segment of Euclid Avenue and accomplishes a portion of **Action INF-1.A:**

> **Policy INF-1.1:** Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.
>
> **Policy INF-1.2:** Participate in regional transportation planning initiatives and cooperate with regional partners and neighboring jurisdictions to plan, design, and maintain a transportation system that provides for the safe and efficient movement of goods and people in the region.
>
> **Action INF-1.A:** Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and SR-71 (including on/off-ramps) and improve regional access for Chino residents and businesses, including the Pine Avenue Connector, Pine Avenue & SR-71 Interchange Project, Euclid Avenue (SR-83) Relinquishment, and the Euclid Avenue Bridge Project.
>
> **Policy INF-2.3:** Design streets to accommodate various models according to roadway classification and reduce conflicts and safety risks. Design arterials with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use, without providing excess capacity to encourage additional non-local cut-through traffic on City streets.
>
> **Policy INF-2.4:** Undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications on an on-going basis.
>
> **Policy INF 2.12:** Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.
>
> **Policy INF-5.4:** Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

The Project would not conflict with applicable General Plan policies or regulations, rather, it would help the City of Chino implement them. Therefore, there would be **no negative impact** related to potential conflict with applicable General Plan policies or regulations.

5.11.6 Proposed Mitigation Measures

Implementation of the Project would not result in impacts, therefore no mitigation measures are required.

5.11.7 Cumulative Environmental Impacts

No impact

As discussed in Chapter 4.0 Environmental Setting of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis) of this EIR. These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

None of these projects involve changes to land use designations or introduce infrastructure that would physically divide an established community. As such, the Project and the cumulative projects would not result in land use incompatibility or conflicts with adopted plans and policies.

Because the Project would not result in any land use impacts, it would not contribute to cumulative impacts related to land use and planning. Therefore, implementation of the Project would not result in the division of an existing community or conflict with land use plans and polices, and **no cumulative environmental impact** would occur.

5.11.8 References

The following references were used in the preparation of this section of the EIR:

GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)
SCAG 2024	Southern California Association of Governments, *Connect SoCal 2024,* adopted April 2024. Available at https://scag.ca.gov/connect-SoCal-2024, accessed April 21, 2026.

5.12 Mineral Resources

This section analyzes the effects of the Project on mineral resources. The following discussion and analysis include findings about Mineral Resources from the City's 2045 General Plan Update PEIR.

5.12.1 Setting

Mineral resources encompass vital construction materials such as sand, gravel, and crushed rock, integral for the production of construction materials like Portland cement and asphaltic concrete. Additionally, nonfuel mineral resources include metals like gold, silver, iron, copper, as well as industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone.

The State Mining and Geology Board establishes Mineral Resource Zone (MRZ) designations that quantify the mineral resource potential for specific locations across California. There are no active mineral resource recovery sites within the City of Chino. As shown in Figure 6-1, Chapter 6, of the City General Plan Final Program Environmental Impact Report (PEIR), land within the City of Chino has primarily been designated as MRZ-1, while a segment of the northwestern portion of the City has been designated as MRZ-3. MRZ-1 is defined as an area where adequate information indicates that no significant mineral deposits are present or likely to be present. Land classified as MRZ-1 does not possess rocks suitable for commercial use, such as shale, siltstone, carbonates and chlorite-schist, and no fine-grained sedimentary deposits that are suitable for use as aggregate. MRZ-3 is defined as an area where the significance of mineral deposits cannot be determined from the available data. Land classified as MRZ-3 contains sand and gravel deposits, but there is insufficient data to ascertain whether these mineral deposits are significant.

5.12.2 Regulatory Setting

5.12.2.1 Federal Regulations

There are no Federal Regulations regarding Mineral Resources that are relevant to the Project/Project site.

5.12.2.2 State Regulations

Surface Mining and Reclamation Act of 1975

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cities incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. SMARA was enacted to limit new development in areas with significant mineral deposits. The State Geologist classifies land in California based on availability of mineral resources. Because available aggregate construction material is limited, five designations have been established for the classification of sand, gravel, and crushed rock resources:

- **SZ:** Scientific Research area containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance.

- **MRZ-1:** Mineral Resource Zone 1 – adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2:** Mineral Resource Zone 2 – adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence and development should be controlled.
- **MRZ-3:** Mineral Resource Zone 3 – the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** Mineral Resource Zone 4 – there is insufficient data to assign any other MRZ designation.

The classification system is intended to ensure consideration of statewide or regionally significant mineral deposits by the City in planning and development administration. These designations are intended to prevent incompatible land use development on areas determined to have significant mineral resource deposits. Permitted uses within a Mineral Resource zone include mining, uses that support mining such as smelting and storage of materials, or uses that will not hinder future mining such as grazing, agriculture, large lot rural development, recreation, silviculture and open space.

Mineral Resources and Mineral Hazards Mapping Program

California's Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) provides data about nonfuel mineral resources, naturally occurring mineral hazards (such as asbestos, radon, and mercury), and historic mining activities throughout the State. The MRMHMP is divided into two projects; the Mineral Resources Project, which provides information about California's nonfuel mineral resources, and the Mineral Hazards Project, which maps and monitors minerals related to public health and safety concerns.

5.12.2.3 Regional Regulations

There are no Regional Regulations regarding Mineral Resources that pertain to the Project/Project site.

5.12.2.4 Local Regulations

City of Chino 2045 General Plan

The General Plan does not contain any Objective and Policies regarding mineral resources specifically, but the Health and Environmental Quality Element includes the following Objectives and Policies, the adherence to which would reduce potential impacts to the environment including to any mineral resources:

HEALTH AND ENVIRONMENTAL QUALITY ELEMENT

Objective HEQ-8: Healthy Environment. Preserve, protect and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

Open Space Preservation and Access

Policy HEQ-8.2: Support regional efforts to preserve, protect, and enhance environmentally sensitive areas, including riparian corridors, wetlands, and native grasslands in and adjacent to the planning area.

Habitat Conservation and Species Protection

Policy HEQ-8.8: Cooperate with Federal, State, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the planning area.

Policy HEQ-8.11: Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to mitigate impacts to such areas.

5.12.3 Project Design Considerations

As there are no impacts to mineral resources as a result of implementation of the Project, there are no Project-specific design considerations related to mineral resources.

5.12.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. The City generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines (2026). According to the Appendix G significance thresholds, impacts related to the Euclid Bridge Project may be considered potentially significant if the Project would:

- (Threshold A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state;
- (Threshold 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.

5.12.5 Environmental Impacts

Threshold A: ***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

No Impact.

According to Figure 6-1 (Mineral Resource Zones) of the Chino 2045 General Plan Final PEIR, the Project site is located in an MRZ-3 Zone, where mineral resource potential is uncertain due to insufficient data.

The Project site is an existing roadway, and the Project footprint is contained within the public right-of-way. The Project site does not include any active mineral resource extraction operations. Although MRZ-3 areas may contain sand and gravel deposits, there is no evidence to indicate that these resources are regionally significant or currently utilized for extraction. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, and **no impacts** would **result**.

Threshold B: ***Would the Project 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?***

Less than Significant Impact.

As discussed under threshold A above, the Project site is within areas mapped as MRZ-3. MRZ-3 areas are defined as containing mineral deposits of undetermined significance due to insufficient available data. Although such areas may contain sand and gravel resources, there is no evidence that these resources are locally important or currently designated for extraction. The Project site is located within a developed roadway corridor and is not identified as a locally important mineral resource recovery site in any applicable General Plan, Specific Plan, or other land use planning document. Moreover, no mineral extraction activities occur on the site currently, or historically. Therefore, implementation of the Project would not result in the loss of a locally important mineral resource recovery site. Therefore, impacts would be **less than significant**.

5.12.6 Proposed Mitigation Measures

Impacts were found to be **less than significant**; therefore, no mitigation measures are necessary.

5.12.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 Environmental Setting of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

The City of Chino 2045 General Plan Update PEIR determined that there are no areas within the City designated as locally important mineral resource recovery sites. The Project site is located within MRZ-3, which indicates that mineral deposits may be present, but their significance is unknown due to limited available data. The Project site has not been used historically for mineral extraction and does not currently support any mineral resource recovery activities. In addition, the Project does not involve the extraction of mineral resources. Therefore, implementation of the Project would not result in the loss of availability of a locally important mineral resource recovery site, and **no significant cumulative environmental impacts** would occur. The level of cumulative impacts would be **less than significant.**

5.12.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	City of Chino 2045 General Plan. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	https://riversideca.gov/cedd/planning/city-plans/general-plan-0 City of Chino, *Final Program Environmental Impact Report for the Chino 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026)

5.13 Noise

This subsection addresses the environmental issue of Noise, including existing noise levels in the Project area and the Project's potential to introduce new sources of elevated levels of noise. The information contained herein is based in part on information contained in a technical report prepared by Urban Crossroads, Inc., dated April 4, 2025, and titled "Chino Euclid Bridge Noise Assessment" (Urban Crossroads B, 2025). The report is included as Appendix G to this EIR. Refer to Section 5.13.8 (References) for a complete list of reference sources.

5.13.1 Setting

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity is the average rate of sound energy transmitted through a unit area perpendicular to the direction in which the sound waves are traveling. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses. Table 5.13-1 (Definitions of Acoustical Terms) provides definitions of acoustical terms, and Table 5.13-2 (Common Sound Levels and Their Noise Sources) presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

Table 5.13-1: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a periodic function in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very-low-frequency and very-high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_2, L_8, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Sound Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community	The 24-hour A-weighted average sound level from midnight to midnight, obtained

Noise Equivalent Level, CNEL	after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Average Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

Table 5.13-2: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near-Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing

Range of Noise

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), is a scale based on powers of 10.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

Noise Rating Scales

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-weighted average noise over a sample period. However, the predominant rating scales for human communities in California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of L_{max} for short-term noise impacts. L_{max} reflects peak operating conditions and addresses the annoying aspects of intermittent noise. Another noise scale often used together with L_{max} in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeding 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, L_{eq} and L_{50} are approximately the same.

Noise Impacts

Noise impacts can be described in three categories. The first is audible impacts, which refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire human system. Prolonged noise exposure in excess of 75 dBA increases body tensions and thereby affects blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will potentially result in dizziness or loss of equilibrium.

Fundamentals of Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items sitting on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Although the perceptibility threshold is approximately 65 vibration velocity decibels (VdB), human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. A vibration level that causes annoyance is well below the damage risk threshold for typical buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, both construction of the

Project and freight train operations could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than ground-borne noise. Ground-borne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes (e.g., blasting and pile driving) to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). The RMS velocity is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. The vibration velocity level in decibels is defined as the following:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the vibration velocity in decibels (VdB), V is the RMS velocity amplitude, and V_{ref} is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States.

Land Use Compatibility with Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, the mismanagement of noise impacts can impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The Federal Highway Administration (FHWA) encourages state and local governments to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized.

Existing Noise Setting

The Project area of Euclid Avenue between Pine Avenue and CA-71 is mostly vacant land, with a few recreational facilities (park, golf course, archery range and shooting range). The closest residential area is located approximately 1,250 feet south of the southern end of the Project site. The northern end of the Project site is located approximately 1,700 feet from commercial establishments north of Pine Avenue. The primary existing noise source in the Project area is transportation related noise on Euclid Avenue. Vehicular traffic on nearby CA-71 and Pine Avenue contributes to the ambient noise levels as well. Noise from motor vehicles is generated by engines, the interaction between the tires and the road, and vehicle exhaust systems. Other sources of noise in the Project area include shooting activity at the Prado Olympic Shooting Park.

To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project site. The measurement locations were selected to describe and

document the existing noise environment within the Project site. Figure 5.13-1 (Noise Measurement Locations) depicts the boundaries of the Project site and the noise level measurement locations. The long-term noise level measurements were positioned within the habitat along Euclid Avenue to assess the existing ambient hourly noise levels at potential noise sensitive habitat areas.



Source: Urban Crossroads

Euclid Avenue Bridge Project

Noise Measurement Locations Map

Figure 5.13-1

Table 5.13-3 (24-Hour Ambient Noise Level Measurements) provides the (energy average) noise levels used to describe the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) ambient conditions at the Project site. These daytime and nighttime energy average noise levels represent the average hourly noise levels observed during these periods expressed as a single number.

Table 5.13-3: 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located at the western boundary of the Project site north of the Prado Olympic Shooting Range.	63.2	61.8
L2	Located at the western boundary of the Project site next to the Prado Olympic Shooting Range.	66.3	58.8
L3	Located at the eastern boundary of the Project site at Chino Creek.	62.0	59.8
L4	Located at the eastern boundary of the Project site north of Chino Creek.	60.7	59.9

[1] See Figure 5.13-1 above for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix G.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with Euclid Avenue. As shown in Table 5.13-3 (24-Hour Ambient Noise Level Measurements), the existing ambient noise levels are already equal to or greater than 60 dBA Leq in the habitat adjacent to Euclid Avenue.

Short-Term Ambient Noise Measurements

To assess the potential for short-term construction noise impacts, four sensitive receiver locations, as shown in Figure 5.13-2 (Receiver Locations) and described below, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sounds could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified as representative of sensitive nesting habitat for nearby endangered bird species. Other sensitive land uses adjacent to the Project site that are located at greater distances than those identified in the Project site would experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Project site boundary to each receiver location.

R1: R1 is located at the Pacifica Senior Living Chino Hills, 6500 Butterfield Ranch Road. Since no outdoor use areas are facing the Project site, R1 represents the building façade nearest and facing the Project site.

R2: R2 is located at a multiple family residential building at 17871 Shady View Drive. Since no outdoor use areas are facing the Project, R2 represents the building façade nearest and facing the Project site.

R3: R3 is located at the Prado Golf Course, at Hole 6 on the green. R3 represents the nearest location within the golf course to the Project site boundary where someone could stand.

R4: R4 is located at the Prado Disc Golf Course, near the location of a picnic table. R4 represents the nearest location within the disc golf course to the Project site where someone could stand or rest.



Source: Urban Crossroads

Euclid Avenue Bridge Project

RVA

Receiver Locations

Figure 5.13-2

5.13.2 Regulatory Setting

The Federal government, the State, various county governments, and most municipalities in the State have established standards and ordinances to control noise and to limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, State, and local agencies regulate different aspects of environmental noise. Federal and State agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

5.13.2.1 Federal Regulations

No Federal noise requirements or regulations apply directly to the implementation of the Project, but Federal agencies have established guidelines and thresholds pertaining to noise and ground borne vibration as they relate to land use compatibility, human response, and structural integrity.

5.13.2.2 State Regulations

The State regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires each county and city to adopt a General Plan that includes a Noise Element prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. CEQA requires all known environmental effects of a project to be analyzed, including environmental noise impacts.

California Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for is 45 dBA CNEL.

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The Guidelines also offer adjustment factors that may be used to determine noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

These guidelines are advisory, and local jurisdictions, including the City, have the responsibility to set specific noise standards based on local conditions. Please refer to the discussion below regarding the compatibility guidelines adopted by the City.

5.13.2.3 Local Regulations

Chino Municipal Code

Typically noise from construction activities is evaluated against standards established under a City's Municipal Code. To control noise impacts associated with the construction of the proposed Project, the City has established limits to the hours of operation. (1) The City of Chino Municipal Code, Section 9.40 (Noise) indicates that construction shall be limited to the hours of 7:00 a.m. to 8:00 p.m. weekdays and Saturdays. Construction activity is not permitted on Sundays or Federal holidays. (2) However, neither the City of Chino General Plan, nor Municipal Code, establishes numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA determines a substantial temporary or periodic noise increase. Therefore, a numerical construction threshold for determining impacts to humans is based on Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for the analysis of daytime construction impacts, as discussed below.

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a threshold for noise-sensitive residential land uses, a noise level of 85 dBA Leq for commercial locations, and 90 dBA Leq for industrial locations.

City of Chino 2045 General Plan

The City of Chino General Plan Hazards Safety, and Noise Element provides the following Objective, Policies, and Action to evaluate the land use compatibility of proposed projects:

Objective HSN-1: Hazard Protection. Protect life and property from natural and human made hazards.

> **Policy HSN-1.27:** Design for a pleasant, healthy sound environment conductive to living and working.
>
> **Policy HSN-1.28:** Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.

Policy HSN-1.30: Locate and design transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.

Policy HSN-1.31: Apply the community noise compatibility standards to all new development and major development projects outside the noise and safety compatibility zones established in the Chino Airport Comprehensive Land Use Plan (ACLUP) in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to standards contained in the ACLUP.

Policy HSN-1.32: Require a noise study and mitigation measures for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.

Policy HSN-1.33: Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, notification of neighbors, and sound attenuation devices.

Policy HSN-1.34: Noise impacts should be controlled at the noise source where feasible (as opposed to at receptor end) with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques for new developments deemed to be noise generators shall be used to control noise sources.

Policy HSN-1.35: Require noise buffering, dampening, or active cancellation on roof-top or other out-door mechanical equipment located near residences, parks, and other noise sensitive land uses.

Action HSN-1.L: Study the feasibility of using alternative pavement materials such as open-graded or rubberized asphalt pavements on high volume roadway segments adjacent to residential neighborhoods and mixed-use districts to reduce noise generation. Based on the results, if appropriate conduct pilot projects and update City standards.

City of Chino Sound Level Limits

To control unnecessary, excessive and/or annoying noise, the City has adopted exterior and interior sound level limits in the Noise Ordinance (Title 9) of the Municipal Code. Title 9 outlines exterior and interior noise level standards for affected land uses.

Exterior Noise Standards

For noise-sensitive residential properties, Section 9.40.040 (Exterior Noise Standards) of the City of Chino Municipal Code identifies the exterior noise standards as shown in Table 5.13-4 below.

Table 5.13-4 – Exterior Noise Ordinance Standards

Maximum Time of Exposure	Level Not to Exceed 7 am—10 pm	Level Not to Exceed 10 pm—7 am
30 minute/hour (L_{50})	55 dBA	50 dBA
15 minute/hour (L_{25})	60 dBA	55 dBA
5 minute/hour (L_{08})	65 dBA	60 dBA
1 minute/hour (L_{02})	70 dBA	65 dBA
Any period of time (L_{max})	75 dBA	70 dBA
L_{50} = noise level exceeded 50 percent of the time; L_{25} = noise level exceeded 25 percent of the time; L_{08} = noise level exceeded 8 percent of the time; L_{02} = noise level exceeded 2 percent of the time; L_{max} = maximum noise level		

Section 9.40.040 of the City of Chino Municipal Code indicates that it is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property, to exceed:

A. The noise standard for a cumulative period of more than thirty minutes in any hour; or

B. The noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour; or

C. The noise standard plus ten dBA for a cumulative period of more than five minutes in any hour; or

D. The noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or

E. The noise standard plus twenty dBA for any period of time.

In addition, Section 9.40.040 of the City of Chino Municipal Code indicates that if the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. If the measurement location is on boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

According to Section 9.40.040 of the City of Chino Municipal Code, if the intruding noise source is continuous and cannot be reasonably discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the allowable noise level standards as specified respective to the measurement location's designated land use and for the time of the day the noise level is measured.

Interior Noise Standard

To assess the interior noise levels for noise sensitive residential properties, Section 9.40.050 (Interior Noise Standards) of the City of Chino Municipal Code states that each of the noise limits specified above shall be reduced by five dBA for impulse or simple tone noises or for noises consisting of speech or music provided. However, if the ambient noise level exceeds the resulting standard the ambient shall be the standard.

Section 9.40.050 of the City of Chino Municipal Code indicates that it is unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured within any other residential dwelling unit in any noise zone to exceed:

A. The noise standard for cumulative period of more than five minutes in any hour; or

B. The noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or

C. The noise standard plus ten dBA for any period of time.

In addition, Section 9.40.050 of the City of Chino Municipal Code indicates that if the measured interior ambient noise level exceeds any of the first two noise limit categories above, the noise standard applicable to said category shall be increased to reflect the maximum ambient noise level. If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

Section 9.40.050 of the City of Chino Municipal Code also indicates that if the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined; the same procedures specified in Section 9.40.040(E), shall be deemed proper to enforce the provisions of this section.

Construction Noise Standards

Section 15.44.030 – Construction Hours, of the Municipal Code indicate construction shall occur only between the hours of 7 am and 8 pm Monday through Saturday, with no construction allow on Sundays and Federal holidays. Neither the City General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold for noise sensitive residential land uses.

Construction Vibration Standards

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration.

Neither the City General Plan nor Municipal Code establishes numeric maximum acceptable construction source ground-borne vibration levels at potentially affected receivers. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts. The FTA *Transit Noise and Vibration Impact Assessment Manual* general vibration assessment methodology provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow for 80 VdB for daytime residential uses in buildings where people normally sleep.

5.13.3 Project Design Considerations

The Project will comply with the City of Chino Municipal Code Noise Ordinance (Title 9).

5.13.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines, the proposed Project may result in a significant impact related to noise if the proposed project would:

- (Threshold A) Result in the 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;
- (Threshold B) Result in the generation of excessive groundborne vibration or groundborne noise levels;
- (Threshold 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?

5.13.5 Environmental Impacts

Threshold A: ***Would the project result in the 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?***

Less than Significant Impact

Short-Term Construction Noise Impacts

To evaluate whether the Project would generate potentially significant short-term noise levels at the nearest receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. Figure 5.13-2 (Receiver Locations) shows the construction activity boundaries in relation to the nearby sensitive receiver locations.

The FTA *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The Project construction activities are expected to occur in the following stages:

- Land Grubbing
- Grading
- Foundation Construction
- Substructure Construction
- Superstructure Construction
- Approach Embankment Construction

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database

provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Table 5.13-5 (Construction Reference Noise Levels) presents the equipment modeled for each phase of construction.

Table 5.13-5: Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L_{eq})[1]	Combined Noise Level (dBA L_{eq})[2]	Combined Sound Power Level (PWL)[3]
Land Grubbing	Dozer	78	81.0	112.6
	Front End Loader	75		
	Crane	73		
Grading	Dozer	78	83.0	114.6
	Grader	81		
	Dump Truck	72		
Foundation Construction	Drill Rig Truck	72	84.0	115.6
	Crane	73		
	Backhoe	74		
	Gradall Excavator	79		
	Man Lift	68		
	Compactor (ground)	76		
	Generator	78		
Substructure Construction	Crane	73	80.0	111.6
	Man Lift	68		
	Gradall Excavator	79		
Superstructure Construction	Crane	73	80.0	111.6
	Man Lift	68		
	Gradall Excavator	79		
Approach Embankment Construction	Front End Loader	75	84.0	115.6
	Grader Excavator	81		
	Concrete Mixer Truck	75		
	Concrete Pump Truck	74		
	Roller	73		

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 5.13-5 further presents the combined noise levels for the loudest construction

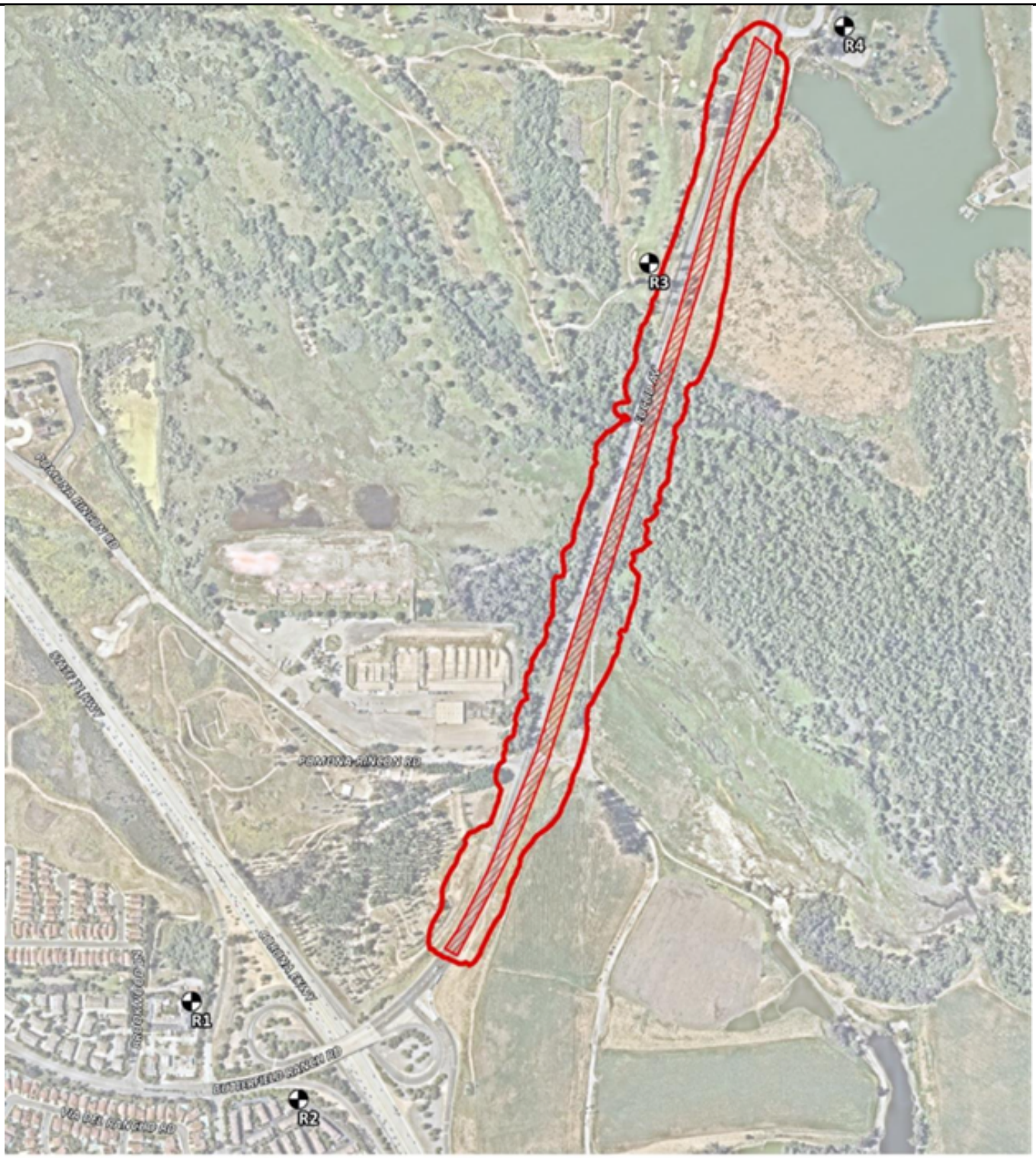
equipment. As shown in Table 5.13-6 (Construction Equipment Noise Level Summary), the construction noise levels are expected to range from 36.1 to 54.4 dBA L_{eq} at the nearest existing receiver locations.

Table 5.13-6: Construction Equipment Noise Level Summary

Receiver Location [1]	Construction Noise Levels (dBA L_{eq})					
	Grading	Foundation Construction	Substructure Construction	Superstructure Construction	Approach Embankment Construction	Highest Levels[2]
R1	40.8	41.8	37.8	37.8	41.8	41.8
R2	39.1	40.1	36.1	36.1	40.1	40.1
R3	53.4	54.4	50.4	50.4	54.4	54.4
R4	51.3	52.3	48.3	48.3	52.3	52.3

[1] Construction noise source and receiver locations are shown in Figure 5.13-3.

[2] Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix G. CadnaA (Computer Aided Noise Abatement) is a computer program developed by Urban Crossroads, Inc.
as a noise prediction model to fully describe the exterior construction noise levels from the Project.



Source: Urban Crossroads

Euclid Avenue Bridge Project

Construction Noise Source Locations

Figure 5.13-3

The construction noise analysis shows that the nearest receiver locations would not exceed the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities, as shown in Table 5.13-7 (Construction Noise Level Compliance). Therefore, the noise impacts due to Project construction are considered **less than significant** at all receiver locations.

Table 5.13-7: Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	41.8	80	No
R2	40.1	80	No
R3	54.4	80	No
R4	52.3	80	No

[1] Construction noise source and receiver locations are shown in Figure 5.13-3.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations, as shown in Table 5.13-6.
[3] FTA 2020.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

Long-Term Traffic Noise Impacts

As shown in Table 5.13-3 above, ambient noise levels in the Project vicinity without Project (i.e. current noise levels), range from a low of 58.8 dBA Leq (night time) to a high of 66.3 dBA Leq (day time). As outlined in Section 5.17 (Transportation) of this EIR, although the Project proposes one additional vehicle lane in each direction within the Project limits, the overall capacity of Euclid Avenue is not increased within the roadway segments immediately north and south of the Project limits, including at the intersections with the SR-71 northbound ramps (to the south) and the entrance to Prado Regional Park (to the north) where the number of through lanes do not change. Since the Project does not add additional capacity to the roadways or intersections bounding the bridge, the Project would not increase the overall capacity of Euclid Avenue and therefore is not anticipated to induce traffic demand. Therefore, the Project would not increase traffic on Euclid Avenue in the Project vicinity and would thus not result in any increase in ambient noise levels in the Project vicinity above levels existing without the Project. The resultant impacts would be **less than significant.**

Threshold B: *Would the Project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact

Short-Term Construction Vibration Impacts

As outlined above in Section 5.13.1 (Setting), the perceptibility threshold for humans is approximately 65 vibration velocity decibels (VdB) and human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment such as bulldozers), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source.

The greatest vibration levels from construction of the Project are anticipated to occur during grading. The vibration level from a large bulldozer at a distance of 25 feet can be 87 VdB. The FTA Guidelines allow for allow for 80 VdB for daytime residential uses in buildings where people normally sleep. Vibration levels drop quickly with distance. Due to the distance between the Project site and the closest residential land uses, receiver locations R1 and R2, the Project would not result in exposure of persons to excessive groundborne vibration or groundborne noise and impacts would be **less than significant**.

Long-Term Ground-Borne Noise and Vibration from Vehicular Traffic

While the Project proposes one additional vehicle lane in each direction within the Project limits, the overall capacity of Euclid Avenue would not be increased within the roadway segments immediately north and south of the Project limits, including at the intersections with the SR-71 northbound ramps (to the south) and the entrance to Prado Regional Park (to the north) where the number of through lanes would not change. Since the Project does not add additional capacity to the roadways or intersections bounding the bridge, the Project would not increase the overall capacity of Euclid Avenue and therefore is not anticipated to induce traffic demand. Therefore, the Project would not increase traffic on Euclid Avenue in the Project vicinity and would thus not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels result. The resultant impacts would be **less than significant**, and no vibration reduction measures are required.

Threshold 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

Less than Significant Impact

The closest airports to the Project site are Chino Airport (1.4 miles to the northeast) and Corona Municipal Airport (4.5 miles to the southeast). Since Corona Municipal Airport is located more than two miles from the Project site, it is not considered further in this analysis. There are no private airstrips located within the vicinity of the Project site. Per the City of Chino 2045 General Plan, Hazards, Safety, and Noise Figure HSN-1 (Airport Noise Contours), the Project site is not within the noise contours of Chino Airport. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels, and resultant impacts would be **less than significant.**

5.13.6 Proposed Mitigation Measures

The Project would not exceed any of the Noise thresholds of significance. Therefore, potential Project-related impacts would be less than significant and no mitigation measures are required.

5.13.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

Each of the proposed cumulative projects would generate temporary noise during construction. Construction activities at each project site would generate similar noise levels as the Project. Construction noise and vibration are localized and rapidly attenuate with distance from the source. The other cumulative projects are located far enough away that construction noise and vibration from the Project site would be attenuated with the distance between them, such that the Euclid Bridge Project would not result in a cumulative effect. Therefore, the Project would not contribute considerably to temporary cumulative construction noise and vibration impacts.

As outlined in Section 5.17 (Transportation) of this EIR, although the Project proposes one additional vehicle lane in each direction within the Project limits, the overall capacity of Euclid Avenue is not increased within the roadway segments immediately north and south of the Project limits, including at the intersections with the SR-71 northbound ramps (to the south) and the entrance to Prado Regional Park (to the north) where the number of through lanes do not change. Since the Project does not add additional capacity to the roadways or intersections bounding the bridge, the Project would not increase the overall capacity of Euclid Avenue and therefore is not anticipated to induce traffic demand. The he Project would not increase traffic on Euclid Avenue in the Project vicinity and would thus not result in any increase in ambient noise levels in the

Project vicinity above levels existing without the Project. Therefore, the Project would not contribute considerably to permanent ambient noise increase impacts. None of the cumulative projects are located within the noise contours of the Chino Airport and therefore would not have a cumulative impact related to exposing people working on these projects to excessive noise from an airport.

Therefore, cumulative impact levels would be **less than significant**.

5.13.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	City of Chino 2045 General Plan – Infrastructure Element. Available at https://www.cityofchino.org/1673/General-Plan, accessed February 25, 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.
Urban Crossroads A 2025	Urban Crossroads, *Euclid Avenue Bridge Noise Assessment,* April 2025. (Appendix G)
USDOT	U.S. Department of Transportation, Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment Manual*. September 2018. Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed May 2026.

5.14 Population and Housing

This section analyzes the effects of the Project on Population and Housing. The following discussion and analysis include information about population and housing from the Chino 2045 General Plan Update and PEIR and the City of Chino 6th Cycle Housing Element Update 2021-2029.

5.14.1 Setting

The City of Chino continues to accommodate population growth through the expansion and diversification of its housing stock. Approximately 20 percent of the City's land area (3,731 acres) is designated for residential use, primarily located in the northern portions of the City and within the College Park and Preserve Specific Plan areas. While historically characterized by low-density, single-family development, the City has increasingly incorporated a broader range of housing types to meet evolving demand.

According to the City's 6th Cycle Housing Element Update 2021–2029 and Southern California Association of Governments (SCAG) regional forecasts, Chino's population increased by approximately 10.5 percent between 2010 and 2020, slightly exceeding the countywide growth rate of 10.1 percent. Population projections indicate continued substantial growth, with the City expected to increase from approximately 86,200 residents in 2020 to 120,400 by 2040, representing a 39.7 percent increase—outpacing regional and county growth rates. More recent SCAG projections estimate population growth from approximately 93,114 in 2024 to 112,161 by 2045 (20.5 percent), compared to 15.4 percent growth countywide.

Housing trends are consistent with this growth. The number of households is projected to increase from approximately 27,372 in 2024 to 37,810 by 2045, representing a 38.1 percent increase, exceeding the countywide rate of 34.4 percent. Existing housing stock remains predominantly single-family detached (68.8 percent), followed by multi-family (21.9 percent), single-family attached (6.8 percent), and mobile homes (2.5 percent).

5.14.2 Regulatory Setting

5.14.2.1 Federal Regulations

There are no Federal Regulations related to Population and Housing relevant to the Project/Project site.

5.14.2.2 State Regulations

Housing Element Law (Government Code, § 65580 et seq.)

State law recognizes the vital role local governments play in the supply and affordability of housing. Each governing body (City Council or Board of Supervisors) of a local government in California is required to adopt a comprehensive, long-term general plan for the physical development of the city or county. The housing element is one of the seven mandated elements of the local general plan. Housing Element Law, enacted in 1969, mandates that local

governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that, for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the State rests largely upon the effective implementation of local general plans and, in particular, local housing elements. Housing Element Law also requires the Department of Housing and Community Development review local housing elements for compliance with State law and to report its written findings to the local government.

5.14.2.3 Regional Regulations

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a key tool to plan for growth. California law requires that local governments plan for projected population and employment growth. To assist in this effort, SCAG prepares housing construction goals for each city in southern California as part of the RHNA. SCAG determines the total housing need for each community based on the number of housing units needed to accommodate future population and employment growth. The housing needs calculation also accounts for replacement of housing units demolished over the planning period and student housing needs for jurisdictions that have a large student population.

The existing need assessment examines variables from the most recent Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30% of their income for housing, as well as severely overcrowded units.

The future need for housing is determined primarily by the forecasted growth in households in a community. Each new household, created by a child moving out of a parent's home, by a family moving to a community for employment, and so forth, creates the need for a housing unit. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, moderate cost and acceptable levels of housing upkeep and repair. In the SCAG region, many communities currently have more than the ideal number of vacancies, and thereby the vacancy adjustment is, in those cases, subtracted from the total housing need. Finally, a second adjustment is made to account for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors, household growth, vacancy need (generally a negative number), and replacement need, form the construction need for a community.

Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

5.14.2.4 Local Regulations

City of Chino 2045 General Plan

The City General Plan contains the following Policy pertaining to Population and Housing and relevant to the Project/Project site.

LCC-1.11: Provide for the extension of public services in a logical and functional manner to support employment and housing growth.

5.14.3 Project Design Considerations

There are no Project-specific design considerations related to Population and Housing.

5.14.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines (2026). The City generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. According to the Appendix G significance thresholds, impacts related to the Euclid Avenue Bridge Project may be considered potentially significant if the Project would:

- (Threshold 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); or
- (Threshold B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.14.5 Environmental Impacts

Threshold A: ***Would the Project 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)?***

No Impact

The Project consists of construction of a new viaduct structure, the Euclid Avenue Bridge and associated improvements within the existing right of way of Euclid Avenue and Pomona Rincon Road. The Project's primary goals are to improve safety by creating a new all-weather facility not subject to frequent flooding, enhance community mobility and circulation during storm events, provide reliable access for emergency vehicles, alleviate traffic congestion, and improve pedestrian and cyclist access and mobility. The Project does not include the development of any housing or businesses and therefore would not directly generate new population.

In addition, while the Project would improve roadway safety, reliability, and active transportation facilities, these improvements are designed to protect existing infrastructure from flood conditions rather than to extend infrastructure to previously undeveloped areas or to support new growth beyond what is already planned in the City's General Plan. The widening of Euclid Avenue would match existing roadway capacity, and the Project would not create additional long-term vehicular capacity beyond what is already anticipated in local circulation planning. Therefore, the Project would have **no impact** related to direct or indirect population growth.

Threshold B: ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact

The Project is limited to flood-protected transportation improvements along a section of the Euclid Avenue within the Prado Basin. The Project site does not contain any existing housing, and no residential uses are located within the construction footprint. As such, implementation of the Project would not displace any people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, the Project would have **no impact** related to displacement of people or housing.

5.14.6 Proposed Mitigation Measures

No impacts were found; therefore, no mitigation measures are necessary.

5.14.7 Cumulative Environmental Impacts

No Impact

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue). There are no impacts related to unplanned population growth displacing existing housing and people that would result from Project implementation. As such, the Project would not contribute towards a cumulative impact related to unplanned population growth or displacement of people or housing. The Project would result in **no impacts** related to inducing substantial unplanned population growth or displacement of people or housing.

5.14.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)
City of Chino 6th Cycle Housing Element Update	City of Chino, 6th Cyle *Housing Element Update 2021-2029.* Adopted March 2023. (Available at https://www.cityofchino.org/199/Housing-Element#docaccess-7c6ec7a469de404ba16805a296bad27081ba0a0783d868777894c5bcaafce672, accessed March 2026)

5.15 Public Services

This section analyzes the effects of the Project on Public Services. The following discussion and analysis include findings about Public Services from the City's 2045 General Plan and the City of Chino 2045 General Plan Update Final Program Environmental Impact Report (PEIR).

5.15.1 Setting

This section addresses Public Services in the City, which include fire protection, police protection, schools, parks, and other public facilities such as libraries and community centers.

Fire Protection

The Chino Valley Fire District (CVFD), an all-risk fire district, provides fire and emergency medical services to the City of Chino, as well as to the City of Chino Hills and the surrounding unincorporated areas. CVFD is a separate governmental agency from City departments and maintains its own elected Board of Directors. CVFD serves as the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues in the City of Chino.

CVFD also provides a full range of fire prevention services including public education, code enforcement, plan check and inspection services for new and existing construction, and fire investigation. Through a series of mutual and automatic aid agreements, CVFD is obligated to provide fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions are obligated to provide resources to CVFD. CVFD operates a total of seven existing stations, four of which are located within the City. A new facility, CVFD Fire Station 68, is planned for development in the City of Chino Hills, with operation expected by summer 2027. Additionally, future construction of the Pine Avenue Connector would provide opportunities to expand CVFD Fire Station 63, located immediately south of Chino Airport at the intersection of Kimball Avenue and Terminal Court, to serve population growth in the southern part of the CVFD service area. CVFD also maintains a contract with the California Department of Forestry and Fire Protection (CAL FIRE), for supplemental wildland fire protection for approximately 12,000 acres of hazardous fire area within the City and the City of Chino Hills.

While the CVFD has not adopted service ratios for personnel or equipment, it aims to achieve National Fire Protection Association (NFPA) standards for the organization and deployment of fire suppression operations. Staff and equipment levels are adjusted as needed, based on an ongoing assessment of activity in the City and calls for service. Fire Stations are strategically located where geographically possible to allow for a four-minute travel time, in accordance with NFPA standards.

Police Protection

The Chino Police Department (CPD) provides police protection services in the City and portions of the City Sphere of Influence. As a full-service municipal police department, CPD provides a comprehensive range of law enforcement and public safety services, including general patrol, traffic enforcement, criminal investigations, emergency response, and community outreach. CPD also offers support services such as dispatch, training, records management, property and

evidence handling, and administrative oversight. CPD operates out of its main headquarters located at 5450 Guardian Way, a 102,000-square-foot police facility that opened in 2012. CPD also maintains a substation at the Chino Spectrum Towne Center on Grand and Pipeline Avenues, which serves as a report-writing location for officers. A new substation is planned at the Chino Airport to accommodate future growth within the City. The San Bernardino County Sheriff Department provides services to the remainder of the City Sphere of Influence from a substation in Chino Hills.

Schools

The City is served by the Chino Valley Unified School District (CVUSD), which also provides educational services to the City of Chino Hills and portions of southwestern Ontario. CVUSD operates 34 schools, including elementary, K–8, junior high, and high schools, with several located within the City. While enrollment at some schools declined between 2020 and 2024, many campuses continue to operate above permanent capacity and rely on portable classrooms.

To accommodate projected population growth through 2045, CVUSD has prepared a Long Range Facilities Master Plan (LRFMP) to address future instructional and facility needs. New residential development is required to pay school impact fees to support expanded facilities. Additionally, Measure G, a $750 million bond approved in 2016, funds school modernization, safety improvements, and technology upgrades.

Parks

Refer to Section 5.16(Recreation) in this EIR for the Project's potential impacts to parks.

Other Public Facilities

The City of Chino is served by two public libraries, the Chino Branch of the San Bernardino County Library and the Cal Aero Preserve Academy Branch Library. The Chino Branch of the San Bernardino County Library is located in the downtown area, while the Cal Aero Preserve Academy Branch Library is in the southern portion of the City. The Cal Aero Preserve Academy Branch Library is a joint use facility operated by the City, CVUSD, and San Bernardino County Library.

5.15.2 Regulatory Setting

5.15.2.1 Federal Regulations

Fire Protection

National Fire Protection Association 1710

The National Fire Protection Association recommends that fire departments respond to fire calls within 6 minutes of receiving the request for assistance for 90 percent of incidents. These recommendations are based on the demands created by a structural fire. It is crucial to attempt to arrive and intervene at a fire scene prior to the fire spreading beyond the point of origin. Total structural destruction typically starts within 8 to 10 minutes after ignition. Response time is generally defined as 1 minute to receive and dispatch the call, 1 minute to prepare to respond to the fire station or field, and 4 minutes (or less) travel time.

Police Protection

There are no Federal regulations directly applicable to police protection with respect to the Project.

Schools

There are no Federal regulations directly applicable to schools with respect to the Project.

Other Public Facilities

There are no Federal regulations directly applicable to schools with respect to the Project.

5.15.2.2 State Regulations

Fire Protection

California Code of Regulations Title 24, Parts 2 and 9 – Fire Codes

California Code of Regulations (CCR) Part 2 of Title 24 refers to the California Building Code (CBC), which contains complete regulations and general construction building standards of State adopting agencies, including administrative, fire and life safety, and field inspection provisions. CBC Part 9 refers to the California Fire Code (CFC), applies to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services feature such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. The 2025 CBC, Title 24 went into effect January 1, 2026.

Police Protection

There are no State regulations directly applicable to police protection relevant to the Project.

Schools

California Government Code 66000

According to California Government Code 66000, a qualified agency, such as a local school district, may impose fees on developers to compensate for the impact that a project will have on existing facilities or services. The California legislature passed Senate Bill 50 in 1998, which inserted new language into the Government Code (Sections 65995.5–65995.7) that authorized school districts to impose fees on developers of new residential construction in excess of mitigation fees authorized by Government Code 66000. School districts must meet a list of specific criteria, including the completion and annual update of School Facility Needs Analysis, in order to be legally able to impose the additional fees.

Leroy F. Green School Facilities Act

California Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) set base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development

project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees may be adjusted by the school district over time as conditions change.

Other Public Facilities

There are no State regulations directly applicable to other public facilities relevant to the Project.

5.15.2.3 Regional Regulations

Fire Protection

There are no regional regulations directly applicable to fire protection relevant to the Project.

Police Protection

There are no regional regulations directly applicable to police protection relevant to the Project.

Schools

There are no regional regulations directly applicable to schools relevant to the Project.

Other Public Facilities

There are no regional regulations directly applicable to other public facilities with relevant to the Project.

5.15.2.4 Local Regulations

Chino Valley Fire District Master Plan

The CVFD Master Plan was updated in 2018 based on the results of a comprehensive standards of coverage assessment that identified potential challenges and presented key findings and recommendations to guide future planning. The results of the standards of coverage assessment identified future service demand, identified future facility, staffing, and automotive fleet needs, and presented findings and recommendations to provide adequate fire protection services in the future. Key next steps include collaboration between the City and City of Chino Hills to initiate location planning and site acquisition for future fire stations, as well as monitoring response performance and adjusting deployment policies as appropriate. Additionally, CVFD is currently preparing a Fire Department Strategic Plan that outlines the Department's mission, priorities, and goals for delivering effective emergency services. This Plan will be updated periodically as conditions warrant.

Chino Valley Unified School District Long Range Facilities Master Plan

The 2016 CVUSD LRFMP identifies instructional, technological, demographic, and facility upkeep goals over the next 15 year-period. District-wide recommendations for facility improvements to school buildings in CVUSD include replacing portable buildings with permanent facilities, right-sizing classroom space to current enrollment, and energy efficient upgrades to lighting; heating, ventilation and air conditioning; daylighting; and glazing systems. Site improvement needs include improving curb appeal, enhancing site security, fitness course development, playfield refurbishment including drainage and new irrigation technologies, and additional parking and

drop-off lanes. The LRFMP also identified that high schools in particular require additional permanent performing arts venues.

City of Chino 2045 General Plan

The following Objective and Policies would assist the City in providing public services and recreation facilities and are relevant to the Project.

Parks, Recreation, and Community Services Element

Objective PRC-4: Responsive Police and Fire. Provide responsive police and fire protection services that ensure a safe and secure environment for people and property.

Policy PRC-4.1: Provide responsive, efficient, and effective police services that promote a high level of public safety.

Policy PRC-4.2: Provide fire prevention and emergency response services that minimize fire risks and protect life and property, including fire prevention, fire-related law enforcement, and public education and information programs.

Policy PRC-4.7: Continue to engage the police and fire departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.

5.15.3 Project Design Considerations

Although there would be temporary lane closures on various parts of the Project site during construction (around specific work areas), there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations. A Transportation Management Plan (TMP) would be prepared for the Project prior to the start of construction and reviewed and approved by the City Public Works Department. During the very short windows when Euclid Avenue would be closed Pine Avenue - El Prado Road - Central Avenue/ Soquel Canyon Parkway – SR-71 would likely be used as a detour route.

5.15.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines, the Project may result in a significant impact to public services if the Project would:

- (Threshold A) 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:

- fire protection,
- police protection,
- schools,
- parks,
- other public facilities.

5.15.5 Environmental Impacts

Threshold 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:*** **Fire Protection**

Less Than Significant Impact.

The Project would involve elevating Euclid Avenue and constructing the Euclid Avenue Bridge to improve roadway safety, circulation, and flood resiliency. The Project does not include residential, commercial, or industrial development that would directly increase population or demand for fire protection services. On the contrary, by providing an all-weather roadway, the Project would improve emergency vehicle access and reduce delays associated with roadway closures during storm events, thereby enhancing local response capabilities. Implementation of the Project would not require new or expanded fire stations, personnel, or equipment to maintain acceptable service ratios, response times, or performance objectives. Although there would be temporary lane closures on various parts of the Project site during construction (around specific work areas), there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations. Therefore, impacts related to fire protection would be **less than significant**.

Police Protection

Less Than Significant Impact.

Similar to fire protection, the Project would not introduce new residential, commercial, or industrial land uses that would generate population growth or additional demand for law enforcement services. Instead, the Project would enhance mobility and circulation during storm events, improving police access throughout the area. No new or expanded police facilities would be required as a result of the Project. Although there would be temporary lane closures on various parts of the Project site during construction (around specific work areas), there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and

Pomona Rincon Road would be needed for specific bridge component installations. Therefore, impacts to police protection services would be **less than significant**.

Schools

No Impact.

The Project does not involve residential development and would not result in population growth that could increase demand for schools. No new or physically altered school facilities would be required as a result of the Project. Therefore, the Project would have **no impact** on schools.

Parks

No Impact.

Because the Project would not induce population growth or create a demand for recreational facilities, it would not increase use of existing parks or require the construction or expansion of park facilities. Also, refer to Section 5.16(Recreation) of this EIR. Therefore, the Project would have **no impact** on parks.

Libraries

No Impact.

The Project does not involve new housing or other development that would increase the local population or demand for library services. Consequently, the Project would not require new or physically altered library facilities. Therefore, the Project would have **no impact** on libraries.

Other Public Facilities

No Impact.

There are not any other public facilities that would be impacted by the Project. Therefore, the Project would result in **no impact** to other public facilities.

5.15.6 Proposed Mitigation Measures

There were found to be **less than significant impacts** to Public Services from the Project; therefore, no mitigation measures are necessary.

5.15.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two

segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

The Project would involve elevating Euclid Avenue and constructing the Euclid Avenue Bridge to improve roadway safety, circulation, and flood resiliency. The Project does not include residential, commercial, or industrial development that would directly increase population or demand for fire protection services, police protection, schools, parks, libraries, or other public facilities. On the contrary, by providing an all-weather roadway, the Project would improve emergency vehicle access and reduce delays associated with roadway closures during storm events, thereby enhancing local response capabilities.

If two or more of the planned infrastructure projects were to be concurrently under construction and require temporary road closures along Euclid Avenue or Pine Avenue, then the Project could contribute to a cumulative impact related to response capabilities for fire and police. However, for the Project there would be no daytime or significant duration full closure of Euclid Avenue during construction. Thus, the Project would not contribute to a cumulative impact related to fire and police response capabilities. Therefore, the Project would have **less than significant cumulative impacts** on public services.

5.15.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)

5.16 Recreation

This section analyzes the effects of the Project related to recreational facilities. The following discussion and analysis include information about the City's parks from the City of Chino General Plan Update 2045.

5.16.1 Setting

The City of Chino provides an extensive network of parks, trails, and open space that supports recreation, community gathering, and environmental resources. The City maintains approximately 212.5 acres of parkland, including mini-parks, neighborhood parks, and the regional Ayala Park, along with about 7.1 miles of walking trails. Additional recreational space (52.8 acres and 6.3 miles of trails) is provided by homeowners' associations in The Preserve and College Park, and joint-use agreements with the Chino Valley Unified School District allow public access to certain school facilities.

Residents also have access to major regional recreational resources within and near the City, including the 2,200-acre Prado Regional Park, which offers camping, trails, water-based recreation, sports facilities, and specialized amenities such as golf courses, an equestrian center, and an archery range. The Chino Creek Wetlands and Educational Park, operated by the Inland Empire Utilities Agency, provides habitat restoration, water conservation features, educational programming, and approximately 1.7 miles of trails. Additional open space resources include Mill Creek Wetlands, which supports habitat restoration, groundwater quality improvement, and 2.25 miles of interpretive trails connected to the City's urban buffer and planned regional trail systems.

Beyond City limits, residents have access to regional open space areas such as Chino Hills State Park, Carbon Canyon Regional Park, and the San Gabriel Mountains National Monument. Planned trail connections will link local facilities to broader regional networks, including the Santa Ana River Trail and the Coast to Crest Trail, enhancing regional connectivity and recreational access.

The Project site consists of a roadway network passing through Prado Regional Park, a major regional recreational and open space area. The surrounding setting is characterized by parkland, natural habitat, and recreational amenities, including extensive open space, trail systems, and environmental resources. The Park provides a range of outdoor recreational opportunities, including camping, hiking, fishing, boating, picnic areas, and specialized facilities such as golf courses, an equestrian center, and an archery range, and supports habitat conservation and regional trail connectivity within the broader Prado Basin.

5.16.2 Regulatory Setting

5.16.2.1 Federal Regulations

There are no Federal regulations regarding Recreation relevant to the Project/Project site.

5.16.2.2 State Regulations

Quimby Act

California Government Code, Section 66477 (Quimby Act) was enacted in 1975 to promote the availability of park and open space areas, in response to the need for such facilities generated by residential development and the incumbent demand placed by new residents to the State. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land and/or the payment of fees for park and/or recreational facilities for projects involving residential subdivisions. The Quimby Act seeks to mitigate impacts of development that bring new park users to recreation facilities.

Revenue generated under the Quimby Act can only be used to purchase new parkland and may not be used for the operation or maintenance of existing parkland. The Quimby Act states that:

> the dedication of land or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within a subdivision subject to this section, unless the amount of existing neighborhood and community park area, as calculated pursuant to this subdivision, exceeds that limit, in which case the legislative body may adopt the calculated amount as a higher standard not to exceed five acres per 1,000 persons residing in a subdivision subject to this section.

In addition to Quimby Act fees, facilities can be provided by grants, donations, user fees, community fund raising events, joint ventures, and joint use agreements.

5.16.2.3 Local Regulations

City of Chino 2045 General Plan

The City General Plan contains the following Policies pertaining to Recreation that are relevant to the Project/Project site.

PARK AND RECREATION ELEMENT

Policies Parkland and Trail Provision

PRC-1.1 Maintain and expand a high quality, diversified network of parks and trails that promotes active, healthy lifestyles and neighborhood quality of life.

PRC-1.8 Coordinate local trail planning with regional efforts to ensure connectivity and access to the regional trail system and networks in neighboring communities to support a comprehensive active transportation network. (See also the Infrastructure Element for policies related to multi-use// shared trails and active transportation systems as well as the Health and Environmental Quality Element for policies related to safe bicycle and pedestrian routes. Facility Design and Maintenance.)

5.16.3 Project Design Considerations

Access to Prado Regional Park, via M Combs Way, would be maintained during construction during daytime operating hours of the Park. The Project includes installation of a signal at the intersection of Euclid Avenue and M Combs Way, which would improve safety at this entrance of the Park for Park users.

5.16.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines (2026). The City generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. Impacts related to the Euclid Avenue Bridge Project may be considered potentially significant if the Project would:

- (Threshold A) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- (Threshold B) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.16.5 Environmental Impacts

Threshold 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 would occur or be accelerated?***

No Impact

The Project would involve constructing the Euclid Avenue Viaduct and elevating Euclid Avenue to improve roadway safety, circulation, and flood resiliency. The Project does not include residential development or other land uses that would result in population growth, which is the primary driver of increased demand on neighborhood and regional parks or other recreational facilities. Instead, the Project is limited to roadway and transportation improvements and would not generate new residents or users of park facilities. Consequently, the Project would not increase the use of existing parks or recreational facilities in a manner that would cause or accelerate substantial physical deterioration. Therefore, the Project would have **no impact** related to the use of recreational facilities.

Threshold B: ***Would 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

The Project consists of constructing the Euclid Avenue Viaduct and elevating Euclid Avenue to address roadway flooding, improve circulation, and enhance safety for motorists, cyclists, and

pedestrians. While the Project includes bicycle and pedestrian lanes to improve active transportation connectivity, these improvements are integral to the roadway design and do not constitute the provision of new recreational facilities. The Project would not generate new population growth that would necessitate the construction or expansion of neighborhood or regional recreational facilities. As such, the Project would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment. Therefore, the Project would result in **no impact** under this threshold.

5.16.6 Proposed Mitigation Measures

No impacts were found; therefore, no mitigation measures are necessary.

5.16.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 (Environmental Setting) of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue). The Project would not increase the population in the City which would increase the demand for and use of the existing park system. The Project does not include the construction of new or expansion of existing recreational facilities. As the Project would not have impacts related to recreation, it would not contribute toward a cumulative impact on recreation. Therefore, the Project would result in **no** cumulative impacts related to recreation.

5.16.8 References

The following references were used in the preparation of this section of the DEIR:

GP 2045	City of Chino 2045 General Plan. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.

5.17 Transportation

This section analyzes potential impacts related to the local transportation and circulation system and to vehicle miles traveled. The following discussion is based on the *Euclid Avenue Bridge Project Traffic Analysis* prepared by Stantec (October 2025; Appendix H), as well as relevant goals, policies, and actions contained in the City of Chino 2045 General Plan Infrastructure Element relating to circulation, roadway design, multimodal mobility, and vehicle miles traveled (VMT) analysis.

5.17.1 Setting

Project Site

The Project site includes an existing approximately 1.5-mile corridor of Euclid Avenue, a paved roadway with four lanes that narrow to two lanes before the existing Chino Creek Bridge over Chino Creek. This section of Euclid Avenue between Pomona Rincon Road and the entrance to Prado Reginal Park (at M Combs Way) contains no median, contains narrow shoulders, and has no sidewalks or dedicated bike facilities. The Project site is entirely within the public rights-of-way of Euclid Avenue and Pomona Rincon Road and is approximately 24.2 acres in area. Refer to Figure 3.0-1 (Project Site).

Existing Circulation Network

Within the City of Chino and surrounding jurisdictions, all major roadways are classified based on the Roadway Classifications section provided in the Infrastructure Element of the City of Chino 2045 General Plan or the specified jurisdiction's Circulation Element. Below is a brief description of the major roadways surrounding the Project site:

Euclid Avenue: Euclid Avenue is classified as an Expressway and serves as a major north-south goods corridor connecting SR-60 and SR-71 as well as Ontario and Chino Hills. Euclid Avenue is approximately 200 feet in right-of-way width with additional easements for possible landscaping and trails and separated by a raised median.

State Route 71 (SR-71): State Route 71 is designated as a Freeway located along the southwest side of the City, including three travel lanes in each direction with numerous on/off ramps throughout the City, including Euclid Avenue.

Pine Avenue: Pine Avenue has two road designations, serving as a Primary Arterial, which is typically defined by having four to six through lanes, from Pomona Rincon Road to Euclid Avenue and a Major Arterial, which is typically defined by having six to eight through lanes, from Euclid to Hellman Avenue.

Butterfield Ranch Road: Butterfield Ranch Road is classified by the City of Chino Hills as a Major/Minor Arterial, which is typically defined by having up to six travel lanes divided by a raised median and Class II bike lanes along each side of the street.

Archibald Avenue: Archibald Avenue is classified by the City of Eastvale as an Urban Arterial in which the roadway can have up to six travel lanes, contain a center median, dedicated turn lanes, and parking lanes on either side of the street.

Public Transportation

Omnitrans is the agency that provides public transportation services throughout the San Bernardino County Region including the Chino Valley. However, the Chino Transit Center is located approximately seven miles north of the Project site near Central Avenue and Chino Avenue, and there are currently no existing transit services operating within the vicinity of the Project site.

Bicycle Facilities

The City has made an effort to expand the accessibility of transportation options that recognize both health and environmental benefits, including bicycle facilities. The City of Chino's existing and planned bicycle network is shown in General Plan Map INF-2. To guide the development of infrastructure, programs, and policies, the City has adopted the 2016 Bike & Pedestrian Master Plan.

According to the 2016 Bicycle and Pedestrian Master Plan, the existing bikeway network within the City is classified into three categories: Class I – Shared Use Paths, Class II – Bicycle Lanes, and Class III – Bicycle Routes. Class I bikeways are defined by their physical separation from motor vehicle routes, exclusively to non-motorized users such as cyclists and pedestrians. Class II bikeways are lanes that carry bicycle traffic in the same direction as adjacent motor vehicle travel, typically located on the right side of the street between the motor vehicle lane and the road edge. Class III bikeways are suggested bicycle routes marked with signs that designate a preferred route, commonly marked by sharrows (shared lane markings) where parking is allowed adjacent to the travel lane and typically are located where traffic volumes and speeds are relatively low. No existing bicycle facilities are within the Project site or surrounding area.

As a part of the City's 2045 General Plan, proposed Class I – Shared Use Paths are proposed along Euclid Avenue from Riverside Drive down to SR-71. The General Plan's updated Existing and Planned Bicycle Facilities map indicates existing pockets of Class I - Shared Use Paths along Euclid between Schaeffer Avenue and Kimball Avenue.

Pedestrian Facilities

The relatively flat terrain and rectilinear grid pattern of the streets of Chino allow for a well-suited walking environment. However, overtime the patterns of development across the City have sometimes created areas that do not facilitate walking, particularly in the summer months, and can make walking undesirable. The City's 2045 General Plan sets the ideal characteristics of pedestrian infrastructure with components including:

- **Direct, Highly-Connected Pedestrian Networks:** The development of interconnected networks of pedestrian pathways that allow direct access to destinations with multiple intersecting routes.
- **Sidewalk Continuity:** Communities can be more walkable if sidewalks do not end abruptly and are present entirely on the segment as well as on both sides of the roadway.

- **Sidewalk Conditions:** Sidewalks that are broken, cracked, and unkept can impede mobility and discourage walkability, especially for individuals with disabilities, such as those using wheelchairs or walkers.
- **Shading:** Areas that are shaded create routes in which people are more inclined to walk. Additionally, shade trees and/or canopies create aesthetic value that is pleasing to the eye.
- **Grade:** People are more inclined to walk in areas that are relatively flat or have limited grade changes.
- **Amenities:** People are more inclined to walk in areas with diverse, interesting environments such as shopping, retail, restaurants, and other similar uses. Other amenities include street furniture, attractive paving, way-finding signage, enhanced landscaping, public art, and enhanced lighting.
- **Buffers:** A degree of separation between the pedestrian and the motorist creates a more walkable environment. This can include wider sidewalks, street parking, and sidewalk bulb-outs where feasible. Crosswalks with appropriate signage serve as an important buffer as well.

As it currently exists, the Project site segment of Euclid Avenue does not have modes of pedestrian access.

Truck Routes

Goods movement is a crucial part to the regional economy as well as a fundamental component of the City's circulation system. To support regional goods movement, the City has a network of designated truck routes to promote goods movement throughout the City and to connect between major highway facilities and loading and delivery destinations. Logistics facility operators are required by State law to develop and implement truck routing plans as approved by the City to efficiently direct truck traffic to these designated routes and avoid the use of residential streets. To support truck travel and preserve and enhance quality of life and public health, it is important the City continues to designate these roadways. The City's 2045 GP Maps INF-3 (Segments with Overlapping Truck Routes and Bicycle Facilities) and INF-4 (Designated Truck Routes) shows the City's designated truck routes which include Euclid Avenue through the City, including the Project site.

Euclid Avenue Relinquishment

Caltrans previously had ownership and maintenance responsibilities for Euclid Avenue/SR-83. A relinquishment of Euclid Avenue from Caltrans to the City was recently completed in April 2026, after which the right-of-way is now owned by the City. The relinquishment of Euclid Avenue/SR-83 allows the City to implement the Project, thereby preventing future closures during storm events, reducing the possibility of encountering flood waters and improving safety for motorists and pedestrians.

5.17.2 Regulatory Setting

This section includes a discussion of the applicable State, regional, and local laws, ordinances, regulations, and standards governing transportation and traffic, which must be adhered to before and during Project implementation.

5.17.2.1 State Regulations

State Senate Bill 743

SB 743 was signed into law by Governor Edmund Brown on September 27, 2013, and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA). SB 743 requires the Governor's OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA and requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption. On December 28, 2018, the updated guidelines were made effective. As of July 1, 2020, the CEQA Guidelines promulgated under SB 743 changed the way that public agencies evaluate the transportation impacts of Projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, § 21099, subd. (b)(2)). To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (Technical Advisory). In addition to new exemptions for projects consistent with specific plans, the updated CEQA Guidelines proposed by OPR replace congestion-based metrics, such as auto delay and Level of Service (LOS), with Vehicle Miles Traveled as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

5.17.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that serves as a Metropolitan Planning Organization (MPO), a Regional Transportation Planning Agency (RTPA) and a Council of Governments (COG). The SCAG region encompasses six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy (SCS) and associated growth forecasts, regional transportation improvement programs, and regional housing needs allocations.

SCAG's Connect SoCal – The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions (CTCs), tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. (SCAG 2024).

Assembly Bill 250

AB 250 was signed into law on October 8, 2023, by Governor Gavin Newsom, authored by Assemblymember Freddie Rodriguez, and authorizes the additional relinquishment to the City of Chino or a portion of State Route 83 within the City's jurisdiction (from SR-71 interchange to Merrill Avenue and shared jurisdictional boundary from Merrill Avenue to Riverside Drive). Prior to the enactment of this Bill, existing law authorized the relinquishment of portions of Euclid Avenue to the cities of Upland and Ontario. The relinquishment would allow for ease of infrastructure improvements for the City but maintenance responsibility is also transferred to the City (California Legislative Information 2023).

5.17.2.3 Local Regulations

City of Chino 2045 General Plan

The GP 2045 contains Goals, Objectives, Policies, and Actions pertaining to transportation within the Infrastructure Element. The following Objectives and Policies apply to the Project:

Objective INF-1: Regional Connectivity. Strengthen connections to the regional transportation network.

> **Policy INF-1.1:** Support regional transportation infrastructure investments for all modes to relieve congestion and support community health in Chino.
>
> **Policy INF-1.2:** Participate in regional transportation planning initiatives and cooperate with regional partners and neighboring jurisdictions to plan, design, and maintain a transportation system that provides for the safe and efficient movement of goods and people in the region.
>
> **Action INF-1.A:** Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on SR-60 and SR-71 (including on/off-ramps) and improve regional access for Chino residents and businesses, including the Pine Avenue Connector, Pine Avenue & SR-71 Interchange Project, Euclid Avenue (SR-83) Relinquishment, and the Euclid Avenue Bridge Project.

Objective INF-2: Comprehensive Transportation System. Plan, design, build, and maintain a local transportation network that provides safe and efficient access throughout Chino and optimizes travel by all modes.

> **Policy INF-2.3:** Design streets to accommodate various models according to roadway classification and reduce conflicts and safety risks. Design arterials with sufficient capacity to accommodate anticipated traffic based on intensity of existing and planned land use,

without providing excess capacity to encourage additional non-local cut-through traffic on City streets.

Policy INF-2.4: Undertake road-widening projects only when they are feasible on a significant length of roadway, while still requiring necessary dedications on an on-going basis.

Policy INF 2.12: Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-way or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.

Objective INF-5: Safe, efficient goods movement. Provide for safe, efficient goods movement by road, air, and rail.

Policy INF-5.4: Design designated truck routes such that the pavement, roadway width, and curb return radii support anticipated heavy vehicle use.

City of Chino Municipal Code

TITLE 10 – VEHICLES AND TRAFFIC

Section 10.66 of Chino's Municipal Code (Roads Under Construction) governs that "whenever any... highway... shall be in course of improvement, the council may, if it deems it necessary to avoid injury or interference with such work of improvement, order such... highway... closed to travel during the course of such improvement..." (Chino Municipal Code §10.66.010).

City of Chino Traffic Impact Analysis Guidelines 2020

The City of Chino Traffic Impact Analysis (TIA) Guidelines outline the requirements for evaluating the transportation impacts of development and infrastructure projects within the City. Per the guidelines, applicants are required to complete a formal scoping agreement with the City's Transportation Manager before preparing a TIA to ensure compliance with Chino's General Plan Infrastructure Element, the San Bernardino County CMP, Caltrans requirements (if applicable), and CEQA transportation standards. TIAs are required to analyze both LOS and VMT as required under SB 743. Also required are intersection and roadway analyses using multimodal review, fair-share mitigation calculations, and CMP and State highway coordination where applicable. (City of Chino 2020).

5.17.3 Project Design Considerations

Although there would be temporary lane closures on various parts of the Project site during construction (around specific work areas), there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations. A Transportation Management Plan (TMP) will be prepared for the Project prior to the start of construction and reviewed and approved by the City Public Works Department. During the very short windows when Euclid Avenue would be closed Pine Avenue - El Prado Road - Central Avenue/ Soquel Canyon Parkway – SR-71 would

likely be used as a detour route. Access to facilities along Pomona Rincon Road would be maintained throughout construction.

The Project has been designed to improve circulation, mobility, and multimodal access along Euclid Avenue through the replacement of the existing bridge that spans over Chino Creek within the Prado Basin. As described in the Traffic Analysis, the Project would aid to alleviate congestion that currently exists at the Euclid Avenue Bridge bottleneck, eliminate temporary roadway closures caused by flooding, and improve access for bicyclists and pedestrians by constructing a Class I - Shared Use Path. The Project would also widen the roadway from two lanes to four within the bridge section, include a median, and provide a shared-use pathway separated from the roadway along the easterly side of the bridge for pedestrian and bicycle use.

At the intersection of Euclid Avenue and McCombs Way, the Project would improve the existing intersection leading to the entrance of Prado Regional Park with the installation of a new traffic signal. As explained in the Traffic Analysis, this location is currently unsignalized; signalization is recommended in order to improve the safety of vehicles entering and exiting the Park north of the bridge area.

At the intersection of Euclid Avenue and Pomona Rincon Road, the Project would reconstruct the existing unsignalized at-grade intersection located just south of the bridge area with a grade-separated configuration, thereby providing access to Pomona Rincon Road by way of two ramp junctions to improve safety.

The Project site is contained entirely within the public right-of-way of Euclid Avenue and Pomona Rincon Road, including construction staging areas. The Project site does not extend into SR-71 or beyond into the City of Chino Hills and would not impact any areas outside the Project footprint (within Chino road right-of-way).

5.17.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines (2026), the Project may result in a significant impact related to transportation if the Project would:

- (Threshold A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- (Threshold B) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b);
- (Threshold C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- (Threshold D) Result in inadequate emergency access.

5.17.5 Environmental Impacts

Threshold A: ***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less than Significant Impact.

There are no existing or proposed transit facilities within the Project vicinity. The segment of Euclid Avenue within the Project site does not include any bicycle facilities or a sidewalk. The City's General Plan identifies a proposed Class I bicycle facility along Euclid Avenue in the Project site. The Project would provide a Class I shared-use pathway for bicyclists and pedestrians on the easterly side of the bridge, separated from automotive traffic, to provide connectivity for active modes of transportation. The Project is providing the City General Plan bicycle facility for this area and is helping to implement General Plan Objectives INF-1, INF-2, and INF-5.

The RTP/SCS (Connect SoCal 2024) outlines mobility policies and strategies, which include safety. Maintaining the safety of all people who travel in our region is important at the local, regional, state and federal level. Improving safety directly impacts the well-being and confidence of people who are walking biking and rolling, as well as their willingness to choose active transportation. This is particularly pronounced for certain groups, such as children, older adults and individuals with disabilities who may need extra time and specific information to navigate and cross roads safely and securely. As the Project would provide a Class I shared-use pathway for bicyclists and pedestrians on the easterly side of the bridge, separated from automotive traffic to provide connectivity for active modes of transportation, it is consistent with and would help implement RTP/SCS policies and strategies related to safety.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and potential impacts are **less than significant.**

Threshold B: ***Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?***

Less than Significant Impact.

According to the Euclid Avenue Bridge Project Traffic Analysis, north of the Project limits, Euclid Avenue is currently configured as a 4-lane roadway through the Pine Avenue/Euclid Avenue Intersection, then narrows down to a 2-lane roadway through the Project limits, then widens to a 4-lane roadway just north of the existing SR-71 ramps.

The Project consists of replacing the existing 2-lane bridge with a 4-lane bridge, which is consistent with the existing 4-lane roadway segments just north and south of the bridge's location. The Project would include a median to improve safety for motorists and a shared-use pathway separated from the roadway along the easterly side of the bridge for use by pedestrians and bicyclists.

While the Project proposes one additional vehicle lane in each direction within the Project limits, the overall capacity of Euclid Avenue would not increase within the roadway segments just north and south of the Project limits, including at the intersections with the SR-71 northbound ramps (to the south) and the entrance to Prado Regional Park (to the north) where the number of through lanes do not change. Since the Project does not add additional capacity to the roadways or intersections bounding the bridge, the Project would not increase the overall capacity of Euclid Avenue and therefore is not anticipated to induce traffic demand.

In addition, active transportation would be substantially improved by the Project by reconstructing the bridge to provide a multi-use path for cyclists and pedestrians. This represents a substantial improvement over existing conditions since there are currently no bicycle facilities in the vicinity of the Project and no sidewalks within the Project limits.

As discussed in Section 3.2.3 (Roadway Segment Analysis) in the Traffic Analysis, traffic volumes along Euclid Avenue are forecast to increase with the Project. This increase is due to a redistribution of traffic from other parallel roadways as shown by reductions in traffic volumes along Central Avenue, El Prado Road, and Pine Avenue. Traffic volumes along Euclid Avenue further removed from the Project area are shown to not change appreciably with the Project, which further demonstrates that the increases within the Project limits are the result of a redistribution of traffic and not due to new induced trips.

In accordance with OPR's Technical Advisory, the Project's effect on induced travel demand has been assessed. As noted in the Technical Advisory, not all transportation projects would lead to a measurable and substantial increase in vehicle travel, which includes projects that do not add capacity to the overall transportation system. As demonstrated above, the Project would improve the safety of the existing bridge and roadway but would not increase the overall vehicle capacity to the system as a whole because roadway capacity is constrained by the existing 4-lane segments of Euclid Avenue just north and south of the Project limits. The Project would also construct a traffic signal at the entrance to Prado Regional Park, which would reduce the overall capacity of Euclid Avenue in comparison to the existing free-flowing conditions. Furthermore, with four lanes, the Project segment would have substantially less capacity than the ultimate 8-lane roadway specified by the City's General Plan for Euclid Avenue. Therefore, the Project would not lead to a substantial or measurable increase in vehicle travel and would have a **less than significant impact** on transportation based on VMT.

Threshold C: ***Would the Project 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.

The Project consists of the construction of street improvements that would improve the safety of all users, with the replacement of the existing bridge with a longer bridge segment meant to address recurring flooding issues that require the closure of Euclid Avenue during inclement weather. The replaced bridge would also include a median and a shared-use pathway separated from the roadway along the easterly side of the bridge for use by pedestrians and cyclists. The

Project would also construct a grade-separated junction at the existing at-grade intersection of Euclid Avenue and Pomona Rincon Road just south of the bridge, as well as construct a traffic signal at the existing intersection of Euclid Avenue and the entrance to Prado Regional Park (McCombs Way) to create a safer intersection for visitors turning onto Euclid Avenue. The construction of the new bridge would not result in a change in the direction of traffic along Euclid Avenue. All the Project's improvements would be in compliance with applicable City of Chino General Plan Infrastructure and City design standards and thus will not cause any incompatible use or any additional hazards to the surrounding area or general public. The Project will have a **less than significant** impact on increasing hazards through design or incompatible uses.

Threshold D: ***Would the Project result in inadequate emergency access?***

Less than Significant Impact.

The Project would be constructed with fully improved streets, including a newly signalized intersection north of the Project site, a raised replacement bridge designed to address recurring flooding conditions that too often required the seasonal closure of Euclid Avenue during inclement weather, additional travel lanes within the new bridge segment, and a separated shared-use path for pedestrians and bicyclists. Euclid Avenue is a principal evacuation route in Chino. These improvements would enhance circulation and improve reliability of access through the Project for motorists, emergency responders, pedestrians, and bicyclists, particularly during storm events when the existing crossing may become inaccessible. For these reasons, the Project is not anticipated to result in inadequate emergency access, and the impacts would be **less than significant**.

5.17.6 Proposed Mitigation Measures

The Project does not exceed any of the Transportation thresholds of significance and potential Project-related impacts would be less than significant. Therefore, no Transportation related mitigation measures are required.

5.17.7 Cumulative Environmental Impacts

Less than Significant Impact

As discussed in Chapter 4.0 Environmental Setting of this DEIR, cumulative development includes planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis). These projects are infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

The Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, rather, it helps implement GP planned bicycle facility and infrastructure objectives. Therefore, the Project would not cumulatively

contribute to an adverse effect related to conflict with a program, plan, ordinance, or policy. None of the cumulative projects would increase hazards due to a geometric design feature or incompatible uses and therefore would not have a cumulative impact. The Project would not result in significant impacts to emergency access limitations because the replacement bridge and other roadway improvements would further improve reliability of access to the area compared to existing conditions. The cumulative road improvement projects would have a cumulative beneficial impact for emergency access across the City. The Project would benefit not only the City of Chino, but also the surrounding City of Chino Hills and City of Ontario in the event Euclid Avenue needs to be utilized for emergency access. For these reasons, cumulatively considerable impacts related to the circulation system would be **less than significant.**

With respect to VMT, CEQA Guidelines Section 15064.3 requires consideration of whether a project would cause a substantial increase in vehicle travel. The Pine Avenue Connector/Bridge project and two segments of Pine Avenue widening would result in the increased capacity of Pine Avenue and thus possibly result in increased VMT. As the Project does not increase the capacity of Euclid Avenue, it would not lead to a substantial or measurable increase in vehicle travel and thus would not make a cumulatively considerable contribution to transportation-related VMT impacts. Cumulative Transportation impacts would be **less than significant.**

5.17.8 References

The following references were used in the preparation of this section of the EIR:

AB-250	California Legislative Information, *AB-250 State Highways: State Route 83: reduction.* Available at https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=202320240AB250, accessed February 25, 2026.
GP 2045	City of Chino General Plan – Infrastructure Element. Available at https://www.cityofchino.org/1673/General-Plan, accessed February 25, 2026.
City of Chino, Bicycle and Pedestrian Master Plan	City of Chino, *City of Chino Bicycle and Pedestrian Master Plan*, adopted January 2016. Available at https://www.cityofchino.org/204/Bike-Pedestrian, accessed February 25, 2026.
City of Chino, Traffic Impact Analysis Guidelines	City of Chino, *City of Chino Traffic Impact Analysis Guidelines*, adopted December 2020. Available at https://www.cityofchino.org/DocumentCenter/View/283/Traffic-Impact-Analysis-Guidelines-PDF, accessed February 25, 2026.

San Bernardino County, Congestion Management Program	San Bernardino County, *San Bernardino County Congestion Management Program*, adopted June 2016. Available at https://www.gosbcta.com/wp-content/uploads/2019/10/2016-Congestion-Management-Plan-.pdf, accessed March 17, 2026.
SCAG, Connect SoCal 2024	Southern California Association of Governments, *Connect SoCal 2024,* adopted April 2024. Available at https://scag.ca.gov/connect-SoCal-2024, accessed April 21, 2026.
Stantec 2025	Stantec, *Euclid Avenue Bridge Project Traffic Analysis,* October 2025. (Appendix H)

5.18 Tribal Cultural Resources

This section analyzes the effects of the Project on tribal cultural resources. This analysis is based on the City's consultation with tribes pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52) and the *Cultural Resources Assessment* prepared by BCR Consulting and dated January 2025 (Appendix D).

5.18.1 Setting

Existing Tribal Resource Setting

The Project site is located within the traditional boundaries of the Gabrielino. Section 5.5 Cultural Resources and the *Cultural Resources Assessment* (Appendix D) provide an ethnography overview of this Native American group.

BCR requested a review of the Sacred Lands File and a list of Native American contacts from the Native American Heritage Commission (NAHC) for the project. The results of a Sacred Lands File search were obtained from the NAHC on October 29, 2024, which reported negative results.

On October 31, 2024, BCR personnel conducted an archaeological field survey of the unpaved portions of the Project area and landscaping on the southern and eastern edges of the Project area. The purpose of this survey was to identify and document, prior to the beginning of ground-disturbing activities, any cultural resources and thus also to identify any area(s) that might be sensitive for buried cultural resources. The Project site has been subject to severe disturbances related to road and utility installation, maintenance, and alterations, and to flood control activities. Sediments, where visible, consist of sandy silt.

No tribal cultural resources were observed at the Project site. Though there are no known tribal cultural resources present on the Project site, the Project requires discretionary review by the City of Chino and as part of CEQA compliance, the Project requires AB 52 consultation. Therefore, notification of Native American tribes in the vicinity of the Project site was required for this Project under AB 52.

5.18.2 Regulatory Setting

5.18.2.1 Federal Regulations

Native American Involvement

Several Federal and State laws address Native American involvement in the development review process. The most notable of these are the Federal Native American Graves Protection and Repatriation Act (1990) and the California Native American Graves Protection and Repatriation Act (2001). These acts ensure that Native American human remains and cultural items be treated with respect and dignity.

5.18.2.2 State Regulations

Assembly Bill 52

California Assembly Bill (AB) 52 of 2014, effective July 1, 2015, expanded the California Environmental Quality Act (CEQA) by defining a new resource category: "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resource Code [PRC] Section 21084.2). It further states the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that are either:

a) 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)

b) 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and to respect the interests and roles of project proponents, it is the intent AB 52 to:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the

level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
7. Ensure that local and tribal governments, public agencies, and project proponents have information available early in CEQA environmental review process for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.
8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires lead agencies to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project."

Assembly Bill 52 Consultation Process

Pursuant to AB 52, the City sent letters on August 5, 2025, to five (5) Tribes listed below in Table 5.18.1 (AB 52 Response Log). Two of the five Tribes requested government-to-government consultation under AB 52. See Table 5.18-1 below for additional AB 52 consultation details.

Table 5.18-1 – AB 52 Response Log

Native American Tribe (Individual Responding)	Comments
Gabrieleño Band of Mission Indians- Kizh Nation	• Consultation Requested • Provided mitigation measures on 12/15/2025: City accepted and has incorporated as mitigation measures MM TCL-1 through MM TCL-3.
Soboba Band of Luiseño Indians	• No Response
Torres Martinez Desert Cahuilla Indians	• No Response

Morongo Band of Mission Indians	• No Response within the 30-day response period. Requested consultation in March 2026 and provided mitigation measures. The City accepted and has incorporated as mitigation measures MM TCL-4 through MM TCL-11.
San Gabriel Band of Mission Indians	• No Response

5.18.2.3 Regional Regulations

There are no regional regulations that relate to tribal cultural resources and this Project.

5.18.2.4 Local Regulations

City of Chino 2045 General Plan

The City General Plan contains the following Objectives, Policies, and Action pertaining to Tribal Cultural Resources relevant to the Project/Project site.

Objective LCC-7: Ties to the Past. Recognize the value of Chino's agricultural heritage, historic buildings, and the contributions of past generations for community identity and sense of place.

> **Policy LCC-7.6:** Maintain opportunities for dialogue with local Native American groups regarding cultural resources in Chino.
>
> **Policy LCC-7.7:** Continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
>
> **Policy LCC-7.8:** Treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.

Objective HEQ-8: Healthy Environment. Preserve, protect and enhance natural resources, habitats, and watersheds in Chino and the surrounding area, promoting responsible management practices.

> **Policy HEQ-8.7:** Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.
>
> **Action HEQ-8.D:** Maintain a map of sensitive archaeological sites in Chino and use it to inform project applicants of the need for cultural resource assessments.

City of Chino Municipal Code

The City Municipal Code contains the following Section that pertains to the Project/Project site.

Title 8: Health and Safety, Section 8.60.050 (Definitions)**:** defines historic structures as those buildings listed individually in the NRHR or listed individually on a State inventory of historic places or a local inventory of historic places. Variances may be issued for the repair or rehabilitation of historic structures under Section 8.60.280 (Conditions for Variances).

5.18.3 Project Design Considerations

The Project does not include specific design considerations related to reducing potential impacts to Tribal Cultural Resources as no existing tribal cultural resources have been identified within the Project site. Nonetheless, appropriate mitigation measures as agreed upon between the City and consulting tribes have been recommended and will be implemented as part of the Project to ensure any potential impacts to previously unidentified tribal cultural resources would be minimized and/or avoided. The City will incorporate and implement these measures, which include provisions for tribal monitoring, archaeological oversight, worker awareness training, and established procedures for the identification, evaluation, and treatment of discovered resources, including human remains. These measures provide additional safeguards by ensuring the presence of qualified professionals and tribal representatives during ground-disturbing activities, establishing clear stop-work and notification protocols, and prioritizing avoidance and preservation-in-place where feasible. The inclusion of these requirements reduces the potential for inadvertent disturbance and ensures that any discovered resources are managed in a culturally appropriate and regulatory-compliant manner. Mitigation measures **MM TCR-1** through **MM TCR-11** are described below.

5.18.4 Methodology

In accordance with the City requirement for discretionary tribal notification (“scoping”), BCR requested a review of the Sacred Lands File and a list of Native American contacts from the Native American Heritage Commission (NAHC) for the Project. The results of a Sacred Lands File search were obtained from the NAHC on October 29, 2024, which reported negative results. A list of Native American contacts recommended for notification was also received from the NAHC.

Potential impacts on tribal cultural resources are analyzed based on the potential for a project to impact any tribal cultural resources during ground-disturbing activities. The significance of a tribal cultural resource and subsequent significance of any impact is determined by, among other things, consideration of whether or not that resource has heritage value to California Native Americans. Further, this impact analysis is also based on the City’s consultations with the interested consulting Tribes.

On August 5, 2025, the City of Chino sent out AB 52 consultation notices to Tribes. The following tribes requested to consult with the City pursuant to AB 52:

- Gabrieleño Band of Mission Indians- Kizh Nation

- Morongo Band of Mission Indians

The Gabrieleño Band of Mission Indians- Kizh Nation provided tribe specific mitigation measures described below in Section 5.18.7 as mitigation measures **MM TCR-1** through **MM TCR-3**. The Morongo Band of Mission Indians provided mitigation measures **MM TCR-4** through **MM TCR-11.**

5.18.5 Thresholds of Significance

The City of Chino has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. The City generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. Impacts related to the Euclid Avenue Bridge Project may be considered potentially significant if the Project:

- (Threshold A) Would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.18.6 Environmental Impacts

Threshold 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 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 Resources Code Section 5024.1, would the lead agency consider the significance of the resource to a California Native American tribe?***

Less than Significant Impact with Mitigation Implemented

No known significant tribal cultural resources are located within the Project site based on the findings of the Project-specific Cultural Resources Assessment and on consultation with Native American tribes who requested consultation. SLF search conducted through the Native American Heritage Commission yielded negative results. A records search conducted at the South Central Coastal Information Center (SCCIC) indicated that no previously recorded archaeological or tribal cultural resources are located within the Project site. In addition, a pedestrian archaeological survey of the Project site conducted on October 31, 2024, did not identify any eligible cultural resources within or adjacent to the Project site. The Project site is developed as a roadway corridor and has been disturbed from road and utility installation, maintenance, and alterations.

Although no tribal cultural resources were identified within the Project site, SCCIC records search indicates that 43 cultural resources have been previously recorded within a one-mile radius, consisting of granitic milling features, lithic scatters, ancillary buildings, building foundations, privies, and various prehistoric and historic-era resources. The majority of these resources are located at least half a mile from the Project site. While the Project site has been previously studied, only limited portions have been subject to prior investigation, and no significant resources have been identified within its boundaries.

Furthermore, there is no evidence that the Project site contains or is sensitive for human remains, including those interred outside of dedicated cemeteries. However, considering the presence of previously recorded resources in the surrounding area, there remains a low to moderate potential for the unanticipated discovery of buried cultural resources during ground-disturbing activities below previously disturbed depths. Therefore, based on the available information, the Project site is considered to have low to moderate sensitivity for potential impacts to tribal cultural resources, and standard regulatory compliance measures regarding inadvertent discoveries are required in conformance with Section 15064.5(e) of the State CEQA Guidelines, Public Resources Code Section 5097.98, and State Health and Safety Code Section 7050.5.

The City and the Gabrieleño Band of Mission Indians - Kizh Nation engaged in consultation pursuant to Assembly Bill 52. The tribe requested consultation and provided recommended mitigation measures (**MM TCR-1** through **MM TCR-3**) to address the potential for inadvertent discovery of tribal cultural resources during construction activities. The City and the Morongo Band of Mission Indians engaged in consultation pursuant to Assembly Bill 52. The tribe requested consultation and provided recommended mitigation measures (**MM TCR-4** through **MM TCR-11**) to address the potential for inadvertent discovery of tribal cultural resources during construction activities. The City will implement these measures, including provisions for tribal monitoring and appropriate treatment of any discovered resources. Therefore, potential Project impacts to tribal cultural resources would be less than significant with mitigation measures **MM TCR-1** through **MM TCR-11**.

5.18.7 Proposed Mitigation Measures

The following mitigation measures for inadvertent discovery of any tribal cultural resources are provided by Gabrieleño Band of Mission Indians - Kizh Nation and Morongo Band of Mission Indians as a result of AB 52 consultation.

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 (collectively, tribal cultural resources, or "TCR") including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., 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 Tribal Cultural Resources (TCRs).

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 (i.e., not less than the surrounding 50 feet) shall cease and shall not resume

until the discovered TCR(s) 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, at the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

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.

TCR-4: Native American Treatment Agreement

Prior to the issuance of grading permits, the Applicant shall enter into a Tribal Monitoring Agreement with the Morongo Band of Mission Indians for the Project. The Tribal Monitor(s) shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources and/or tribal cultural resources.

TCR-5: Retention of Archaeologist

Prior to any ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post replacement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind), and prior to the issuance of grading permits, the Applicant shall retain a qualified archaeologist who meets the U.S. Secretary of the Interior Standards (SOI). The archaeologist shall be present during all ground-disturbing activities to identify any known or suspected archaeological and/or cultural resources. The archaeologist will conduct a Cultural Resource Sensitivity Training, in conjunction with the Tribe[s] Tribal Historic Preservation Officer (THPO), and/or designated Tribal Representative. The training session will focus on the archaeological and tribal cultural resources

that may be encountered during ground-disturbing activities as well as the procedures to be followed in such an event.

TCR-6: Cultural Resources Management Plan

Prior to any ground-disturbing activities the Project archaeologist shall develop a Cultural Resource Management Plan (CRMP) and/or Archaeological Monitoring and Treatment Plan (AMTP) to address the details, timing, and responsibilities of all archaeological and cultural resource activities that occur on the Project site. This Plan shall be written in consultation with the consulting Tribe[s] and shall include the following: approved Mitigation Measures (MM)/Conditions of Approval (COA), contact information for all pertinent parties, parties' responsibilities, procedures for each MM or COA, and an overview of the Project schedule.

TCR-7: Pre-Grade Meeting

The retained qualified archeologist and Consulting Tribe[s] representative shall attend the pre-grade meeting with the grading contractors to explain and coordinate the requirements of the monitoring plan.

TCR-8: On-site Monitoring

During all ground-disturbing activities the qualified archaeologist and the Tribal Monitor(s) shall be on-site full-time. The frequency of inspections shall depend on the rate of excavation, the materials excavated, and any discoveries of Tribal Cultural Resources as defined in California Public Resources Code Section 21074. Archaeological and Native American monitoring will be discontinued when the depth of grading and the soil conditions no longer retain the potential to contain cultural deposits. The qualified archaeologist, in consultation with the Tribal Monitor(s), shall be responsible for determining the duration and frequency of monitoring.

TCR-9: Inadvertent Discovery of Cultural Resources

In the event that previously unidentified cultural resources are unearthed during construction, the qualified archaeologist and the Tribal Monitor(s) shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work within a 60-foot perimeter of the discovery shall stop and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the qualified archaeologist and Tribal Monitor[s]. The archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The qualified archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Native American monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the qualified archaeologist in consultation with the Tribe[s] and the Native American monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

A. Full avoidance.

B. If avoidance is not feasible, preservation in place.

If preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.

C. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (36 CFR 79)

TCR-10: Inadvertent Discovery of Human Remains

The Morongo Band of Mission Indians requests the following specific conditions to be imposed in order to protect Native American human remains and/or cremations. No photographs are to be taken except by the Coroner, with written approval by the consulting Tribe[s].

A. Should human remains and/or cremations be encountered on the surface or during any and all ground-disturbing activities (i.e., clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all water supply, electrical, and irrigation lines, and landscaping phases of any kind), work in the immediate vicinity of the discovery shall immediately stop within a 100-foot perimeter of the discovery. The area shall be protected by the establishment of an ESA with a marked boundary. Project personnel/observers will be restricted from entry into the ESA. The County Coroner is to be contacted within 24 hours of discovery. The County Coroner has 48 hours to make his/her determination pursuant to State and Safety Code §7050.5. and Public Resources Code (PRC) § 5097.98.

B. In the event that the human remains and/or cremations are identified as Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours of determination pursuant to subdivision (c) of HSC §7050.5.

C. The Native American Heritage Commission shall immediately notify the person or persons it believes to be the Most Likely Descendant (MLD). The MLD has 48 hours, upon being granted access to the Project site, to inspect the site of discovery and make his/her recommendation for final treatment and disposition, with appropriate dignity, of the remains and all associated grave goods pursuant to PRC §5097.98

D. If the Morongo Band of Mission Indians has been named the Most Likely Descendant (MLD), the Tribe may wish to rebury the human remains and/or cremation and sacred items in their place of discovery with no further disturbance where they will reside in perpetuity. The place(s) of reburial will not be disclosed by any party and is exempt from the California Public Records Act (California Government Code § 6254[r]). Reburial location of human remains and/or cremations will be determined by the Tribe's Most Likely Descendant (MLD), the landowner, and the City Planning Department.

TCR-11: Final Report

The final report[s] created as a part of the Project (AMTP, isolate records, site records, survey reports, testing reports, etc.) shall be submitted to the Lead Agency and Consulting Tribe[s] for review and comment. After approval of all parties, the final reports are to be submitted to the Eastern Information Center, and the Consulting Tribe[s].

5.18.8 Cumulative Environmental Impacts

Less than Significant Impact with Mitigation Implemented

The Project, in conjunction with other planned and pending projects in the Project vicinity, would cumulatively increase the potential to encounter sensitive tribal cultural resources. There would be cumulatively considerable impacts to tribal cultural resources if the Project level impacts were significant for any of the cumulative projects. The planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis) include infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/Bridge project, the Pine Avenue/SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

No tribal cultural resources were identified within the Project site. Potential impacts to tribal cultural resources are site-specific and would be reduced to a less-than-significant level due to implementation of mitigation measures **MM TCR-1** through **MM TCR-11** that would protect tribal cultural resources. In the event that tribal cultural resources are discovered, each individual project would be required to comply with the applicable regulatory requirements and the consultation requirements of AB 52 to determine and mitigate any potential impacts to tribal cultural resources. Therefore, cumulative impacts to tribal cultural resources would be **less than significant with mitigation** and would not be cumulatively considerable.

5.18.9 References

The following references were used in the preparation of this section of the EIR:

BCR 2025	BCR Consulting LLC., *Cultural Resources Assessment, Euclid Avenue Bridge Project*, January 2025. (Appendix D).
GP 2045	City of Chino 2045 General Plan. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR 2025	City of Chino, *Final Program Environmental Impact Report for the Chino 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026)

5.19 Utilities and Service Systems

This section addresses the topics of water service and supply, wastewater collection and treatment, stormwater, drainage management, and solid waste collection and disposal. The information contained herein is based on information contained in the City's General Plan Draft EIR (Chino 2010a), the City's General Plan Final EIR (Chino 2010b), the City of Chino 2045 General Plan, and the Chino Basin Desalter Authority 2020 Urban Water Management Plan (CDA 2021).

5.19.1 Setting

Water Service

The Project site is located within the City of Chino's water service area of approximately 28.3 square miles, serving a population of 80,808 as of 2021, supplying approximately 20,101 acre-feet of water to 21,126 municipal connections in 2020. In terms of water supply, City of Chino is a sub-agency of the Inland Empire Utilities Agency (IEUA), a member of the Chino Basin Desalter Authority (CDA), and a member of the Water Facilities Authority (WFA), a Joint Powers Authority responsible for the treatment of imported water supplies (Chino 2021).

The Project site is an existing road and is not connected to the City's municipal water system.

Wastewater Service

Wastewater in the general vicinity of the Project area is conveyed via City of Chino sewer lines to an IEUA sewer line installed beneath Kimball Avenue which ultimately connects to the Regional Water Recycling Plant No. 5 (RP-5) wastewater treatment facility (operated by the IEUA). Under existing conditions, the RP-5 facility has a treatment capacity of approximately 16.3 million gallons of wastewater per day (IEUA 2026).

The Project site is an existing road and is not connected to the City's sewer conveyance network.

Stormwater Conveyance Facilities

The existing Euclid Avenue Bridge deck features a 2% slope from the centerline to the edges, allowing for drainage of stormwater toward the sides of the bridge. Concrete barriers along both sides of the bridge prevent stormwater from flowing directly into Chino Creek. As a result, water must flow along the length of the bridge, either southwestward or northeastward, before eventually draining into Chino Creek. Under normal conditions and smaller storm events, there is no significant runoff from offsite areas directed toward the existing bridge. However, during larger events runoff from upstream areas can accumulate, posing a potential risk of overtopping. At the intersection of Pomona Rincon Road and Euclid Avenue at the south end of the Project site, sheet flow from the western half of Euclid Avenue, south of the Euclid Avenue and Pomona Rincon Road intersection flows northwest into an undeveloped area, eventually reaching a basin. The stormwater is then carried northeast through an existing 36-inch corrugated metal pipe (CMP) storm drain beneath the Euclid Avenue and Pomona Rincon Road crossing, eventually

discharging into Chino Creek. The drainage area contributing to the existing storm drain at Pomona Rincon Road spans approximately 13.6 acres. Runoff from the eastern half of Euclid Avenue flows northeast, where it is collected by a gutter along the east side of the Avenue. The runoff then continues northeast along Pomona Rincon Road east toward the dog park, before ultimately discharging into Chino Creek (Q3 2025).

Solid Waste Collection and Disposal

The Project site is an existing road with no solid waste generation facility adjacent to it. In the vicinity of Euclid Avenue, solid waste collection and disposal services are provided to the Project area by the City of Chino through private contract with Waste Management, Inc. Solid waste collected in the City of Chino is disposed at the El Sobrante Landfill. The existing Project site generates minimal solid waste associated with littering.

The El Sobrante Landfill is located east of I-15 and Temescal Canyon Road and to the south of the City of Corona at 10919 Dawson Canyon Road. The El Sobrante Landfill covers an area of 1,322 acres and is permitted to receive 16,054 tons of solid waste per day (CalRecycle 2026a).

Other Utilities

Several other utility infrastructure elements exist along and under existing Euclid Avenue. The largest concentration of such elements is at its intersection with Pomona Rincon Road. These elements are discussed as follows:

- Electricity. Several overhead and underground electrical distribution lines exist within the Project site. These are owned by Southern California Edison (SCE).
- Fiber Optic. Verizon has several buried and overhead aerial communication lines near the Pomona Rincon Road intersection.
- Brine. A subsurface 27-inch diameter brine pipeline exists parallel to and north of Pomona Rincon Road. This pipeline crosses under Euclid Avenue near its intersection with Pomona Rincon Road. In addition, a 42-inch diameter brine pipeline is located along the length of Euclid Avenue from the northern end of the Project to approximately 350 feet north of Pomona Rincon Road, from where the pipeline turns in a southeast direction. These brine pipelines are owned and operated by the Santa Ana Watershed Protection Authority (SAWPA).
- Gas. A 4-inch and a 6-inch diameter gas lines exist along Euclid Avenue south of Pomona Rincon Road and at the intersection with Pomona Rincon Road. The gas lines are owned and operated by So Cal Gas.

5.19.2 Regulatory Setting

The following is a brief description of the Federal, State, and local environmental laws, regulations, and plans related to utilities and service systems as they pertain to the Project.

5.19.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA), enacted by Congress in 1972, requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). The California State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCB) administer NPDES permitting. The Project site is within RWQCB Region 8 (Santa Ana Region).

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was established in 1974 to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources. The Act authorizes the EPA to establish nationwide standards based on human health to protect drinking water from man-made contaminants and naturally occurring contaminants. While the 1974 law prioritized treatment as the primary means of protecting drinking water, a subsequent 1996 amendment introduced source water protection, operator training, funding of improvements to water systems, and information sharing with the public to further bolster preservation of drinking water quality. Under the Act, the EPA also establishes minimum standards for state programs to protect underground sources of drinking water from endangerment by underground injection of fluids. (EPA 2026).

5.19.2.2 State Regulations

Porter-Cologne Water Control Act

The Porter-Cologne Act (California Water Code § 13000 et seq.) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. This Act applies to surface waters, wetlands, groundwater, point source pollution and nonpoint source (NPS) pollution. Pursuant to this Act, the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation. (SWRCB 2018)

The Porter-Cologne Act established nine Regional Water Quality Control Boards (RWQCB) (based on hydrogeologic barriers), and one State Water Board. These Boards are charged with implementing the provisions of the Porter-Cologne Act and have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the State Water Board

allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within their respective hydrologic regions. The State Water Board and RWQCBs have numerous NPS related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The RWQCBs regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The SWRCB and the RWQCB can conduct their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act enables the enforcement of WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions. (SWRCB 2018)

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards. These basin plans are updated as necessary and practical. The plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. (SWRCB 2018)

The Project site and vicinity are located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan is the governing water quality plan for the region.

California Water Code

The California Water Code is the principal State law regulating water quality in California. Water quality provisions must be complied with as contained in numerous code sections including: 1) the Health and Safety Code for the protection of ground and surface waters from hazardous waste and other toxic substances; 2) the Fish and Game Code for the prevention of unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life; 3) the Harbors and Navigation Code for the prevention of the unauthorized discharge of waste from vessels into surface waters; and 4) the Food and Agriculture Code for the protection of groundwater which may be used for drinking water supplies. The California Department of Fish and Wildlife (CDFW), through provisions of the Fish & Game Code (§§ 1601 - 1603) is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFW.

Surface water quality is the responsibility of the applicable RWQCB, water supply and wastewater treatment agencies, and city and county governments. The principal means of enforcement by the RWQCB is through the development, adoption, and issuance of water discharge permits.

RWQCB basin plans establish water quality objectives that are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water.

California Toxics Rule

In May 2000, USEPA promulgated CWA 303(c) water quality criteria for priority toxic pollutants in California's inland surface waters and enclosed bays and estuaries in the "California Toxics Rule" (CTR). The CTR fills the gap in California's water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements but does not change or supersede the criteria that EPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the RWQCB's respective Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters (SWRCB 2016).

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) was enacted by the State of California Legislature in 1983 requiring urban water suppliers to adopt an Urban Water Management Plan (UWMP) every five years. The objective of developing and updating UWMPs is to provide reliable water supply in normal, single dry, and multiple dry water years. This is achieved when urban water suppliers integrate supplies and use them in a balanced and methodical planning platform that addresses short-term and long-term water-planning conditions. Therefore, importance of UWMPs lies in the fact that they provide DWR, the SWRCB, and the State of California Legislature with a picture of statewide water reliability (DWR 2025).

Urban water suppliers utilize the following to develop UWMPs:

- Assess changes in natural hydrology, climate, and groundwater conditions
- Anticipate the implications of regional, State, and Federal regulations
- Understand supply conditions and water-use variability
- Identify regional constraints on, or opportunities for, shared water resources
- Integrate local land-use changes, development, plans, and population growth
- Prepare for water shortages and unforeseen calamities
- Anticipate infrastructure improvements
- Recognize project funding needs and opportunities

The Water Conservation Act of 2009, also known as Senate Bill (SB) X7-7 (Steinberg), mandated a 20% reduction in urban per-capita water use across California by 2020. To achieve this goal, SB X7-7 required each Retail Supplier to establish an urban water-use target, contributing to the State's collective efforts. The Legislature stated that the combined reductions from all Retail Supplier's would fulfill the statewide legislative mandate. The goal of the SB X7-7 Baseline, 2020 Targets, and 2025 Reporting chapter in the Supplier's 2025 UWMP is to allow the Retail Supplier to report on their progress toward meeting their urban water-use targets in their UWMP, pursuant to Water Code Section 10608.40 (DWR 2025).

Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water efficient landscape ordinance. Chapter 20.19 (Landscaping) of the City of Chino Municipal Code implements the California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO) as adopted by the California Water Commission.

Executive Order B-37-16

Signed on May 9, 2016, EO B-37-16 established a new water use efficiency framework for California. The Order bolstered the State's drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting, new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans, and improving agricultural water management and drought plans (DWR 2016).

Executive Order B-40-17

Signed on April 7, 2017, EO B-40-17 ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects continued to help address diminished groundwater supplies. EO B-40-17 maintains water reporting requirements and prohibitions on wasteful practices. The Order was built on actions taken in Executive Order B-37-16, which remains in effect. In a related action, State agencies, including the Department of Water Resources (DWR), released a plan to continue making water conservation a way of life (DWR 2017).

California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. The CIWMB no longer exists, and its duties have been assumed by CalRecycle. As part of the IWMA, the CIWMB was given a purpose to mandate the reduction of disposed waste (CalRecycle 2026b). The IWMA also required:

- AB 2346 (Lee, Chapter 712, Statutes of 2024) Organic Waste Reduction Regulations. Expands ways for local jurisdictions to receive procurement credit by adding eligible activities and recovered organic waste products to the existing list of procurement eligibility. Allows jurisdictions to use locally developed waste characterization studies when determining a local per capita procurement target.
- AB 2511 (Berman, Chapter 405, Statutes of 2024) Beverage Container Recycling: Market Development Payments. Extended the sunset and repeal date of the Plastic Market Development program within the Beverage Container Recycling Program from July 1, 2025, and January 1, 2026, to July 1, 2027, and January 1, 2028, respectively.
- SB 54 (Allen, Chapter 75, Statutes of 2022) Solid Waste: Reporting, Packaging, and Plastic Food Service Ware. Established an Extended Producer Responsibility (EPR) program for all packaging materials and single-use plastic food service ware to ensure all covered materials made and sold in state are recyclable or compostable by January 1, 2032.
- AB 1201 (Ting, Chapter 504, Statutes of 2021) Solid Waste: Products: Labeling: Compostability and Biodegradability. Established requirements for products labeled "compostable" to create cleaner compost and for consumers and composters to tell the difference between non-compostable and compostable products. To be labeled "compostable," products must meet established performance standards, meet California Department of Food and Agriculture's organic standards, be certified by a third-party certification entity, and not contain per- and polyfluoroalkyl substances (PFAS). Additionally, AB 1201 allows CalRecycle to adopt regulations for labeling compostable products.

5.19.2.3 Local Regulations

Chino Basin Desalter Authority (CDA) Urban Water Management Plan

The 2020 Urban Water Management Plan (Urban Water Management Plan) (UWMP) includes a water system analysis, identifies improvements to correct existing deficiencies and serve projected future growth, and presents the estimated costs and phasing of the recommended improvements. As concluded in the UWMP, the CDA anticipates that it will be able to meet projected demand for water within its service boundaries until at least the year 2045 in all types of climate situations, including normal year, single dry year, and multiple dry weather years (CDA 2021).

A Water Shortage Contingency Plan is included in the UWMP, which would be implemented by the CDA in cases of future water deficiencies caused by limitations on supply or the CDA's delivery system. At the time of long- or short-term drought conditions, or other emergencies the CDA would follow regional guidance from the Metropolitan Water District of Southern California (MWD), local guidance from the Inland Empire Utilities Agency (IEUA), and implement its own contingency plan including considerations for mandatory prohibition, penalties, shortage response actions (demand reduction, supply augmentation, operational changes, emergency

response plan, and seismic risk assessment and mitigation), communication, compliance and enforcement, and monitoring and reporting. Compliance with mandatory water use reductions would ensure that the CDA has the ability to meet present and projected demand within its service area during dry years (CDA 2021).

City of Chino Master Drainage Plan of Drainage

The Project site is located within the Master Plan of Drainage for Subarea 2 of the Chino Agricultural Preserve Area, hereafter "Storm Drain Master Plan" (Berryman and Henigar 2005). The Storm Drain Master Plan was prepared on behalf of the City of Chino to determine types, sizes, alignments, and cost estimates for improvement of drainage facilities to support the future development within the Chino Agricultural Preserve Area. The Plan was initiated as a result of development type change from agricultural to industrial/agricultural type in the land use map for the County of San Bernardino and the City of Chino. The Storm Drain Master Plan identified a planned storm drain line (Line I) along Euclid Avenue south from Kimball Avenue to a natural watercourse south of Pine Avenue. Line I was proposed to be an improved earthen trapezoidal channel with reinforced concrete box culvert crossings under Kimball Avenue, Bickmore Avenue and Pine Avenue (Berryman and Henigar 2005). In preparation for the Project, further hydrologic and hydraulic analyses were performed (Q3 2025) where the tributary drainage areas for Chino Creek and Cypress Channel were delineated using Digital Elevation Model (DEM) raster files from the United States Geological Survey (USGS) National Elevation Dataset (NED). These delineations were subsequently refined based on hydrology maps from the Master Plan of Drainage for the City of Chino, the Master Plan of Drainage Subarea 1 - Chino Sphere of Influence Chino Agricultural Preserve Area, and the Master Plan of Drainage for the City of Ontario. The above calculations resulted in proposed storm drain lines of various diameters (18-inch, 24-inch, 36-inch), storm drain inlets, and end sections to be constructed.

City of Chino 2045 General Plan

The following City General Plan Goal and Policy pertaining to Utilities and Service Systems are relevant to the Project/Project site.

Infrastructure Element

Goal INF-6: Reliable Utility Service. Provide for reliable, efficient water, sewer, stormwater, energy and telecommunications services to serve new and existing development.

> **Policy INF-6.1** Continue to provide reliable water, sewer, stormwater, energy and telecommunications services through capital improvement projects and other mechanisms.

5.19.3 Project Design Considerations

The Project includes design considerations in order to protect existing utilities and maintain reliable service during construction. Existing SCE lines, Verizon communication lines, SAWPA brine pipelines, and SoCal Gas lines would be protected in place or relocated with the Euclid Avenue right-of-way. The Project would also include improvements to stormwater drainage including storm drainpipes, inlets, manholes, and flared end sections to support proper runoff.

Construction will require minimal temporary water use for dust control and compaction, and any construction debris would be handled in accordance with applicable solid waste and recycling requirements. Since the Project is an infrastructure improvement and will not create new long-term demand for water, wastewater, or solid waste services, utility impacts would be limited and temporary.

5.19.4 Thresholds of Significance

Per the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines (2026), the Project may result in a significant impact related to utilities and service systems if the Project would:

- (Threshold A) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- (Threshold B) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- (Threshold C) Result in a determination by the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- (Threshold 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; or
- (Threshold E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.19.5 Environmental Impacts

Threshold A: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?***

Less than Significant Impact

The Project would involve improvement of an approximately 1.5-mile segment of Euclid Avenue including construction of a new viaduct structure that crosses above Pomona Rincon Road and over Chino Creek within the Prado Basin, widening the new roadway to four lanes to match the existing roadway capacity and adding bicycle and pedestrian lanes facilitating traffic circulation. The proposed new bridge and Euclid Avenue roadway alignment would be adjacent to and offset to the east of the existing roadway and bridge, and the existing bridge would remain in place. The following utilities are located within the Project site:

- Several overhead and underground SCE electrical distribution lines
- Subsurface and overhead Verizon telecommunication lines
- Subsurface SAWPA 27-inch 42-inch diameter brine pipelines
- Subsurface 4-inch and 6-inch diameter So Cal Gas lines.

The existing utilities would either be protected in place or require relocation. The SAWPA brine lines would be protected in place. Some of the SCE distribution lines would be protected in place and some would require relocation. Although utilities would be relocated, they would not be relocated off-site, they would remain within the Euclid Avenue right-of-way. The Project would involve the construction of storm drainpipes, inlets, manhole frame and cover, and flared end sections. This would result in physical impacts to the surface and subsurface of the Project site, as well as physical impacts within the alignment of Pomona Rincon Road.

These impacts have already been included in the analyses of construction-related impacts presented throughout this EIR. In instances where impacts have been identified for the Project's construction phase, mitigation measures are provided in each individual subsection of this EIR to reduce the Project's effects to less-than-significant levels (or, if it is not possible to reduce the Project's impacts to less-than-significant levels, mitigation is provided to minimize impacts to the maximum level feasible). The relocation of existing utilities and construction of stormwater drainage facilities necessary to serve the Project would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this EIR and, accordingly, additional mitigation measures beyond those identified throughout this EIR would not be required. The resultant level of impact would be **less than significant.**

Threshold 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 site is an existing road and is not connected to the City's municipal water system under existing conditions. As the Project is a construction project, it would only require minimal water during construction for compaction, dust control suppression, etc. Per the City's 2021 UWMP, the City anticipates that it will be able to meet projected demand for water within its service boundaries until at least the year 2045 in all types of climate situations, including normal year, single dry year, and multiple dry weather years. Therefore, there is sufficient water supply for the Project and impacts related to water supply would **be less than significant**.

Threshold 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

The Project site is an existing road and is not connected to the City's sewer conveyance network under existing conditions. Only minimal wastewater would be generated by the construction crews during construction and IEUA's Regional Water Recycling Plant No. 5 (RP-5) has adequate capacity to serve the Project. The Project would not change any wastewater infrastructure and would therefore not exert any additional demand on the local wastewater infrastructure. Accordingly, impacts would be **less than significant**.

Threshold 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 Project would widen an existing road in its current location and would not involve construction or demolition of any solid waste collection or disposal facilities. Construction of the Project would result in the generation of solid waste requiring disposal at a landfill. Solid waste collected in the City of Chino is disposed of at the El Sobrante Landfill. During construction of the Project, solid waste requiring landfill disposal would be required in the form of demolition debris and remnants of unused construction materials. The El Sobrante Landfill is permitted to receive 16,054 tons of solid waste per day (CalRecycle 2026a). Construction would be short term (approximately 18-24 months), and the permitted capacity of El Sobrante Landfill is anticipated to significantly exceed the quantity of solid waste generated from the Project. The Project would not impair the attainment of solid waste reduction goals. Accordingly, impacts would be **less than significant**.

Threshold E: ***Would the Project comply with federal, state, and local statutes and regulations related to solid waste?***

Less than Significant Impact

The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the San Bernardino County Board of Supervisors adopted the County of San Bernardino Countywide Integrated Waste Management Plan (San Bernardino County 2018), which outlines the goals, policies, and programs the County and its cities implement to create an integrated and cost effective waste management system that complies with the provisions of AB 939 and its diversion mandates.

The Project would widen an existing road in its current location and would not involve construction or demolition of any solid waste collection or disposal facilities. Only solid waste generation from the Project would occur during construction, which is short term and temporary. To assist the City of Chino and the County of San Bernardino in achieving the mandated goals of the Integrated Waste Management Act, and pursuant to City of Chino Municipal Code § 20.10.060, separate bins would be provided on-site to allow construction staff to separate recyclable materials from

refuse. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be **less than significant**.

5.19.6 Cumulative Environmental Impacts

Less than Significant Impact

The planned and pending projects in the Project vicinity, listed in Table 4.0-1 and described in Section 4.3 (Developments Considered in Cumulative Impact Analysis) of this EIR include infrastructure projects within the vicinity of the Project site and in the Prado Basin, consisting of installation of Storm Drain Line I of the City's Master Plan of Drainage, the Pine Avenue Connector/ Bridge project, the Pine Avenue/ SR-71 Interchange Improvements, and two segments of Pine Avenue Widening (Euclid Avenue to Mayhew Avenue & Meadowhouse Avenue to Rincon Meadows Avenue).

The cumulative list of projects are all construction projects and would not have substantial long-term, operational demand for water or generation of wastewater or solid waste maintenance activities of these infrastructure facilities would also be short term in nature. Only minimal trash would be generated from maintenance activities and cleaned up in the form of litter along the roadways. The Euclid Bridge would not include landscaping and thus would not have operational demand for water. Maintenance activities would only generate minimal wastewater from the maintenance crews. Therefore, the Project would not cumulatively contribute to an adverse impact related to water, wastewater, or solid waste service systems. Each of the cumulative projects would be required to implement mitigation measures to reduce potential impacts to the environment from any required relocation of existing utilities and construction of stormwater drainage facilities. Implementation of mitigation measures outlined in the environmental review documents for each project would reduce cumulative impacts to the environment. Impacts to the environment from the cumulative projects would be l**ess than significant** and would not be cumulatively considerable.

5.19.7 References

The following references were used in the preparation of this Section of the EIR:

Berryman and Henigar, 2005	*City of Chino Master Plan of Drainage Subarea 2 – Chino Sphere of Influence, Chino Agricultural Preserve Area*. Berryman and Henigar, June 2005. Availalble at https://www.cityofchino.org/193/Drainage-Master-Plan, accessed April 2026.

CalRecycle 2026a	California Department of Resources Recycling and Recovery (CalRecycle). *SWIS Facility Detail: El Sobrante Landfill (33-AA-0217)*. Web. Available: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Accessed April 7, 2026.
CalRecycle 2026b	California Department of Resources Recycling and Recovery (CalRecycle). 2026. *History of California Solid Waste Law, 1985-1989*. Web. Available: https://calrecycle.ca.gov/laws/legislation/calhist/. Accessed April 14, 2026.
CDA 2021	Chino Basin Desalter Authority (CDA), *2020 Urban Water Management Plan*, June 2021.Available at https://www.chinodesalter.org/DocumentCenter/View/218/UWMP-2020?bidId= , accessed April 2026.
DWR 2016	Department of Water Resources (DWR). Making Water Conservation a California Way of Life – Implementing Executive Order B-37-16. May 2016. Web. Available: https://archive.gov.ca.gov/archive/gov39/wp-content/uploads/2017/09/5.9.16_Attested_Drought_Order.pdf. Accessed April 14, 2026.
DWR 2017	Department of Water Resources (DWR). *Making Water Conservation a California Way of Life – Implementing Executive Order B-40-17*. April 2017. Web. Available: https://archive.gov.ca.gov/archive/gov39/wp-content/uploads/2017/09/4.7.17_Attested_Exec_Order_B-40-17.pdf Accessed April 14, 2026.
DWR 2026	Department of Water Resources (DWR). *2025 Urban Water Management Plan Guidebook for Urban Water Suppliers.* January 2026. Web. Available: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Urban-Water-Management-Plans/Final-2025-UWMP-Guidebook/Final-2025-UWMP-Guidebook-Accessible.pdf. Accessed April 14, 2026.
EPA 2025	Environmental Protection Agency (EPA). U*nderstanding the Safe Drinking Water Act.* December 29, 2025. Web. Available: https://www.epa.gov/sdwa/overview-safe-drinking-water-act. Accessed April 7, 2026.

GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)
IEUA 2026	Inland Empire Utilities Agency (IEUA). *Regional Water Recycling Plan No. 5.* Web. Available: https://www.ieua.org/facilities/rp-5/.,2026. Accessed April 7, 2026.
Q3, 2025.	Q3, *Hydrology and Hydraulics Report: Euclid Bridge Replacement Project, Euclid Bridge between State Route 71 and Pine Avenue, City of Chino, CA.* Q3 Consulting, August 20, 2025. (Appendix F)
San Bernardino County 2018	San Bernardino County. 2018. County of San Bernardino Countywide *Integrated Waste Management Plan Revision 9: 2018*. Web. Available: https://dpw.sbcounty.gov/wp-content/uploads/sites/87/docs/public-notices/Nondisposal-Facility-Element.pdf. Accessed April 20, 2026.
SWRCB 2016	State Water Resources Control Board (SWRCB), *A Compilation of Water Quality Goals,* 17th Edition. January 2016. Web. Available: https://www.waterboards.ca.gov/water_issues/programs/water_quality_goals/docs/wq_goals_text.pdf. Accessed: April 14, 2026.
SWRCB 2018	State Water Resources Control Board (SWRCB). *Federal, State, and Local Laws, Policy and Regulations*. 2018. Web. Available: http://waterboards.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.shtml. Accessed April 13, 2026.

5.20 Wildfire

This section analyzes the Project's potential impacts related to wildfire risks and related safety services. The information in this section is based on the Project architectural plans, elevations, review of aerial photographs, street views, and the City of Chino 2045 General Plan Update (GP 2045) Hazards, Safety, and Noise Element and Final Program Environmental Impact Report (GP PEIR).

5.20.1 Setting

A wildfire is a nonstructural and unplanned fire that occurs in vegetative fuels. The City of Chino (City) contains flammable grassland and agricultural vegetation. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designed and maintained to be ignition resistant. Wildfires burn in many types of vegetation including forest, woodland, scrub (including chaparral, sage scrub, and desert scrub), and grassland.

The Inland Empire region is inherently fire-prone due to high temperatures, low humidity, and seasonal winds. Climate change is contributing to hotter and drier conditions. Wildfire risk is influenced by wind, temperature, humidity, and fuel conditions. Wind is the most critical factor. The City experiences seasonal Santa Ana winds, with sustained speeds of 25 to 40 miles per hour and gusts up to 75 miles per hour. These winds are typically hot and dry and can rapidly spread fire. Wildfire risk in these areas is driven by wind conditions and human activity. Common ignition sources include vehicles, fireworks, and campfires. No critical facilities are located within Very High FHSZs. Wildfires in the surrounding region can also affect air quality. The valley setting can trap smoke and pollutants. Wildfire smoke contains particulate matter and volatile organic compounds. These pollutants can cause respiratory and cardiovascular health effects. Smoke events may last for extended periods and can strain local emergency response systems. Wildfires are occurring more frequently and outside the traditional fire season. According to the California Department of Forestry and Fire Protection, San Bernardino County experienced 56 wildfire events between 2016 and 2023, burning approximately 78,800 acres. Most of these events did not occur near the City of Chino.

CAL FIRE designates Fire Hazard Severity Zones (FHSZs) based on fuel, weather, and topography. These zones are classified as moderate, high, or very high. Most of the City is not located within designated FHSZs. However, approximately 1,095 acres in the southern portion of the City are classified as Very High FHSZ. These areas include portions of Prado Regional Park, the California Institution for Women site, and areas near Euclid Avenue south of Pine Avenue. Some residential land within The Preserve Specific Plan is also located in a Very High FHSZ.

The City is generally flat and lacks extensive native vegetation. As a result, wildfire risk is lower than in nearby foothill communities, such as the City of Chino Hills.

Chino Valley Fire District

The Chino Valley Fire District (CVFD), an all-risk fire district, provides fire and emergency medical services to the City of Chino, as well as Chino Hills and surrounding unincorporated areas. CVFD is a separate governmental agency from City departments and maintains its own elected Board of Directors. CVFD serves as the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues for the City.

CVFD also provides a full range of fire prevention services including public education, code enforcement, plan check and inspection services for new and existing construction, and fire investigation. Through a series of mutual and automatic aid agreements, CVFD is obligated to provide fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions are obligated to provide resources to CVFD. CVFD operates seven existing stations, four of which are located within the City. A new facility, CVFD Fire Station 68, is planned for development in the City of Chino Hills, with operation expected by summer 2027. Additionally, future construction of the Pine Avenue Connector would provide opportunities to expand CVFD Fire Station 63, located immediately south of Chino Airport at the intersection of Kimball Avenue and Terminal Court, to serve population growth in the southern part of the CVFD service area. CVFD also maintains a contract with the California Department of Forestry and Fire Protection (CAL FIRE), for supplemental wildland fire protection for approximately 12,000 acres of hazardous fire area within the City and the City of Chino Hills.

While the CVFD has not adopted service ratios for personnel or equipment, it aims to achieve National Fire Protection Association (NFPA) standards for the organization and deployment of fire suppression operations. Fire stations are strategically located where geographically possible to allow for a four-minute travel time, in accordance with NFPA standards. Staff and equipment levels are adjusted as needed, based on an ongoing assessment of activity in the City and calls for service. The CVFD provides fire protection for the Project area from the following facility that is closest to the Project site which is less than 2 miles from the Euclid Avenue Bridge Project site:

- Fire Station No. 63, located at 7550 Kimball Avenue.

5.20.2 Regulatory Setting

5.20.2.1 Federal Regulations

No Federal plans, policies, regulations, or laws related to fire response and wildfire hazards are relevant to the Project under consideration.

5.20.2.2 State and Regional Regulations

California Fire Code

The California Fire Code (CFC), contained in Part 9 of CCR Title 24, incorporates by adoption the International Fire Code of the International Code Council, with California amendments. The CFC is updated every three years, and the current 2022 CFC went into effect January 1, 2023. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local

conditions under specific amendment rules prescribed by the State Building Standards Commission. The CFC regulates building standards in the California Building Code, fire department access, fire protection systems and devices, fire and explosion hazards safety, hazardous materials storage and use, and standards for building inspection.

Public Resources Code Section 4201-4204 and Government Code Section 51175-51189

Public Resource Code (PRC) Sections 4201 to 4204 and Government Code Title 5, Part 1, Chapter 6.8, 51178 to 51189 direct Cal Fire to identify areas of Fire Hazard Severity Zones (FHSZ) within the State. FHSZs are identified as very high, high, and medium. Local agencies are required to designate very high FHSZs within their jurisdiction.

Public Resources Code Section 4125-4137

PRC Section 4125-4137 establishes a process for the State to identify lands that are State responsibility area FHSZs and procedures associated with such areas.

Assembly Bill 747

Assembly Bill 747 (Government Code Section 65302.15) requires jurisdictions to identify evacuation routes and their capacity, safety, and viability under various emergency scenarios.

5.20.2.3 Local Regulations

City of Chino Municipal Code

The City regulates building safety and fire code through specific requirements in its Municipal Code. The following are sections of the Municipal Code related to wildfire and associated risks are relevant to the Project.

TITLE 15 (BUILDINGS AND CONSTRUCTION), CHAPTER 15.32 (FIRE CODE)

The City adopted and amended California's Fire Code with local considerations. The City described fire conditions in the City to support amendments to their Fire Code, as follows:

1. Climate and weather patterns that create year-round fire season conditions.
2. During the summer months, the dry winds and existing vegetation mix to create a hazardous fuel condition which has resulted in large loss vegetation and structure fires.
3. Because of weather patterns, the City has experienced a need for water conservation. Due to the storage capacities and consumption, and a limited amount of rainfall (drought conditions), future water allocation is not fully dependable.
4. Major roadways, highways, freeways, and flood control channels located throughout the City create barriers and slow response times.
5. The topography is also very steep in large areas of the City, affecting the rate of fire spread and response times.

6. Due to the sloping in the regional valley where the City is located, as well as the present street and storm drain design, heavy rainfall causes roadway flooding and landslides, which at times may make an access route impassable.
7. Seismic activity within the City occurs yearly and a fire potential exists with these active faults.
8. Structures in close proximity to each other pose an exposure problem which may cause a fire to spread from one structure to another as well as to the wildland area.
9. Many new structures are built of wood construction, and many existing structures have wood shake roofs. The potential for a conflagration exists due to the design and density of current structures.
10. Electrical supply and telephone communication failures could occur due to high winds, and early notification cannot always be relied upon.
11. Narrow and winding streets with little circulation and streets designed as storm drains impede emergency vehicle access and evacuation routes.

CVFD Ordinance No. 2022-01

Ordinance No. 2022-01 was adopted to prohibit the accumulation of cut and uncut weeds, grass, tumbleweeds, vines, trees, or other vegetation that is capable of being ignited and endangering property, and which are dangerous to property and to the health, welfare, and safety of residents. The purpose of the Ordinance is to protect lives and property from the threat of wildfire by requiring the abatement of combustible vegetation, increasing community safety and the level of protection for habitable structures, and giving fire suppression personnel a defensible area to conduct operations in the event of wildland fire. The Ordinance allows for public nuisance abatement when property owners allow combustible vegetation and other flammable materials to accumulate in violation of the ordinance.

CVFD Ordinance No. 2022-03

Ordinance No. 2022-03 adopted by reference and amended the 2022 edition of the California Fire Code with errata and the 2021 International Fire Code. It regulates and governs the safeguarding of life and property from fire and explosion hazards, hazardous materials and from conditions hazardous to life or property in the occupancy of buildings and premises. The Ordinance also provides for the issuance of permits and collection of fees; and repealing Fire Code Ordinance No. 2019-01 of the CVFD.

City of Chino 2045 General Plan

The following City General Plan Objectives and Policies assist the City in preventing wildfire and pertain to the Project/Project site.

Hazards, Safety, and Noise Element

Objective HSN-1: Hazard Protection. Protect life and property from natural and humanmade hazards.

Policy HSN-1.14: Continue to participate in regional wildfire prevention initiatives and work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.

Policy HSN-1.15: Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires, including requirements for compliance with applicable provisions of the CBC, the California Fire Code, Board of Forestry Fire Safe Regulations, and California Government Code sections 51175 and 51189 related to Very High and High FHSZs.

Policy HSN-1.18: Require new development in Very High and High FHSZs to prepare a Fire Protection Plan that minimizes risks by:

- Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
- Siting and designing development to avoid hazardous locations (e.g. through fire breaks) to the extent feasible;
- Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
- Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards to ensure the minimum amount of required fuel modification;
- o
- Using fire-retardant, native plant species in landscaping; and
- Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities.

Policy HSN-1.19: Require that all new development located in a Very High and High FHSZs or a State Responsibility Area (SRA) be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.

Policy HSN-1.20: To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.

Objective HSN-2: Resilient Community. Build community resilience to natural disasters and the effects of climate change.

Policy HSN-2.1: Enhance collaboration with neighboring communities and agencies responsible for public safety in the region to closely coordinate and implement disaster-related plans, exercises, and training.

Policy HSN-2.2: In partnership with the CVFD, and other public agencies, promote community awareness and understanding of threat hazards, disaster response, and steps that can be taken to reduce personal risk by:

- Disseminating information in multiple formats to reach all segments of the community;
- Providing emergency preparedness and emergency alert information through social media, traditional media, community fairs, and direct information to neighborhood groups, residents, service clubs, and other community organizations; and
- Conducting educational seminars or evacuation practice events to enhance preparedness and response.

Policy HSN-2.7: Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout Chino.

Objective HSN-3: Effective Emergency Response. Provide effective emergency response to disasters and emergencies.

Policy HSN-3.5: Ensure road surfaces on designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.

Policy HSN-3.7: Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Chino.

5.20.3 Project Design Considerations

Construction

Although there would be temporary lane closures on various parts of the Project site during construction, there would be no daytime or significant duration full closure of Euclid Avenue, Pomona Rincon Road or M Combs Way during construction. Isolated and short duration nighttime closures on Euclid Avenue and Pomona Rincon Road would be needed for specific bridge component installations.

Operation

The Project is designed to raise Euclid Avenue, a principal evacuation route in Chino, above the Prado Flood Control Basin 50-year inundation pool level, which would prevent closures during storm events, and widen the roadway to four lanes to match existing roadway capacity to the north and south of the new viaduct bridge over Chino Creek. This would benefit not only the City of Chino, but also the surrounding City of Chino Hills and City of Ontario in the event Euclid Avenue needs to be utilized as an evacuation route.

5.20.4 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines (2026). The City generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. The Environmental Checklist prepared by the City for the Project (see Appendix A of this document) indicates that impacts related to the Euclid Bridge Project may be considered potentially significant if the Project would:

- (Threshold A) Substantially impair an adopted emergency response plan or emergency evacuation plan;
- (Threshold B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- (Threshold C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- (Threshold 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.

5.20.5 Environmental Impacts

Threshold A: ***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact

The Project would not substantially impair implementation of an adopted emergency response or evacuation plan. Euclid Avenue is a major north–south arterial that serves as an important regional corridor connecting the cities of Chino, Chino Hills, Ontario, and surrounding areas to regional highways. Euclid Avenue is a principal evacuation route in Chino. The Project would improve the safety and accessibility of this corridor and evacuation route by elevating the roadway, thereby reducing roadway closures during storm events and maintaining access for emergency vehicles.

Short-term construction activities may require temporary lane closures or detours. However, these would be intermittent and managed through traffic control plans to maintain emergency access at all times. Coordination with the emergency service provider Chino Valley Fire District, would ensure that emergency response routes remain available during construction.

Upon completion, the Project would improve circulation and enhance emergency access by maintaining roadway connectivity during flood events. The Project does not propose changes that

would conflict with adopted emergency response or evacuation plans. Therefore, impacts would be **less than significant**.

Threshold B: ***Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Less Than Significant Impact

The Project site is located within and adjacent to Prado Regional Park, where natural vegetation and limited areas of Very High Fire Hazard Severity Zones (VHFHSZ) are present. However, the site is generally flat and does not include steep slopes that would intensify wildfire behavior. While seasonal Santa Ana winds may increase regional fire risk, the Project would not introduce substantial new fuel sources or substantially alter existing conditions.

The Project consists of transportation improvements, including a raised viaduct bridge, and does not involve habitable structures. Therefore, it would not introduce new wildfire-sensitive receptors. Although the Project is located near areas with elevated fire hazard, it would not contribute to the spread of wildfire. In addition, the Project would maintain and improve roadway access, which could support emergency response and evacuation during wildfire or other emergency events.

Wildfires at the Project site or in surrounding areas, including Prado Regional Park, could affect air quality. However, the Project would not increase exposure to wildfire-related pollutants beyond existing conditions. Therefore, the Project would not exacerbate wildfire risks or related exposures, and impacts would be **less than significant**.

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

Less Than Significant Impact

The Project would not require the installation or maintenance of infrastructure that would exacerbate wildfire risk. The Project improvements consist primarily of transportation-related facilities, including a raised viaduct bridge, roadway widening, ramps, retaining walls, drainage improvements, and street lighting, all within an existing roadway right of way. These improvements would not extend development into previously undisturbed wildland areas or require the creation of new fuel breaks, emergency water supply systems, or major utility corridors that would increase wildfire risk.

The Project site is located within and adjacent to Prado Regional Park, where natural vegetation is present and limited areas are designated as Very High Fire Hazard Severity Zones (VHFHSZ). However, the Project would not introduce land uses or infrastructure that would increase fuel loading or alter fire behavior. Proposed infrastructure, such as street lighting and minor utility connections, would be consistent with existing urban development patterns and designed in accordance with applicable safety standards to minimize ignition potential.

In addition, the Project would not require ongoing maintenance activities that would substantially increase wildfire risk. Routine maintenance of roadway facilities, vegetation management, and drainage infrastructure would be conducted in accordance with applicable City and State requirements, including defensible space and weed abatement practices where applicable. These activities are not expected to result in adverse environmental effects related to wildfire.

Construction activities could result in a temporary increase in ignition risk due to the use of heavy equipment and construction vehicles, particularly in areas with dry vegetation. However, compliance with standard construction best management practices (BMP), fire prevention measures, and coordination with local fire authorities would reduce this risk to a less than significant level. Fire prevention measures include restrictions on equipment use during high fire weather conditions, availability of fire suppression equipment on site, and proper storage of flammable materials.

Overall, the Project would not require infrastructure that would exacerbate wildfire risk or result in substantial temporary or ongoing environmental impacts related to wildfire. Therefore, impacts would be **less than significant**.

Threshold 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?***

Less Than Significant Impact

Based on a review of Figure HSN-4 (Fire Hazard Severity Zones) in the 2045 General Plan Hazards, Safety, and Noise Element, limited areas along the Euclid Avenue corridor within the Project site are designated as Very High Fire Hazard Severity Zones (VHFHSZ).

The Project would not expose people or structures to substantial risks from post-fire conditions. The Project site is located within a relatively flat flood control basin and does not contain steep slopes or hillside terrain susceptible to landslides or post-fire slope instability. Although limited areas along the Euclid Avenue right-of-way are designated as Very High Fire Hazard Severity Zones (VHFHSZ), the Project site lacks the topographic conditions necessary for debris flows or slope failure following wildfire events.

The Project includes a raised viaduct bridge and drainage improvements designed to maintain existing drainage patterns and convey stormwater flows within the Prado Basin. These improvements would not substantially increase runoff or alter drainage in a manner that would result in downstream flooding. The Project would also reduce flood-related risks by elevating the roadway above the Prado Flood Control Basin 50-year inundation level.

During construction, the Project would be required to comply with applicable stormwater regulations and erosion control requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Standard BMPs, such as sediment control, stabilized construction entrances, and proper grading techniques, would

minimize erosion, runoff, and sedimentation. Compliance with these requirements would ensure that temporary construction activities do not result in significant drainage or flooding impacts.

Although wildfire events in surrounding areas, including Prado Regional Park, could influence regional conditions, the Project would not exacerbate post-fire runoff, slope instability, or drainage-related hazards. Therefore, impacts would be **less than significant**.

Threshold F: ***Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

Less Than Significant Impact

The Project would not expose people or structures to a significant risk from wildland fires. The Project site is located within an existing developed transportation corridor in the City of Chino and consists of roadway improvements, including a raised viaduct bridge, not habitable structures. As such, the Project would not introduce new wildfire-sensitive receptors.

Although the Project is located within and adjacent to Prado Regional Park, where limited areas are designated as Very High Fire Hazard Severity Zones (VHFHSZ), the Project site is generally flat and does not contain dense wildland fuels or topographic conditions that would support extreme fire behavior. The Project would not increase fuel loading or contribute to wildfire spread as the Project includes regular maintenance of the vegetation under the bridge.

Construction activities could result in a temporary increase in fire risk due to equipment use in areas with dry vegetation. However, compliance with applicable fire codes, standard construction BMPs, and coordination with local fire authorities would minimize ignition risk. Upon completion, the Project would maintain and improve roadway access, which would facilitate emergency response and evacuation during wildfire events.

Therefore, the Project would not directly or indirectly expose people or structures to significant wildfire risk, and impacts would be **less than significant**.

5.20.6 Proposed Mitigation Measures

As there would be a **less than significant impact** related to Wildfire as a result of the Project, no Mitigation Measures are required.

5.20.7 Cumulative Environmental Impacts

Less than Significant Impact

The Project would have a **less than significant impact** directly or indirectly to an emergency response or evacuation plan and mitigation is not required. With the Project design, the nearest Fire Station being located less than two miles from the Project site, the Project's potential to exacerbate wildfire risk from installation and maintenance of infrastructure, within the same alignment and public road right-of-way, would be **less than significant** and mitigation is not required.

The other cumulative projects, as described in Section 4.3 (Developments Considered in Cumulative Impact Analysis) of this EIR, would also be required to comply with applicable codes, laws and standards and implement any Project specific mitigation measures as appropriate, identified through the CEQA review process for that Project's specific site conditions and design. All cumulative projects are required to be constructed in compliance with the CFC that ensure appropriate measures, including fire prevention and fuel modification features, are provided so that Project/other projects do not expose City residents or visitors to the City to increased and uncontrolled fire hazards. Applicable CFC standards are designed to minimize the potential for uncontrolled fires. Furthermore, the cumulative projects would not result in permanent road closures, nor impede an established emergency or evacuation access route, interfere with emergency response requirements, or fire protection response. The Project would not contribute incrementally with other projects in the City or surrounding area to create an environment that would exacerbate wildfire risks. Cumulative wildfire hazard impacts **would be less than significant**.

5.20.8 References

The following references were used in the preparation of this section of the EIR:

GP 2045	*City of Chino 2045 General Plan*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP PEIR	City of Chino, *Final Program Environmental Impact Report for the Chino 2045 General Plan Update*. August 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026)

6.0 Other CEQA Topics

CEQA Guidelines Section 15126.2(b) and (c) require that the significant unavoidable impacts of the Project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the EIR. Additionally, CEQA Guidelines section 15126.2(e) requires that an EIR evaluate the growth-inducing effects of a project. The following analysis includes these other CEQA required topics for the Euclid Avenue Bridge Project.

6.1 Significant Environmental Effects Which Cannot Be Avoided

In accordance with CEQA Guidelines Section 15126.2(b) any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the Project proponents' willingness to implement all feasible mitigation measures, must be identified in the EIR. All of the potential impact topics in this EIR were found to be either less than significant without mitigation or reduced to less than significant levels with incorporation of mitigation measures. The Project would not have any significant and unavoidable impacts and thus a Statement of Overriding Considerations, consistent with CEQA Guidelines Section 15093, is not required.

6.2 Significant Irreversible Environmental Changes

In accordance with CEQA Guidelines, Section 15126.2(d):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Nonrenewable resources generally include agricultural land; biological, archaeological, and paleontological resources; mineral deposits; water bodies; and some energy sources. The Project has been designed to minimize impacts to sensitive biological resources and water bodies. A long viaduct bridge structure supported by concrete vertical regularly spaced columns or bents was selected, as compared to raising Euclid Avenue on an embankment which would fill in sensitive biological resources and water bodies, to reduce impacts to these resources to the greatest extent feasible. Project retaining walls and imported soil fills would be constructed and placed outside of jurisdictional limits. The imported fill material would be sourced from elsewhere in the Prado Basin to avoid introducing foreign fill materials.

Additionally, this EIR outlines mitigation measures that would be implemented to reduce potential impacts to biological, archaeological, paleontological resources, and tribal cultural resources to less than significant levels. The Project site is contained within the City roadway public right-of-way and would not impact Important Farmland, currently used for agricultural production or currently protected by a Williamson Act contract.

The Project would result in irretrievable commitment of nonrenewable resources, including energy supplies and construction materials, such as lumber, steel, and aggregate. Nonrenewable energy resources (coal, natural gas, oil) would be used in construction and lighting. The Project would also require the commitment or destruction of other nonrenewable and slowly renewable resources including but not limited to, lumber and other forested products, sand and gravel, asphalt, petrochemical construction materials; steel, copper, lead, other metals, and water. However, through required compliance with the City Building Code the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources.

In summary, construction and operation of the Project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resources quantities for future generations or for other uses. However, the Project helps the City implement their General Plan 2045 Objectives, Policies and Actions. The use of these resources would not exceed what is already anticipated to occur under the General Plan 2045 or future anticipated growth anticipated by the Southern California Association of Governments (SCAG). Therefore, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

6.3 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires that an EIR:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. A Project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

6.3.1 Population Growth

The Project does not include the development of residences, which would directly increase the City’s population. The Project site is contained entirely within the public right-of-way of Euclid Avenue and Pomona Rincon Road and includes improvements to existing roads; it does not provide new access to an area where access did not previously exist. In regard to indirect

population growth, the Project area is currently served by existing roads and other infrastructure and the Project. Therefore, the Project is not anticipated to indirectly induce population growth by the extension of infrastructure into undeveloped areas.

6.3.2 Economic Growth

The Project would generate temporary employment opportunities during construction. Because workers would be expected to come from the existing regional work force, construction of the Project would not be growth-inducing from a temporary employment standpoint.

After Project construction is complete, the City of Chino would conduct routine long-term maintenance of existing at-grade asphalt concrete roadway. The proposed elevated concrete viaduct would also require maintenance, along with maintenance of vegetation beneath the structure. Maintenance would be conducted on an as-needed basis, but is estimated to be necessary not more frequently than six times annually according to the following anticipated schedule:

- A five-person City crew would control vegetation along the roadway and beneath the bridges every two months;
- A three-person City Crew would perform general clean-up and graffiti removal; and,
- A five-person crew would repair or replace bridge deck expansion joints, spalling concrete, and conduct other general maintenance every 15 years.

The Project would not provide a substantial number of long-term jobs and workers would be expected to come from the existing regional work force.

The Project would not be expected to induce substantial economic expansion in the Project vicinity to the extent that direct physical environmental effects would result. Moreover, the environmental effects associated with any future development in or around the Project would be addressed as part of the CEQA environmental review for each of those development projects.

6.4 References

The following references were used in the preparation of this section of the EIR:

GP 2045	*City of Chino 2045 General Plan 2025*. Adopted September 2, 2025. Available at https://www.cityofchino.org/1673/General-Plan, accessed March 2026.
GP EIR	City of Chino, *Final Program Environmental Impact Report for the 2045 General Plan Update.* August 2025. Available at https://www.cityofchino.org/591/Environmental-Documents, accessed March 2026.)

7.0 Alternatives to the Project

The following discussion considers alternatives to implementation of the Project. The discussion examines the potential environmental impacts resulting from each alternative in comparison to the Project impacts. The *CEQA Guidelines (2026)*, Section 15126.6, requires an EIR to identify the parameters within which consideration and discussion of alternatives to the Project should occur. As stated in this section of the Guidelines, an EIR shall describe a range of reasonable alternatives to the Project or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate comparative merits of the alternatives. In addition, the discussion of Project Alternatives must include sufficient information about each alternative to facilitate a "meaningful" evaluation, analysis, and comparison with the proposed project.

7.1 Project Objectives

As stated in Section 3.4 of this EIR, the Objectives for the Project, are as follows:

- Create an "all weather" bridge that remains open and safe during the rainy season;
- Improve safety for motorists, bicyclists, and pedestrians;
- Enhance mobility and circulation during the rainy season;
- Provide unhindered access for emergency responders;
- Alleviate traffic congestion and remove roadway bottlenecks;
- Add facilities for cyclists and pedestrians, supporting active transportation and better access for all users;
- Improve safety at the intersection of Euclid Avenue and Pomona Rincon Road through the addition of ramps and right-turn movements on and off of Euclid Avenue; and
- Improve safety at the intersection of Euclid Avenue and M Combs Way (an entrance to the Prado Regional Park) with installation of a signal.

Included in this analysis are three alternatives, including the CEQA-required "No Project" Alternative, that involve changes to the Project that may reduce Project-related environmental impacts as identified in this DEIR. Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the Project.

The following alternatives are evaluated in this DEIR:

- **Alternative 1**: No Project Alternative
- **Alternative 2:** New Two-lane Facility for Northbound Traffic
- **Alternative 3**: 100-year Elevation Facility

Descriptions of the alternatives are outlined below in Sections 7.0.3, 7.0.4, and 7.0.5.

7.2 Rationale for Alternative Selection

State CEQA Guidelines (2026) Section 15126.6(a) requires that an EIR "…describe a range of reasonable alternatives to the Project, or the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives." Each alternative must be capable of avoiding or substantially lessening any significant effects of the Project. According to this section of the State CEQA Guidelines, "…an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." An EIR is not required to consider alternatives which are infeasible. The City, as lead agency, is responsible for selecting a range of Project alternatives to be discussed other than the "rule of reason" (CEQA Guidelines Section 15126.6(a)). Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative. (CEQA Guidelines Section 15126.6 (f)(1)). The rationale for selecting the alternatives to be evaluated, and a discussion of the "No Project" Alternative are also required (State CEQA Guidelines, Section 15126.6(e)). Alternative 2 was evaluated in the Feasibility Study Report for the City of Chino for the Euclid Avenue Bridge Project (prepared by Biggs Cordosa, May 2024). Alternative 3 was selected because the City's Municipal Code Section 19.07.140 requires that facilities be designed to minimize inundation of private properties from storm runoff emanating from a 100-year frequency storm and the City strives to meet these same criteria for public infrastructure.

7.3 Alternative 1 – No Project

The No Project Alternative assumes that a new bridge over Chino Creek would not be constructed. The existing roadway and configuration of Euclid Avenue would remain as is and subject to closure during large storm events. The existing roadway and configuration of Pomona Rincon Road and the unsignalized entrance to Prado Regional Park would remain as is. The No Project Alternative would not fulfill any of the Project's Objectives. Under this Alternative, no improvements would be made to the Project site.

Impact Analysis for Alternative 1

Aesthetics

As discussed in DEIR Section 5.1 (Aesthetics), Project impacts would be less than significant. The Project site is currently developed with the existing Euclid Avenue roadway and bridge over Chino Creek, roadway configuration of Pomona Rincon Road and entrance to the Prado Regional Park.

Under the No Project Alternative, the existing infrastructure would remain in place and no permanent aesthetic redevelopment changes or disturbances would occur. There would be no

construction or redevelopment of structures that would alter site views, nor would there be any new sources of light. Therefore, as the No Project Alternative would not alter currently existing site views and would not introduce new or additional sources of light, potential Aesthetic impacts under the No Project Alternative would be **less than** those associated with the Project.

Agriculture and Forestry Resources

As discussed in DEIR Section 5.2 (Agriculture and Forestry Resources), the Project would result in no impact to the environment. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the Project site located adjacent to any of these farmland designation land uses. Additionally, the Project site is not currently zoned for agricultural or timberland use or adjacent to land zoned for agricultural or timberland use, nor is the site located within an area affected by a Williamson Act Preserve or under a Williamson Act Contract. As previously discussed, the Project site is currently does not contain any farmland or timberland, nor is the site located adjacent to any land containing these uses. Therefore, no impacts would occur to agricultural or timberland resources under the Project or under Alternative 1. Under Alternative 1, there would be no construction at the site and accordingly, there would be no need to clear riparian forest and implement mitigation measures (**MM BIO-3**, **MM BIO-9**, **MM BIO-10**, **MM BIO-11** or **MM BIO-12**) for impacts to this sensitive habitat. Therefore, potential impacts to Agricultural or Forestry Resources under the No Project Alternative would be **less than** those of the Project.

Air Quality

As analyzed in Section 5.3 (Air Quality), the Project would result in less than significant impacts. The Project would generate emissions through construction and operations (maintenance), although emissions would not exceed regional localized significance thresholds (LSTs) for any criteria pollutant, nor would the Project expose sensitive receptors to substantial pollutant concentrations. Under the No Project Alternative, the currently existing Euclid Avenue roadway and bridge over Chino Creek would remain as is. Thus, under the No Project Alternative, there would be no construction at the site, no emissions from construction activities would be generated, and operational emissions would be intermittent from maintenance activities. Therefore, potential Air Quality impacts under the No Project Alternative would be **less than** those associated with the Project.

Biological Resources

As analyzed in Section 5.4 (*Biological Resources), the Project would result in less than significant impacts with Mitigation implementation. Mitigation measures **MM BIO-1** through **MM BIO-12** include pre-construction surveys for sensitive plants, nesting birds, least Bell's vireo, burrowing owls, sensitive fish and herpetofauna, sensitive bats, and Crotch's bumblebee, management of construction noise, compensatory mitigation for waters of the U.S. and State, monitoring of construction activities by biological monitor(s), design of nighttime lighting on bridge to be shielded downward and not have spillage, and minimum requirements for any Habitat Revegetation/ Restoration Plans. Special-status plant and wildlife species have been recorded or have the potential to occur within the Project site. The Project site contains trees that could provide

potentially suitable habitat for nesting birds; these trees would be left in place under the No Project Alternative. In addition, as the site is paved/developed, it does not contain, nor would it be able to provide suitable conditions or habitat for features such as wetlands, vernal pools, or riparian or riverine resources. Under the No Project Alternative, there would be no construction at the site and accordingly, no impacts from construction or maintenance activities on sensitive biological resources and habitats. Therefore, potential impacts to Biological Resources under the No Project Alternative would be **less than** those associated with the Project.

Cultural Resources

As discussed in DEIR Section 5.5, (Cultural Resources), the Project would result in less than significant impacts with Mitigation implementation. Mitigation measures **MM TCR-1** through **MM TCR-11** include retaining a Native American monitor prior to commencement of ground-disturbing activities, the steps to be taken if there is an unanticipated discovery of tribal cultural resource objects (non-funerary/non-ceremonial), the steps to be taken if there is an unanticipated discovery of human remains and associated funerary or ceremonial objects, Native American Treatment Agreement, retention of an archaeologist, Cultural Resources Management Plan, pre-grade meeting, on-site monitoring by a qualified archaeologist and Tribal Monitor(s), the steps to be taken if there is an inadvertent discovery of cultural resources or human remains, and preparation of a final report. The Project area has the potential to support unknown cultural resources. Additionally, while the Project's Cultural Resources Assessment did not report the presence or discovery of human remains, construction and/or ground-disturbing activities could have the potential to disturb or destroy previously undiscovered human remains, including those interred outside of formal cemeteries. Under the No Project Alternative, the Project site would remain undisturbed by construction or ground-disturbing activities. Therefore, potential impacts to Cultural Resources under the No Project Alternative would be **less than** those associated with the Project.

Energy

Under the No Project Alternative, the existing roadway would remain as is. There would be no construction or redevelopment of the site that would result in increased use of electricity, natural gas, or petroleum associated with construction and operation activities. As discussed in DEIR Section 5.6 (Energy), the Project would result in less than significant impacts. The Project would utilize electricity, natural gas, and petroleum during the construction and/or operation of the Project. Thus, potential impacts to Energy Resources under the No Project Alternative would be **less than** those associated with the Project.

Geology and Soils

Under the No Project Alternative, the Project site would not be altered and there would be no ground disturbance on the site. As discussed in DEIR Section 5.7 (Geology and Soils), the Project would result in less than significant impacts. The Project site is previously developed and consists of an existing roadway that would remain. Under the No Project Alternative, the site would not undergo any construction disturbances, such as ground disturbance and grading, that could result

in potential impacts to geological and soil resources. Therefore, potential impacts to Geology and Soils under the No Project Alternative would be **less than** those associated with the Project.

Greenhouse Gas Emissions

As discussed in DEIR Section 5.8 (Greenhouse Gas Emissions) the Project would result in less than significant impacts. Construction of the Project would generate greenhouse gas (GHG) emissions during the construction and operation of the Project, though emissions would not exceed any GHG significance thresholds. The No Project Alternative would not include on-site development and would thus not generate any construction or operational GHG emissions. Therefore, impacts associated with GHG emissions under the No Project Alternative would be **less than** those of the Project.

Hazards and Hazardous Materials

As discussed in DEIR Section 5.9 (Hazards and Hazardous Materials), the Project would result in less than significant impacts. The Project's construction would not result in significantly increased potential to release hazardous materials into the environment although there may be some use of such materials during Project development. Under the No Project Alternative, the site would not include any construction activities that could release hazardous materials from construction equipment. The potential of the Project and the No Project Alternative to cause hazards or to release hazardous materials into the environment from operational maintenance activities would be similar and would be **less than significant**.

Hydrology and Water Quality

As discussed in DEIR Section 5.10 (Hydrology and Water Quality), the Project would result in less than significant impacts. Expected pollutant sources that could impact water quality resources from the Project include those from construction. Under the No Project Alternative, the Project site would not undergo any construction activities that could generate pollutant sources associated with them. The existing bridge over Chino Creek would remain in place and continue to get inundated during large storm events that result in flooding of the roadway. When flooding of the roadway occurs, the floodwaters pick up pollutants on the roadway that come from vehicles, like oils, brake dust, and trash. Under the No Project Alternative, the Project site would remain under current site conditions and continue to periodically flood and pick up roadway pollutants. The Project's potential impacts to water quality would be less than the No Project Alternative as it would raise the roadway which would be flooded much less frequently. Potential impacts to Hydrology and Water Quality under the No Project Alternative would be **greater than** those associated with the Project.

Land Use and Planning

As discussed in DEIR Section 5.11 (Land Use and Planning), the Project would result in less than significant impacts. The Project does not require a General Plan Amendment or Change of Zone and includes improvements to an existing road within the existing road right-of-way. Under the No Project Alternative, no zoning or land use changes would be required, as with the Project. However, the No Project Alternative would not help the City of Chino implement 2045 General

Plan Objectives, Policies, and Actions related to regional connectivity, comprehensive transportation system, and safe, efficient good movement, whereas the Project would. Therefore, potential impacts to Land Use and Planning under the No Project Alternative would be **greater than** those associated with the Project.

Mineral Resources

As discussed in DEIR Section 5.12 (Mineral Resources), the Project site has been developed for existing Euclid Avenue and bridge over Chino Creek and is not located within or adjacent to areas of known mineral resources that would be of value to the region or State. Additionally, the City's GP 2025 PEIR indicates that there are no active mineral resource recovery sites within the City boundary. As the Project site has already been developed with existing Euclid Avenue roadway and as the site is not located within or adjacent to areas of known mineral resources, neither the Project nor the No Project Alternative would result in impacts to mineral resources. Therefore, potential impacts to Mineral Resources under the No Project Alternative would be **similar to** those associated with the Project.

Noise

As discussed in DEIR Section 5.13 (Noise), Project impacts would be less than significant. Under the No Project Alternative, the existing Euclid Avenue roadway would remain as is. There would be no construction noise or exposure of sensitive receptors to excessive noise levels that would occur. While the Project's potential construction, vibration, and operational noise impacts would be less than significant, the No Project Alternative would not include any construction noise or vibration. Potential Noise impacts under the No Project Alternative would be **less than** those associated with the Project.

Population and Housing

The Project site currently consists of the existing Euclid Avenue roadway and bridge over Chino Creek. As discussed in DEIR Section 5.14 (Population and Housing), the Project would result in no impact. The Project would not displace existing people or housing or divide an existing community. This also would be the case for the No Project Alternative. As the Project would not displace existing people or housing or divide an existing community either, potential impacts to Population and Housing under the No Project Alternative would be **similar to** those associated with the Project.

Public Services

Under the No Project Alternative, the Project site would remain under its current site conditions and be required to be closed when flooding occurs. As discussed in DEIR Section 5.15 (Public Services), Project impacts would be less than significant. The Project would improve access for police, fire and emergency services during flood events. However, the No Project Alternative would not result in any improvements for accessibility by public services during flooding and emergency events. Therefore, the No Project Alternative would have Public Services impacts **greater than** those of the Project.

Recreation

Under the No Project Alternative, the Project site would remain under its current site conditions. The No Project Alternative would not increase population or associated use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur. As discussed in DEIR Section 5.16 (Recreation), the Project would result in less than significant impacts. The Project would not increase population or associated use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur. The No Project Alternative impacts to Recreation would be **similar to** those associated with the Project.

Transportation

As discussed in DEIR Section 5.17 (Transportation), Project impacts would be less than significant. Under the No Project Alternative, the existing bridge over Chino Creek would remain in place and continue to get inundated during large storm events that result in flooding and closure of the roadway. When flooding and closure of the roadway occurs, vehicles trips must be re-routed around the closure and thereby be anticipated to result in increased vehicle miles traveled from the most direct route to the re-directed route. Under the No Project Alternative, the Project site would remain under current site conditions and continue to get periodically flooded and temporarily closed. The Project's potential impacts to transportation and vehicle miles traveled would be less than the No Project Alternative as it would raise the roadway which would be flooded much less frequently. Potential impacts under the No Project Alternative would be **greater than** those associated with the Project.

Tribal Cultural Resources

As discussed in DEIR Section 5.18 (Tribal Cultural Resources), Project impacts would be reduced to a less than significant level with Mitigation implementation. Construction of the Project would involve ground-disturbing activities with the potential to unearth or adversely impact previously unidentified tribal cultural resources. As a result, Mitigation Measures were provided to reduce the potential level of impact to less than significant. The No Project Alternative would have no ground-disturbing activities and there would be no potential for adverse impacts Tribal Cultural Resources. The No Project Alternative would have **less** potential impact than the Project.

Utilities and Service Systems

As discussed in DEIR Section 5.19 (Utilities and Service Systems), Project impacts would be less than significant. Construction of the Project would result in an increased demand for water supply during construction and a relatively small increase in generation of wastewater and solid waste during construction. While potential impacts to utilities and service systems would be less than significant under the Project, because the No Project Alternative would not include any construction activities that would result in any increase in demand for water or generation of wastewater and solid waste, potential impacts to Utilities and Service Systems, under the No Project Alternative would be **less than** those of the Project.

Wildfire

As discussed in DEIR Section 5.20 (Wildfire), the Project would result in less than significant impacts. The Project site is located within and adjacent to Prado Regional Park, where natural vegetation and limited areas of Very High Fire Hazard Severity Zones (VHFHSZ) are present. However, the site is generally flat and does not include steep slopes that would intensify wildfire behavior. While seasonal Santa Ana winds may increase regional fire risk. Therefore, the No Project Alternative and the Project would not introduce substantial new fuel sources or substantially alter existing conditions. Under the No Project Alternative, the Project site would not include any construction activities that could ignite wildfires from construction equipment. Therefore, potential impacts relating to Wildfire under the No Project Alternative would be **less than** those associated with the Project.

7.4 Alternative 2 – New Two-Lane Facility for Northbound Traffic

This discussion analyzes Alternative 2 which would include a new two-lane facility above the 50-year flood elevation for northbound traffic and the existing roadway and bridge over Chino Creek would be repurposed as two southbound lanes. During flood events requiring roadway closure of the existing bridge, the new bridge would temporarily become one lane in each direction. The new two-lane bridge would include a bike lane in each direction within the road shoulder and one protected multi-use path on the southeast side (for both pedestrians and bicyclists).

Impact Analysis for Alternative 2

Aesthetics

As discussed in DEIR Section 5.1 (Aesthetics), Project impacts would be less than significant. Under Alternative 2, the new two-lane facility for northbound traffic would be constructed to a similar height as the Project and similar in massing, design, structure, and materials as the Project, although it would not be as wide as the Project. The existing bridge at Chino Creek would remain in place. The Project site is not a scenic vista, nor are there any State Scenic Highways in the vicinity of the Project site. Therefore Alternative 2 would have less than significant impacts to a scenic vista or on a State Scenic Highway. As there are no State Scenic Highways within the vicinity of the Project site, Alternative 2 would have less than significant impacts on scenic resources within a State Scenic Highway. As a new two-lane facility for northbound traffic would be the same height and similar in massing, design, structure, and materials as the Project, Alternative 2 would have less than significant impacts from substantially degrading the existing character or quality of public views of the site and its surroundings. Although the new bridge will include installation of lighting, the lighting features would be designed in accordance with City of Chino Municipal Code and would have directional shielding and energy-efficient LED fixtures to minimize light spill and glare. Thus, Alternative 2 would not create a new source of substantial light or glare. Aesthetics impacts under Alternative 2 would be **similar to** those of the Project.

Agriculture and Forestry

As discussed in DEIR Section 5.2 (Agriculture and Forestry Resources), the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is

the Project site located adjacent to any of these farmland designation land uses. Additionally, the Project site is not currently zoned for agricultural or timberland use or adjacent to land zoned for agricultural or timberland use, nor is the site located within an area affected by a Williamson Act Preserve or under a Williamson Act Contract. No impact would result. As previously discussed, the Project site is currently developed and consists of existing roadway infrastructure and does not contain any farmland, or timberland, nor is the site located adjacent to any land containing these uses. As these uses are not located on or within the vicinity of the Project site, no impacts would occur to agricultural or timberland resources under the Project or under Alternative 2. Therefore, potential impacts under Alternative 2 would be **similar to** those of the Project.

Air Quality

As discussed in DEIR Section 5.3 (Air Quality), Project impacts would be less than significant. Under Alternative 2, similar construction equipment would be needed as with the Project. Also, similar maintenance activities and equipment would be needed for Alternative 2 as the Project. Therefore, Alternative 2 would not be anticipated to exceed regional or localized emission thresholds for either construction or operations, and in turn would not conflict with or obstruct implementation of the Air Quality Management Plan (AQMP). Alternative 2 would also not exceed the significance criteria for any pollutant emissions and would not result in a cumulatively considerable net increase of any criterial pollutant for which the Project region is in nonattainment. Because Alternative 2 would be constructed and operated with similar equipment as the Project, it would also not exceed the SCAQMD localized significance thresholds and would not expose sensitive receptors to substantial pollutant concentrations or other emissions adversely affecting a substantial number of people. As such, potential impacts to Air Quality under Alternative 2 would be **similar to** those associated with the Project.

Biological Resources

As analyzed in DEIR Section 5.4 (Biological Resources), the Project impact would be less than significant with Mitigation Measures implemented. The Project site contains habitat that supports or has the potential to support sensitive and protected plant and wildlife species and contains sensitive and protected riparian, wetland, and open waters habitats. Similar to the Project, Alternative 2 would require site preparation and grading. Although Alternative 2 would consist of a smaller bridge and it is assumed the grading limits and construction footprint of Alternative 2 would be smaller than the Project. As with the Project, Alternative 2 would require implementation of Mitigation Measures **MM BIO-1** through **MM BIO-8** to reduce potential direct and indirect impacts to candidate, sensitive, and special status species to less than significant levels. The Project site contains the special-status vegetation community southern cottonwood-willow riparian forest and critical habitat designated by the USFWS for least Bell's vireo and southwestern willow flycatcher, which would be directly impacted by Alternative 2, but anticipated to be on a smaller acreage basis than the Project. Alternative 2 would require implementation of mitigation measures **MM BIO-3** and **MM BIO-9** for impacts to riparian habitat or other sensitive natural community identified by CDFW or USFWS. Alternative 2 would result in permanent and temporary impacts to wetland waters of the U.S. but anticipated to be on a smaller acreage basis than the Project. Alternative 2 would require implementation of mitigation measure **MM BIO-9** to

reduce impacts to wetlands to less than significant levels. Alternative 2 would raise the northbound roadway of Euclid Avenue and alleviate some of the pressure for wildlife to cross the existing Euclid Avenue roadway in order to move in a north-south direction along the Chino Creek alignment. Alternative 2 would not conflict with any policies or ordinances protecting biological resources or with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other conservation plan. Therefore, potential impacts to Biological Resources under Alternative 2 would be **less than** those associated with the Project with incorporation of mitigation measures **MM BIO-1** through **MM BIO-12**.

Cultural Resources

As discussed in DEIR Section 5.5 (Cultural Resources), Project impact levels would be less than significant with Mitigation Measures implemented. The Project site does not contain any historical resources. Therefore, Alternative 2 would not result in impacts to historical resources. Similar to the Project, Alternative 2 would require site preparation and grading. However, as Alternative 2 would consist of a smaller bridge (2 lanes as compared to Project's 4 lanes), it is assumed the grading limits and construction footprint of Alternative 2 would be less than those of the Project. Ground-disturbing activities with the potential to unearth or adversely impact previously undiscovered archaeological resources and/or human remains would still occur under Alternative 2; however, construction activities would occur but the area of ground disturbance would be smaller. Although there were no documented archaeological resources within the Project site, as with the Project, archaeological resources could be inadvertently discovered during earth disturbing activities. Implementation of Mitigation Measures **MM TCR-1** through **MM TCR-11** are required to reduce potential impacts to archeological resources to less than significant. Alternative 2 would not be expected to disturb any human remains. Therefore, potential impacts to Cultural Resources under Alternative 2 would be **less than** those associated with the Project.

Energy

As discussed in DEIR Section 5.6 (Energy), Project impact levels would be less than significant. Alternative 2 would utilize standard construction techniques and equipment and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Alternative 2 would not conflict with or obstruct a State or local plan for renewable energy. It is anticipated that construction fuel consumption under Alternative 2 would be less than that of the Project for construction equipment, vendor trips, and worker trips as Alternative 2 would be a smaller bridge and smaller grading and construction footprint than the Project. During flood events requiring roadway closure of the existing bridge, the new bridge would temporarily become one lane in each direction. However, Alternative 2 would require City staff to make trips to and from the existing bridge during flood events to close the roadway and set up temporary traffic controls. City staff would also be required to set up temporary traffic controls on the new northbound bridge for one lane in each direction. These City staff trips over the long run could offset the reduced fuel consumed during construction of Alternative 2. Therefore, potential impacts related to Energy resources under Alternative 2 would be less than significant and **similar to** those associated with the Project.

Geology and Soils

As discussed in DEIR Section 5.7 (Geology and Soils), Project impact levels would be less than significant. The existing geology and soils conditions of the site would remain the same for both the Project and Alternative 2. There are no active vaults in or around the Project site and the Project site is not within an Alquist-Priolo Earthquake Fault Zone. According to the San Bernadino County Natural Resources Map HZ-2 Liquefaction and Landslides, the Project site is not located within a high liquefaction hazard area. The Project site is not located within a landslide hazard zone. The Project site is generally flat and is not located within a mapped landslide hazard area. A final geotechnical investigation will be conducted during final design, including site-specific borings, groundwater monitoring, and laboratory testing, to confirm subsurface conditions. Based on its findings, all structural elements including foundations, retaining walls, ramps, and roadway improvements will incorporate engineering measures such as ground improvement, deep foundations, soil stabilization, and structural reinforcement as needed, in accordance with AASHTO, City requirements and Project specific geotechnical recommendations and therefore potential impacts associated with expansive soils would be less than significant. Alternative 2 would not include the use of septic tanks or alternative wastewater disposal systems. The Project site is not anticipated to have sensitive paleontological resources or unique geological features that would be destroyed with Project implementation. Mitigation is recommended only if a fossil is encountered during grading and other construction activities. If an unanticipated on-site fossil is encountered during construction, implementation of mitigation measure **MM GEO-1** is required to ensure potential impacts would be **reduced to a less than significant level with mitigation.** Ground-disturbing activities for construction would occur within the same alignment, but the construction footprint would be smaller as the new bridge is just 2 lanes. As with the Project, a geotechnical analysis would be used to inform the design and recommendations of the geotechnical engineer would be implemented. Potential impacts related to Geology and Soils under Alternative 2 would be **similar to** those of the Project.

Greenhouse Gas Emissions

As discussed in DEIR Section 5.8 (Greenhouse Gas Emissions), Project impact levels would be less than significant. Under Alternative 2, development of the Project site would result in construction and operational greenhouse gas (GHG) emissions. Similar equipment for construction and maintenance activities would be needed for Alternative 2 as the Project. As Alternative 2 would not increase roadway capacity (consistent with the Project), it would have similar traffic volumes. The Project would generate an estimated 90.93 $MTCO_2e$/yr and would not exceed the applicable threshold of 3,000 $MTCO_2e$/yr and as Alternative 2 would use similar equipment for construction and maintenance it would not exceed the applicable threshold either. Therefore, the potential for Alternative 2 to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment would be less than significant. As such, Alternative 2 would not impede or conflict with the GHG-reduction objectives outlined in the City's CAP. As such, potential impacts regarding GHG emissions under Alternative 2 would be **similar to** those associated with the Project.

Hazards and Hazardous Materials

As discussed in EIR Section 5.9 (Hazards and Hazardous Materials), Project impact levels would be less than significant. Similar construction materials would be used for Alternative 2 as the Project. Similar equipment for construction and maintenance activities would be needed for Alternative 2 as the Project. Thus, the potential for accidents or spills of chemicals or construction material into the environment would be similar for Alternative 2 as the Project. Similar to the Project, construction contractors would be required to prepare and implement Spill Prevention and Response Plans, maintain spill containment kits on-site, and provide worker training for hazardous materials handling and emergency response procedures for Alternative 2. With implementation of State, County, and City required regulatory compliance measures and spill prevention controls, the potential for accidental hazardous material releases from Alternative 2 would be minimized, and impacts would be less than significant. Infrastructure development is not a type of land use that typically generates hazardous emissions or handles acutely hazardous materials or substances. Therefore, Alternative 2 would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or known proposed school. Potential impacts regarding Hazards and Hazardous Materials would be **similar to** those associated with the Project.

Hydrology and Water Quality

As discussed in DEIR Section 5.10 (Hydrology and Water Quality), Project impact levels would be less than significant. The Project and Alternative 2 would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities for Alternative 2 to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged. Alternative 2 would connect to the City of Chino's municipal water system during construction only and would not utilize any groundwater extraction activities. Therefore, Alternative 2 would not directly draw water from the groundwater basin and would not have the potential to substantially deplete or decrease groundwater supplies.

As with the Project, runoff from Alternative 2 would be discharged into the basin and Chino Creek, similar to what occurs under existing conditions. Alternative 2 would not substantially alter downstream drainage patterns and would not increase the flow rate or total volume of stormwater runoff discharged. As with the Project, Alternative 2 would not result in alterations to the existing drainage pattern of the Project site that could then result in substantial erosion or siltation on – or off-site. In both the pre- and post-development conditions, all surface water runoff from the Alternative 2 site would ultimately discharge into the Prado Dam basin; therefore, Alternative 2 would not alter or divert drainage patterns. As with the Project, Alternative 2 is not located within existing or planned recharge facilities in the Chino Basin Watermaster 2023 Recharge Master Plan Update (Chino Basin Watermaster 2023) and would not obstruct implementation of a sustainable ground water management plan.

However, the existing bridge over Chino Creek would remain in place and continue to get inundated during large storm events that result in flooding of the roadway. When flooding of the roadway occurs, the floodwaters pick up pollutants on the roadway that come from vehicles, like oils, brake dust, and trash. Under Alternative 2, the existing bridge over Chino Creek would continue to be used as southbound lands and continue to periodically flood and pick up roadway pollutants.. Potential impacts related to Hydrology and Water Quality under Alternative 2 would be **greater than** those associated with the Project.

Land Use and Planning

As discussed in DEIR Section 5.11 (Land Use and Planning), the Project does not require a General Plan Amendment or Change of Zone and includes improvements to an existing road within existing road right-of-way. No Project impacts would result from Project development or operation. Under Alternative 2, no zoning or land use changes would be required, as with the Project. Alternative 2 would not help the City of Chino implement 2045 General Plan Objectives, Policies, and Actions related to regional connectivity, comprehensive transportation system, and safe, efficient good movement, to the extent that the Project would. Therefore, potential impacts to Land Use and Planning under Alternative 2 would be **greater than** those associated with the Project.

Mineral Resources

As discussed in DEIR Section 5.12, (Mineral Resources), the Project site is not located within or adjacent to areas of known mineral resources that would be of value to the region or State. Additionally, the City's GP 2025 PEIR indicates that there are no active mineral resource recovery sites within the City boundary. No impact would result from Project development or operation. As the Project site has already been developed with existing Euclid Avenue roadway and as the site is not located within or adjacent to areas of known mineral resources, neither the Project nor Alternative 2 would result in impacts to mineral resources. Therefore, potential impacts to Mineral Resources under Alternative 2 would be **similar to** those associated with the Project.

Noise

As discussed in DEIR Section 5.13 (Noise), Project impacts would be less than significant. Similar equipment for construction and maintenance activities would be needed for Alternative 2 as the Project. As such, construction noise from Alternative 2 would not be expected to exceed the reasonable daytime 80 dBA L_{eq} significance threshold at the nearest receiver locations. As with the Project, Alternative 2 would not add additional capacity to the roadways or intersections bounding the bridge and would not increase the overall capacity of Euclid Avenue and not induce traffic demand. Therefore, Alternative 2 would not increase traffic on Euclid Avenue and would thus not result in any increase in ambient noise levels or permanent increase in ambient noise.

The greatest vibration levels from construction of Alternative 2 are anticipated to occur during grading. The vibration level from a large bulldozer at a distance of 25 feet away can be 87 VdB. The FTA guidelines allow for allow for 80 VdB for daytime residential uses in buildings where people normally sleep. Due to the distance between Alternative 2 and the closest residential land uses, the Project would not result in exposure of persons to excessive groundborne vibration or

groundborne noise. Thus, potential Noise impacts under Alternative 2 would be **similar to** those of the Project.

Population and Housing

As discussed in DEIR Section 5.14 (Population and Housing), no impacts would result from Project development or operation. The Project site currently consists of existing Euclid Avenue roadway and bridge over Chino Creek and Alternative 2 would not displace existing people or housing or divide an existing community. As the Project would not displace existing people or housing or divide an existing community either, potential impacts to Population and Housing under Alternative 2 would be **similar to** those associated with the Project.

Public Services

As discussed in DEIR Section 5.15 (Public Services), Project impacts would be less than significant. Alternative 2 does not include residential, commercial, or industrial development that would directly increase population or demand for fire or police protection services or on schools, parks, libraries or other public facilities. On the contrary, by providing an all-weather roadway, Alternative 2 would improve emergency vehicle access and reduce delays associated with roadway closures during storm events, thereby enhancing local response capabilities. However, under Alternative 2, a portion of Euclid Avenue, the southbound lanes that would continue to cross Chino Creek at the existing bridge and be subject to flooding and temporary closure. The new northbound bridge would provide continued access but only one lane in each direction. Alternative 2 would not provide two lanes in each direction during flooding events as compared to the Project, impacts to Public Services related to all weather emergency access under Alternative 2 would be **greater than** those of the Project.

Recreation

As discussed in DEIR Section 5.16 (Recreation), Project impacts would be less than significant. Alternative 2 would not increase population or associated use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur. The Project would also not increase population or associated use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur. While Alternative 2 would include bicycle and pedestrian lanes to improve active transportation connectivity, these improvements are integral to the roadway design and do not constitute the provision of new recreational facilities. Alternative 2 would not generate new population growth that would necessitate the construction or expansion of neighborhood or regional recreational facilities. As such, Alternative 2 would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical effect on the environment. Alternative 2 impacts to Recreation would be **similar to** those associated with the Project.

Transportation

As discussed in DEIR Section 5.17 (Transportation), Project impacts would be less than significant. There are no existing or proposed transit facilities within the Project vicinity. The

segment of Euclid Avenue within Alternative 2 site does not include any bicycle facilities or a sidewalk. The City's General Plan identifies a proposed Class I bicycle facility along Euclid Avenue in the Project area. Alternative 2 would provide a Class I shared-use pathway for bicyclists and pedestrians on the easterly side of the bridge, separated from automotive traffic, to provide connectivity for active modes of transportation. Therefore, Alternative 2 would provide the General Plan planned bicycle facility for this area and would help to implement GP Objectives INF-1, INF-2, and INF-5. Therefore, Alternative 2 would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and potential impacts are less than significant.

Alternative 2 would improve the safety of the existing bridge and roadway but would not increase the overall vehicle capacity to the system as a whole because roadway capacity is constrained by the existing 4-lane segments of Euclid Avenue just north and south of the Project limits. Therefore, Alternative 2 would not lead to a substantial or measurable increase in vehicle travel and would have a less than significant impact on transportation based on VMT.

Alternative 2 improvements would be in compliance with applicable City of Chino General Plan Infrastructure and City design standards and thus would not cause any incompatible use or any additional hazards to the surrounding area or general public. Under Alternative 2, a portion of Euclid Avenue, the southbound lanes that would continue to cross Chino Creek at the existing bridge and be subject to flooding and temporary closure. The new northbound bridge would provide continued access but only one lane in each direction. Alternative 2 would not provide two lanes in each direction during flooding events as compared to the Project, thereby, impacts to related to Transportation under Alternative 2 would be **greater than** those of the Project.

Tribal Cultural Resources

As discussed in DEIR Section 5.18 Tribal Cultural Resources, Project impacts would be less than significant with Mitigation implemented. Similar to the Project, Alternative 2 would require site preparation and grading. Alternative 2 would consist of a smaller bridge and it is thereby assumed the grading limits and construction footprint of Alternative 2 would be smaller than the Project. Thus, while ground-disturbing activities with the potential to unearth or adversely impact previously undiscovered tribal cultural resources would still occur under Alternative 2, it is anticipated that these construction activities would occur within a smaller construction footprint than the Project, resulting in the smaller area of ground disturbance. Although there were no documented tribal cultural resources within the Project site, as with the Project, tribal cultural resources could be inadvertently discovered during earth disturbing activities for Alternative 2. Implementation of Mitigation Measures **MM TCR-1** through **MM TCR-11** are required to reduce potential impacts to tribal cultural resources to less than significant. Therefore, potential impacts to Tribal Cultural Resources under Alternative 2 would be **less than** those associated with the Project.

Utilities and Service Systems

As discussed in DEIR Section 5.19 (Utilities and Service Systems), Project impacts would be less than significant. Existing utilities located within public roadway right-of-way would either be

protected in place or relocated. Although utilities would be relocated, they would not be relocated off-site, they would remain within the Euclid Avenue right-of-way. Alternative 2 would involve the construction of storm drain pipes, inlets, manhole frame and cover, and flared end sections. This would result in physical impacts to the surface and subsurface of Alternative 2, as well as physical impacts within the alignment of Pomona Rincon Road. The relocation of existing utilities and construction of stormwater drainage facilities necessary to serve Alternative 2 would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this EIR and, accordingly, additional mitigation measures beyond those identified throughout this EIR would not be required.

Construction activities would only require minimal water for compaction, dust control suppression, etc. Per the City's 2021 UWMP, the City anticipates that it will be able to meet projected demand for water within its service boundaries until at least the year 2045 in all types of climate situations, including normal year, single dry year, and multiple dry weather years. Therefore, there is sufficient water supply for Alternative 2 and impacts related to water supply would be less than significant.

Only minimal wastewater would be generated by the construction crews during construction and IEUA's Regional Water Recycling Plant No. 5 (RP-5) has adequate capacity to serve Alternative 2. Alternative 2 would not change any wastewater infrastructure and would therefore not exert any additional demand on the local wastewater infrastructure and impacts would be less than significant.

The solid waste generated during construction activities would not adversely impact landfill capacity or impair attainment of solid waste reduction goals. Potential impacts to Utilities and Service Systems under Alternative 2 would be **similar to** those of the Project.

Wildfire

As discussed in DEIR Section 5.20 (Wildfire), Project impacts would be less than significant. Euclid Avenue is a principal evacuation route in Chino. Alternative 2 would improve the safety and accessibility of this corridor and evacuation route by elevating two lanes of the roadway, thereby reducing roadway closures during storm events and maintaining access for emergency vehicles. Short-term construction activities may require temporary lane closures or detours. However, these would be intermittent and managed through traffic control plans to maintain emergency access at all times. Upon completion, Alternative 2 would improve circulation and enhance emergency access by maintaining at least two lanes of the roadway for connectivity during flood events. Alternative 2 does not propose changes that would conflict with adopted emergency response or evacuation plans. Therefore, impacts would be less than significant.

The Project site is located within and adjacent to Prado Regional Park, where natural vegetation and limited areas of Very High Fire Hazard Severity Zones (VHFHSZ) are present. However, the site is generally flat and does not include steep slopes that would intensify wildfire behavior. Wildfires at the Project site or in surrounding areas, including Prado Regional Park, could affect air quality. However, Alternative 2 consists of transportation improvements, including a raised viaduct bridge, and does not involve habitable structures, and thus would not increase exposure

to wildfire-related pollutants beyond existing conditions. Alternative 2 would not introduce land uses or infrastructure that would increase fuel loading or alter fire behavior. Proposed infrastructure, such as street lighting and minor utility connections, would be consistent with existing urban development patterns and designed in accordance with applicable safety standards to minimize ignition potential.

Similar equipment for construction and maintenance activities would be needed for Alternative 2 as the Project. Construction activities could result in a temporary increase in ignition risk due to the use of heavy equipment and construction vehicles, particularly in areas with dry vegetation. However, implementation of fire prevention measures, including restrictions on equipment use during high fire weather conditions, availability of fire suppression equipment onsite, and proper storage of flammable materials would reduce the risk of ignition and resulting wildfire. Alternative 2 would not expose people or structures to substantial risks from post-fire conditions. The Project site is located within a relatively flat flood control basin and does not contain steep slopes or hillside terrain susceptible to landslides or post-fire slope instability. Although limited areas along the Euclid Avenue right-of-way are designated VHFHSZ, the Project site lacks the topographic conditions necessary for debris flows or slope failure following wildfire events and does not contain dense wildland fuels or topographic conditions that would support extreme fire behavior. Alternative 2 would not increase fuel loading or contribute to wildfire spread as it would include regular maintenance of the vegetation under the bridge.

Therefore, potential impacts related to Wildfire under Alternative 2 would be **similar to** those of the Project.

7.5 Alternative 3 – 100-year Elevation Facility

This discussion analyzes a viaduct bridge that would be above the 100-year flood elevation. The 100-year flood elevation for the Prado Basin is 533 feet, which is 10 feet higher than the 50-year flood elevation. The maximum height of the Project viaduct bridge is not anticipated to exceed approximately 28 feet above ground level. The maximum height of this Alternative 3 viaduct bridge structure would not be anticipated to exceed 38 feet above ground level. As with the Project, the new bridge and Euclid Avenue roadway alignment would be adjacent to and offset to the east of the existing roadway and bridge, and the existing bridge would remain in place. In order to stay above the 100-year flood elevation within the Prado Basin the bridge length would more than double that of the Project, from approximately 2,500 feet to approximately 5,900 feet. The concrete piles that would support this longer, higher, and heavier bridge viaduct structure are anticipated to need to be larger than those of the Project and would therefore result in greater permanent impacts within the Prado Basin. This taller bridge would result in the intersection at the Park entrance to be raised by approximately 12 feet in elevation, which would require ramps and a larger project footprint in this portion of the Project site.

Impact Analysis for Alternative 3

Aesthetics

As discussed in DEIR Section 5.1 (Aesthetics, Project impacts would be less than significant. The Project site is not a scenic vista, nor are there any State Scenic Highways in the vicinity of the Project site, therefore Alternative 3 would have less than significant impacts to a scenic vista or on a State Scenic Highway. As there are no State Scenic Highways within the vicinity of the Project site, Alternative 3 would have less than significant impacts on scenic resources within a State Scenic Highway. The bridge viaduct structure of Alternative 3 would be constructed similar in massing, design, structure, and materials as the Project and would have less than significant impacts from substantially degrading the existing character or quality of the site and its surroundings. Although the new bridge would include installation of lighting, the lighting features would be designed in accordance with City of Chino Municipal Code and would have directional shielding and energy-efficient LED fixtures to minimize light spill and glare. The Alternative 3 bridge would be 10 feet higher and more than double in length than that of the Project, from approximately 2,500 feet long to approximately 5,900 feet long. The existing bridge at Chino Creek would remain in place. As a new four-lane facility that would be 10 feet higher than the Project, it has a higher potential to degrade the existing visual character or quality of public views of the Project site and its surroundings and impacts under Alternative 3 would be **greater than** those of the Project.

Agriculture and Forestry Resources

As discussed in DEIR Section 5.2 (Agriculture and Forestry Resources), the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the Project site located adjacent to any of these farmland designation land uses. Additionally, the Project site is not currently zoned for agricultural or timberland use or adjacent to land zoned for agricultural or timberland use, nor is the site located within an area affected by a Williamson Act

Preserve or under a Williamson Act Contract. As these uses are not located on or within the vicinity of the Project site, no impacts would occur to Agricultural Resources under the Project or Alternative 3. Therefore, potential impacts from Alternative 3 would be **similar to** those of the Project.

Air Quality

As discussed in DEIR Section 5.3 (Air Quality), Project impacts are less than significant. Under Alternative 3, similar construction activities and equipment would be needed as with the Project. Also, similar maintenance activities and equipment would be needed for Alternative 3 as the Project. However, Alternative 3 would consist of a larger bridge and the grading limits and construction footprint of Alternative 3 would be larger than the Project and potentially require more construction equipment and crew. Thus, Alternative 3 would have increased emissions of construction-source criteria pollutants (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$). As shown in Table 5.3-5 (Project Regional Construction Emissions), emissions resulting from the Project construction would not exceed thresholds established by the SCAQMD for any criteria pollutant and no mitigation is required. However, the estimated NO_X emissions of 94.30 lbs/day were close to the maximum daily emissions SCAQMD Regional Threshold of 100 lbs/day (summer 2027). Thus, Alternative 3 construction could exceed SCAQMD's Regional Threshold for NO_X. None of the SCAQMD's Localized Significance Thresholds (LST) were close to being exceeded during construction of the Project as indicated in Table 5.3-6 (Project Localized Construction Impacts and would not be expected to be exceeded for Alternative 3. Since Alternative 3 could exceed SCAQMD's Regional Threshold for NO_X it could result in CAAQS or NAAQS violations. On this basis Alternative 3 could be determined to be inconsistent with Criterion 1 of the AQMP. As Alternative 3 could exceed the applicable significance thresholds or significance criteria for NO_X, it could result in a cumulatively considerable net increase of a criterial pollutant for which the Project region is in nonattainment under an applicable NAAQS or SAAQS.

As Alternative 3 would not be expected to exceed SCAQMDs LSTs, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction. As with the Project, Alternative 3 would not be expected to result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. Therefore, potential Air Quality impacts from NO_X emissions under Alternative 3 would be **greater than** the Project.

Biological Resources

As discussed in DEIR Section 5.4 (Biological Resources), Project impacts would be reduced to a less than significant level with Mitigation implemented. The Project site contains habitat that supports or has the potential to support sensitive and protected plant and wildlife species and contains sensitive and protected riparian, wetland, and open waters habitats. However, Alternative 3 would consist of a larger bridge and the grading limits and construction footprint of Alternative 3 would be larger than the Project. As with the Project, Alternative 3 would require implementation of Mitigation Measures **MM BIO-1** through **MM BIO-8** to reduce potential direct and indirect impacts to candidate, sensitive, and special status species to less than significant levels. The Project site contains the special-status vegetation community southern cottonwood-willow riparian forest and critical habitat designated by the USFWS for least Bell's vireo and

southwestern willow flycatcher, which would be directly impacted by Alternative 3 and anticipated to be on a larger acreage basis than the Project. Alternative 3 would require implementation of mitigation measures **MM BIO-3** and **MM BIO-9** for impacts to riparian habitat or other sensitive natural community identified by CDFW or USFWS. Alternative 3 would result in greater permanent and temporary impacts to wetland waters of the US than the Project. Alternative 3 would require implementation of mitigation measure **MM BIO-9** to reduce impacts to wetlands to less than significant levels. Alternative 3 would raise the roadway of Euclid Avenue and alleviate some of the pressure for wildlife to cross the existing Euclid Avenue roadway in order to move in a north-south direction along the Chino Creek alignment, to a greater extent than the Project. Alternative 3 would not conflict with any policies or ordinances protecting biological resources or with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other conservation plan. Therefore, potential impacts to Biological Resources under Alternative 3 would be **greater than** those associated with the Project.

Cultural Resources

As discussed in DEIR Section 5.5 (Cultural Resources), Project impacts would be reduced to a less than significant with Mitigation implemented. The Project site does not contain any historical resources. Therefore, Alternative 3 would not result in impacts to historical resources. Similar to the Project, Alternative 3 would require site preparation and grading. However, Alternative 3 would consist of a larger bridge and the grading limits and construction footprint of Alternative 3 would be larger than the Project. Ground-disturbing activities with the potential to unearth or adversely impact previously undiscovered archaeological resources and/or human remains would occur under Alternative 3 over a larger construction footprint. Although there were no documented archaeological resources within the Project site, as with the Project, archaeological resources could be inadvertently discovered during earth disturbing activities. Implementation of Mitigation Measures **MM TCR-1** through **MM TCR-11** are required to reduce potential impacts to archeological resources to less than significant. Alternative 3 would not be expected to disturb any human remains. Therefore, potential impacts to Cultural Resources under Alternative 3 would be **greater than** those associated with the Project.

Energy

As discussed in DEIR Section 5.6 (Energy), Project impacts would be less than significant. Alternative 3 would utilize standard construction techniques and equipment and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Alternative 3 would not conflict with or obstruct a state or local plan for renewable energy. However, it is anticipated that construction fuel consumption under Alternative 3 would be greater than that of the Project for construction equipment, vendor trips, and worker trips as Alternative 3 would be a larger bridge with a larger grading and construction footprint than the Project. Therefore, potential impacts related to Energy resources under Alternative 3 would be **greater than** those associated with the Project.

Geology and Soils

As discussed in DEIR Section 5.7 (Geology and Soils), Project impacts would be less than significant. The existing geology and soils conditions of the site would remain the same for both the Project and Alternative 3. There are no active vaults in or around the Project site and the Project site is not within an Alquist-Priolo Earthquake Fault Zone. According to the San Bernadino County Natural Resources Map HZ-2 Liquefaction and Landslides, the Project site is not located within a high liquefaction hazard area. The Project site is not located within a landslide hazard zone. The Project site is generally flat and is not located within a mapped landslide hazard area. A final geotechnical investigation would be conducted during final design, including site-specific borings, groundwater monitoring, and laboratory testing, to confirm subsurface conditions. Based on its findings, all structural elements including foundations, retaining walls, ramps, and roadway improvements will incorporate engineering measures such as ground improvement, deep foundations, soil stabilization, and structural reinforcement as needed, in accordance with AASHTO, City requirements and Project specific geotechnical recommendations and therefore potential impacts associated with expansive soils would be less than significant. Alternative 3 would not include the use of septic tanks or alternative wastewater disposal systems. The Project site is not anticipated to have sensitive paleontological resources or unique geological features that would be destroyed with Project implementation. Mitigation is recommended only if a fossil is encountered during grading and other construction activities. If an unanticipated on-site fossil is encountered during construction, implementation of mitigation measure **MM GEO-1** would be required to ensure potential impacts would be reduced to a less than significant level with mitigation. Ground-disturbing activities for construction would occur within the same alignment but the construction footprint would be larger with Alternative 3. As with the Project, a geotechnical analysis would be used to inform the design and recommendations of the geotechnical engineer would be implemented. Potential impacts related to Geology and Soils under Alternative 3 would be **similar to** those of the Project.

Greenhouse Gas Emissions

As discussed in DEIR Section 5.8 (Greenhouse Gas Emissions), Project impacts would be less than significant. Under Alternative 3, development of the Project site would result in construction and operational greenhouse gas (GHG) emissions from construction and maintenance. Similar equipment for construction and maintenance activities would be needed for Alternative 3 as the Project. The Project would generate an estimated 90.93 $MTCO_2e$/yr and would not exceed the applicable threshold of 3,000 $MTCO_2e$/yr and although Alternative 3 would have a larger construction footprint, it would not be expected to result in greater than three times the amount of GHG emissions in order to exceed the applicable threshold. Therefore, the potential for Alternative 3 to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment would be less than significant. As such, Alternative 3 would not impede or conflict with the GHG-reduction objectives outlined in the City's CAP. Alternative 3 would consist of a larger bridge and the grading limits and construction footprint would be larger than the Project and potentially require more construction equipment and crew, which would result in

greater generation of GHG emissions. Therefore, potential Greenhouse Gas impacts under Alternative 3 would be **greater than** the Project.

Hazards and Hazardous Materials

As discussed in DEIR Section 5.9 (Hazards and Hazardous Materials), Project impacts would be less than significant. Similar construction materials would be used for Alternative 3 as the Project. Similar equipment for construction and maintenance activities would be needed for Alternative 3 as the Project. However, Alternative 3 would consist of a larger bridge and the grading limits and construction footprint would be larger than the Project and potentially require more construction equipment and crew. Thus, the potential for accidents or spills of chemicals or construction material into the environment would be similar for Alternative 3 as the Project but over a larger area and from possibly more equipment. Similar to the Project, construction contractors would be required to prepare and implement Spill Prevention and Response Plans, maintain spill containment kits on-site, and provide worker training for hazardous materials handling and emergency response procedures for Alternative 3. With implementation of State, County, and City required regulatory compliance measures and spill prevention controls, the potential for accidental hazardous material releases from Alternative 3 would be minimized, and impacts would be less than significant. Infrastructure development is not a type of land use that typically generates hazardous emissions or handles acutely hazardous materials or substances. Therefore, Alternative 3 would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or known proposed school. Potential impacts regarding Hazards and Hazardous Materials would be **similar to** those associated with the Project.

Hydrology and Water Quality

As discussed in DEIR Section 5.10 (Hydrology and Water Quality), Project impacts would be less than significant. The Project and Alternative 3 would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to be implemented during construction activities for Alternative 3 to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged. Alternative 3 would connect to the City of Chino's municipal water system during construction only and would not utilize any groundwater extraction activities. Therefore, Alternative 3 would not directly draw water from the groundwater basin and would not have the potential to substantially deplete or decrease groundwater supplies.

As with the Project, runoff from Alternative 3 would be discharged into the Basin and Chino Creek, similar to what occurs under existing conditions. Alternative 3 would not substantially alter downstream drainage patterns and would not increase the flow rate or total volume of stormwater runoff discharged. As with the Project, Alternative 3 would not result in alterations to the existing drainage pattern of the Project site that could then result in substantial erosion or siltation on – or

off-site. In both the pre- and post-development conditions, all surface water runoff from the Alternative 3 site would ultimately discharge into the Prado Dam basin; therefore, Alternative 3 would not alter or divert drainage patterns. As with the Project, Alternative 3 is not located within existing or planned recharge facilities in the Chino Basin Watermaster 2023 Recharge Master Plan Update (Chino Basin Watermaster 2023) and would not obstruct implementation of a sustainable ground water management plan.

As Alternative 3 would construct the Euclid Avenue roadway above the 100-year flood elevation level in Prado Basin, the roadway would be inundated with floodwaters less frequently than the Project. When flooding of the roadway occurs, the floodwaters pick up pollutants on the roadway that come from vehicles, like oils, brake dust, and trash. As Alternative 3 would reduce floodwaters picking up pollutants of the roadway it would reduce potential impacts related to hydrology and water quality more than the Project. Potential impacts related to Hydrology and Water Quality under Alternative 3 would be **less than** those of the Project.

Land Use and Planning

As discussed in DEIR Section 5.11 (Land Use and Planning), Project impacts would be less than significant. The Project does not require a General Plan Amendment or Change of Zone as it includes improvements to an existing road within existing road right-of-way and would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Under Alternative 3, no zoning or land use changes would be required, as with the Project. The Project would occur within the existing road right-of-way and would not divide an established community. Alternative 3 would help the City of Chino implement 2045 General Plan Objectives, Policies, and Actions related to regional connectivity, comprehensive transportation system, and safe, efficient good movement, as with the Project. Therefore, potential impacts to Land Use and Planning under Alternative 3 would be **similar to** those associated with the Project.

Mineral Resources

As discussed in DEIR Section 5.12 (Mineral Resources), the Project would have no impacts. The Project site is not located within or adjacent to areas of known mineral resources that would be of value to the region or State. Additionally, the City's GP 2025 PEIR indicates that there are no active mineral resource recovery sites within the City boundary. As the Project site has already been developed with existing Euclid Avenue roadway and as the site is not located within or adjacent to areas of known mineral resources, neither the Project nor Alternative 3 would result in impacts to mineral resources. Therefore, potential impacts to Mineral Resources under Alternative 3 would be **similar to** those associated with the Project.

Noise

As discussed in DEIR Section 5.13 (Noise), Project impacts would be less than significant. Similar equipment for construction and maintenance activities would be needed for Alternative 3 as the Project. As such, construction noise from Alternative 3 would not be expected to exceed the reasonable daytime 80 dBA L_{eq} significance threshold at the nearest receiver locations. As with the Project, Alternative 3 would not add additional capacity to the roadways or intersections

bounding the bridge and would not increase the overall capacity of Euclid Avenue and not induce traffic demand. Therefore, Alternative 3 would not increase traffic on Euclid Avenue and would thus not result in any increase in ambient noise levels or permanent increase in ambient noise.

The greatest vibration levels from construction of Alternative 3 are anticipated to occur during grading. The vibration level from a large bulldozer at a distance of 25 feet away can be 87 VdB. The FTA guidelines allow for allow for 80 VdB for daytime residential uses in buildings where people normally sleep. Due to the distance between Alternative 3 and the closest residential land uses, the Project would not result in exposure of persons to excessive groundborne vibration or groundborne noise. Thus, potential Noise impacts under Alternative 3 would be **similar to** those of the Project.

Population and Housing

As discussed in DEIR Section 5.14 (Population and Housing), no impacts would result from Project development or operation. Alternative 3 does not include the development of any housing or businesses and therefore would not directly generate new population.

The Project site currently consists of existing Euclid Avenue roadway and bridge over Chino Creek and Alternative 3 would not displace existing people or housing or divide an existing community. As the Project would not displace existing people or housing or divide an existing community either, potential impacts to Population and Housing under Alternative 3 would be **similar to** those associated with the Project.

Public Services

As discussed in DEIR Section 5.15 (Public Services), Project impacts would be less than significant. As Alternative 3 would construct the Euclid Avenue roadway above the 100-year flood elevation level in Prado Basin, the roadway would be inundated with floodwaters even less than the Project. As Alternative 3 would reduce road closures more than the Project it would reduce potential impacts related to public services, and more specifically related to emergency response. Potential impacts related to Public Services under Alternative 3 would be **less than** those of the Project.

Recreation

As discussed in DEIR Section 5.16 (Recreation), Project impacts would be less than significant. Alternative 3 would not increase population or associated use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur. The Project would also not increase population or associated use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur. While Alternative 3 would include bicycle and pedestrian lanes to improve active transportation connectivity, these improvements are integral to the roadway design and do not constitute the provision of new recreational facilities. Alternative 3 would not generate new population growth that would necessitate the construction or expansion of neighborhood or regional recreational facilities. As such, Alternative 3 would not include recreational facilities or require the construction or expansion of recreational facilities that could have an adverse physical

effect on the environment. Alternative 3 impacts to Recreation would be **similar to** those associated with the Project.

Transportation

As discussed in DEIR Section 5.17 (Transportation), Project impacts would be less than significant. There are no existing or proposed transit facilities within the Project vicinity. The segment of Euclid Avenue within Alternative 3 site does not include any bicycle facilities or a sidewalk. The City's General Plan identifies a proposed Class I bicycle facility along Euclid Avenue in the Project area. Alternative 3 would provide a Class I shared-use pathway for bicyclists and pedestrians on the easterly side of the bridge, separated from automotive traffic, to provide connectivity for active modes of transportation. Therefore, Alternative 3 would provide the General Plan planned bicycle facility for this area and would help to implement General Plan Objectives INF-1, INF-2, and INF-5. Therefore, Alternative 3 would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and potential impacts are less than significant.

Alternative 3 would improve the safety of the existing bridge and roadway but would not increase the overall vehicle capacity to the system as a whole because roadway capacity is constrained by the existing 4-lane segments of Euclid Avenue just north and south of the Project limits. Therefore, Alternative 3 would not lead to a substantial or measurable increase in vehicle travel and would have a less than significant impact on transportation based on VMT.

Alternative 3 improvements would be in compliance with applicable City of Chino General Plan Infrastructure and City design standards and thus would not cause any incompatible use or any additional hazards to the surrounding area or general public.

Under Alternative 3, all four lanes of Euclid Avenue would be elevated above the 100-year flood elevation of Chino Creek and would be subject to even less frequent flooding and temporary closure than the Project. Alternative 3 would provide two lanes in each direction during flooding events as with the Project, impacts to related to transportation under Alternative 3 would be **less than** those of the Project.

Tribal Cultural Resources

As discussed in DEIR Section 5.18 (Tribal Cultural Resources), Project impacts would be reduced to a less than significant level with Mitigation implementation. Similar to the Project, Alternative 3 would require site preparation and grading. However, Alternative 3 would consist of a larger bridge and grading limits and construction footprint than the Project. Ground-disturbing activities with the potential to unearth or adversely impact previously undiscovered tribal cultural resources would occur under Alternative 3 within a larger construction footprint than the Project. Although there were no documented tribal cultural resources within the Project site, as with the Project, tribal cultural resources could be inadvertently discovered during earth disturbing activities for Alternative 3. Implementation of Mitigation Measures **MM TCR-1** through **MM TCR-11** are required to reduce potential impacts to tribal cultural resources to less than significant. Therefore, potential impacts to Tribal Cultural Resources under Alternative 3 would be **greater than** those associated with the Project.

Utilities and Service Systems

As discussed in DEIR Section 5.19 (Utilities and Service Systems), Project impacts would be less than significant. The existing utilities located within public roadway right-of-way would either be protected in place or relocated. Although utilities would be relocated they would not be relocated off-site, they would remain within the Euclid Avenue right-of-way. Alternative 3 would involve the construction of storm drain pipes, inlets, manhole frame and cover, and flared end sections. This would result in physical impacts to the surface and subsurface of Alternative 3, as well as physical impacts within the alignment of Pomona Rincon Road. The relocation of existing utilities and construction of stormwater drainage facilities necessary to serve Alternative 3 would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this EIR and, accordingly, additional mitigation measures beyond those identified throughout this EIR would not be required.

Construction activities would only require minimal water for compaction, dust control suppression, etc. Per the City's 2021 UWMP, the City anticipates that it will be able to meet projected demand for water within its service boundaries until at least the year 2045 in all types of climate situations, including normal year, single dry year, and multiple dry weather years. Therefore, there is sufficient water supply for Alternative 3 and impacts related to water supply would be less than significant.

Only minimal wastewater would be generated by the construction crews during construction and IEUA's Regional Water Recycling Plant No. 5 (RP-5) has adequate capacity to serve Alternative 3. Alternative 3 would not change any wastewater infrastructure and would therefore not exert any additional demand on the local wastewater infrastructure and impacts would be less than significant.

The solid waste generated during construction activities would not adversely impact landfill capacity or impair attainment of solid waste reduction goals. Potential impacts to Utilities and Service Systems under Alternative 3 would be **similar to** those of the Project.

Wildfire

As discussed in DEIR Section 5.20 (Wildfire), Project impacts would be less than significant. Euclid Avenue is a principal evacuation route in Chino. Alternative 3 would improve the safety and accessibility of this corridor and evacuation route by elevating two lanes of the roadway, thereby reducing roadway closures during storm events and maintaining access for emergency vehicles. Short-term construction activities may require temporary lane closures or detours. However, these would be intermittent and managed through traffic control plans to maintain emergency access at all times. Upon completion, Alternative 3 would improve circulation and enhance emergency access by maintaining at least two lanes of the roadway for connectivity during flood events. Alternative 3 does not propose changes that would conflict with adopted emergency response or evacuation plans. Therefore, impacts would be less than significant.

The Project site is located within and adjacent to Prado Regional Park, where natural vegetation and limited areas of Very High Fire Hazard Severity Zones (VHFHSZ) are present. However, the site is generally flat and does not include steep slopes that would intensify wildfire behavior.

Wildfires at the Project site or in surrounding areas, including Prado Regional Park, could affect air quality. However, Alternative 3 consists of transportation improvements, including a raised viaduct bridge, and does not involve habitable structures, and thus would not increase exposure to wildfire-related pollutants beyond existing conditions. Alternative 3 would not introduce land uses or infrastructure that would increase fuel loading or alter fire behavior. Proposed infrastructure, such as street lighting and minor utility connections, would be consistent with existing urban development patterns and designed in accordance with applicable safety standards to minimize ignition potential.

Similar equipment for construction and maintenance activities would be needed for Alternative 3 as the Project. Construction activities could result in a temporary increase in ignition risk due to the use of heavy equipment and construction vehicles, particularly in areas with dry vegetation. However, implementation of fire prevention measures, including restrictions on equipment use during high fire weather conditions, availability of fire suppression equipment onsite, and proper storage of flammable materials would reduce the risk of ignition and resulting wildfire. Alternative 3 would not expose people or structures to substantial risks from post-fire conditions. The Project site is located within a relatively flat flood control basin and does not contain steep slopes or hillside terrain susceptible to landslides or post-fire slope instability. Although limited areas along the Euclid Avenue right-of-way are designated VHFHSZ, the Project site lacks the topographic conditions necessary for debris flows or slope failure following wildfire events and does not contain dense wildland fuels or topographic conditions that would support extreme fire behavior. Alternative 3 would not increase fuel loading or contribute to wildfire spread as it would include regular maintenance of the vegetation under the bridge.

Therefore, potential impacts related to Wildfire under Alternative 3 would be **similar to** those of the Project.

7.6 Alternatives Rejected from Further Consideration

Section 15126.6(c) of the State CEQA Guidelines (2026) specify that an EIR should identify alternatives that were considered by the lead agency but were rejected during the scoping process and identify the reasons for eliminating the alternatives from further consideration. Section 15126.6(c) further indicates that a lead agency may eliminate an alternative from detailed consideration in an EIR if it fails to meet the basic Project Objectives, is infeasible, or does not avoid significant environmental impacts. The following Alternative was considered and rejected by the City: raise Euclid Avenue on earthen fill embankment. A bridge like the existing bridge across Chino Creek would be constructed at a higher elevation, to be elevated above the 50-year flood elevation of the basin, with the new roadway of Euclid Bridge being elevated to its height with elevated Euclid Avenue roadway leading up to it on both northbound and southbound segments. The elevated embankment would be constructed with imported earthen fill which would result in significantly greater permanent impacts within the Prado Basin and to associated sensitive biological resources as compared to regularly spaced precast concrete piers. The City rejected this alternative from further consideration and analysis as it would result in significantly greater impacts to sensitive biological riparian/wetland habitats as compared to the Project.

The City also considered various alignments for Euclid Avenue. Maintaining the existing alignment of Euclid Avenue would require full or partial traffic closures during construction. Traffic volumes are heavy along Euclid Avenue, so alternatives with substantial traffic impacts and complex construction staging requirements were eliminated from further consideration. Shifting Euclid Avenue to the west would require right-of-way acquisition, so a shift to the east is preferred.

7.7 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. The environmentally superior alternative must be an alternative to the Project that reduces some of the environmental impacts of the Project, regardless of the financial costs associated with that alternative. Identification of the environmentally superior alternative is an informational procedure and the alternative identified as environmentally superior may not be the one that best meets the goals or needs of the Project.

Table 7.0-1 (Comparison of Alternatives Matrix), indicates whether each alternative's environmental impact is reduced, increased, or similar compared to that of the Project for each of the issue areas studied. Based on the alternative's analysis provided above, Alternative 1: No Project Alternative, would be the environmentally superior alternative. The No Project Alternative would either avoid or lessen the severity of most impacts of the Project, as nothing would be constructed. However, the No Project Alternative would not fulfill the Objectives of the Project.

When the No Project alternative is determined to be environmentally superior, State CEQA Guidelines also requires identification of the environmentally superior alternative among the other

alternatives. Of the other alternatives evaluated in this EIR, Alternative 2: New Two-lane Facility for Northbound Traffic would have a smaller grading and construction footprint and thus reduced potential impacts related to biological, cultural, and tribal cultural resources, however it would have greater impacts than the Project related to hydrology & water quality, land use, public services, and transportation as the existing bridge and southbound lanes would still get flooded and subject to closure. Alternative 3: 100-Year Elevation Facility would have a larger grading and construction footprint and thus increased impacts related to aesthetics, air quality, biological, cultural, and tribal cultural resources, energy, GHG, and hazards & hazardous materials but reduced impacts related to hydrology & water quality, land use, public services, and transportation from elevating the roadway 10 feet higher and above the 100-year flood elevation. Therefore, neither Alternative 2 and 3 are clearly environmentally superior alternatives to the Project. Alternatives 2 and 3 meet most of the Project objectives.

7.8 Comparison of Alternatives

Table 7.0-1 (Comparison of Alternatives Matrix), below, compares the potential environmental impacts of each alternative to the proposed Project.

Table 7.0-1 – Comparison of Alternatives Matrix

Environmental Issue	Proposed Project	Alternative 1 No Project	Alternative 2 New Two-lane Facility for Northbound Traffic	Alternative 3 100-year Elevation Facility
Aesthetics	LTS	Reduced	Similar	Increased
Agriculture/ Forestry Resources	NI	Reduced	Similar	Similar
Air Quality	LTS	Reduced	Similar	Increased
Biological Resources	LTSM	Reduced	Reduced	Increased
Cultural Resources	LTSM	Reduced	Reduced	Increased
Energy	LTS	Reduced	Similar	Increased
Geology and Soils	LTS	Reduced	Similar	Similar
Greenhouse Gas Emissions (GHG)	LTS	Reduced	Similar	Increased

Environmental Issue	Proposed Project	Alternative 1 No Project	Alternative 2 New Two-lane Facility for Northbound Traffic	Alternative 3 100-year Elevation Facility
Hazards & Hazardous Materials	LTS	Reduced	Similar	Similar
Hydrology/ Water Quality	LTS	Increased	Increased	Reduced
Land Use and Planning	LTS	Increased	Increased	Similar
Mineral Resources	NI	Similar	Similar	Similar
Noise	LTS	Reduced	Similar	Similar
Population/ Housing	NI	Similar	Similar	Similar
Public Services	LTS	Increased	Increased	Reduced
Recreation	LTS	Similar	Similar	Similar
Transportation	LTS	Increased	Increased	Reduced
Tribal Cultural Resources	LTSM	Reduced	Reduced	Increased
Utilities and Service Systems	LTS	Reduced	Similar	Similar
Wildfire	LTS	Reduced	Similar	Similar
Meets Project Objectives?		Alternative 1 does not meet any or most of the Project objectives	Alternative 2 does meet most of the Project objectives	Alternative 3 does not meet all of the Project objectives

8.0 References

8.1 EIR References

The following documents were referenced as general information sources during preparation of this EIR. They are available for public review at the locations identified after their listing. They are also referenced in the EIR at the end of each topic section.

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8.2 Organizations Consulted

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