DRAFT

Initial Study and Mitigated Negative Declaration

Well 11 Pipeline Alignment Project

November 2021

Lead Agency:

City of Chino
13220 Central Ave
Chino, CA 91710

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

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San Diego, CA 92108

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DRAFT MITIGATED NEGATIVE DECLARATION
WELL 11 PIPELINE ALIGNMENT PROJECT

Lead Agency: City of Chino

Project Proponent: City of Chino

Project Location: The subject Well 11 is located in San Bernardino County in the City of Chino, west of San Antonio Avenue and south of the State Route (SR) 60 Freeway. The pipeline alignment is generally from the Well 11 site, east to San Antonio Avenue, south on San Antonio Avenue to Walnut Avenue, west on Walnut Avenue to Cypress Avenue, south on Cypress Avenue to Chino Avenue to tie into an existing pipeline at the intersection of Chino Avenue/Cypress Avenue which continues to the Eastside Water Treatment Facility (EWTF) located at 7537 Schaefer Avenue, Ontario, CA.

Project Description: The City of Chino proposes installation of a new 16" raw water transmission pipeline which would convey groundwater from the City's Well 11 to the City's Eastside Water Treatment Facility to remove 1,2,3 trichloropropane (TCP) and nitrate from the groundwater. The 16" pipe is intended to convey the raw water to the Eastside Water Treatment Plant (EWTF) for treatment. The Project consists of engineering, design, and installation of approximately 8,300 linear feet (LF) of 16-inch raw water transmission pipe from the existing Well 11 site, joining an existing 18" raw water transmission pipe at the ETWF.

Public Review Period: Began Saturday, December 4, 2021 and ended Monday, January 4, 2021

CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CH_4	methane
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPD	Chino Police Department
CVFD	Chino Valley Fire District
CVUSD	Chino Valley Unified School District
dBA	A-weighted decibels
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EWTF	Eastside Water Treatment Facility
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHGs	Greenhouse Gases
HMMH	Harris Miller, Miller & Hanson Inc.
L_{eq}	equivalent noise level
L_{dn}	day-night average
LF	linear feet
LOS	level of service
LSTs	Localized Significance Thresholds
MLD	Most Likely Descendent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards

NAHC	Native American Heritage Commission
ND	Negative Declaration
NIOSH	National Institute for Occupational Safety and Health
NPDES	National Pollutant Discharge Elimination System
N_2O	nitrous oxide
NO_x	nitrogen oxides
O_3	ozone
OPR	California Office of Planning and Research
PM_{10} and $PM_{2.5}$	particulate matter
PRC	Public Resource Code
PPV	peak particle velocity
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO_2	sulfur dioxide
SoCAB	South Coast Air Basin
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCP	1,2,3 trichloropropane (TCP)
TCR	tribal cultural resource
USEPA	US Environmental Protection Agency
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title: Well 11 Pipeline Alignment Project

Lead Agency Name and Address:
City of Chino
Public Works Department
13220 Central Avenue
Chino, California 91710

Contact Person and Phone Number:
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City of Chino
Public Works Project Manager
Capital Improvement Program
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Project Location: The subject Well 11 is located in San Bernardino County in the City of Chino, west of San Antonio Avenue and south of the State Route (SR) 60 Freeway (Figure 1). The pipeline alignment is generally from the Well 11 site, east to San Antonio Avenue, south on San Antonio Avenue to Walnut Avenue, west on Walnut Avenue to Cypress Avenue, south on Cypress Avenue to Chino Avenue to tie into an existing pipeline at the intersection of Chino Avenue/Cypress Avenue which continues to the Eastside Water Treatment Facility (EWTF) located at 7537 Schaefer Avenue, Ontario, CA (Figure 2).

General Plan Designation: Public Right-of-Way

Zoning: Public Right-of-Way

1.2 Introduction

The City of Chino is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Well 11 Pipeline Alignment Project (Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to

determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

The subject Well 11 is located in San Bernardino County in the City of Chino, west of San Antonio Avenue and south of the State Route (SR) 60 Freeway (Figure 1). Access to the Well 11 site is provided by an existing paved service road between existing residential development and SR 60 west of San Antonio Avenue. The pipeline alignment is generally from the Well 11 site, east to San Antonio Avenue, south on San Antonio Avenue to Walnut Avenue, west on Walnut Avenue to Cypress Avenue, south on Cypress Avenue to Chino Avenue to tie into an existing pipeline at the intersection of Chino Avenue/Cypress Avenue which continues to the Eastside Water Treatment Facility (EWTF) located at 7537 Schaefer Avenue, Ontario, CA (Figure 2).

The Project is located within existing public right-of-way and is surrounded on all sides by low-density residential land uses, as described in Table 1-1 below.

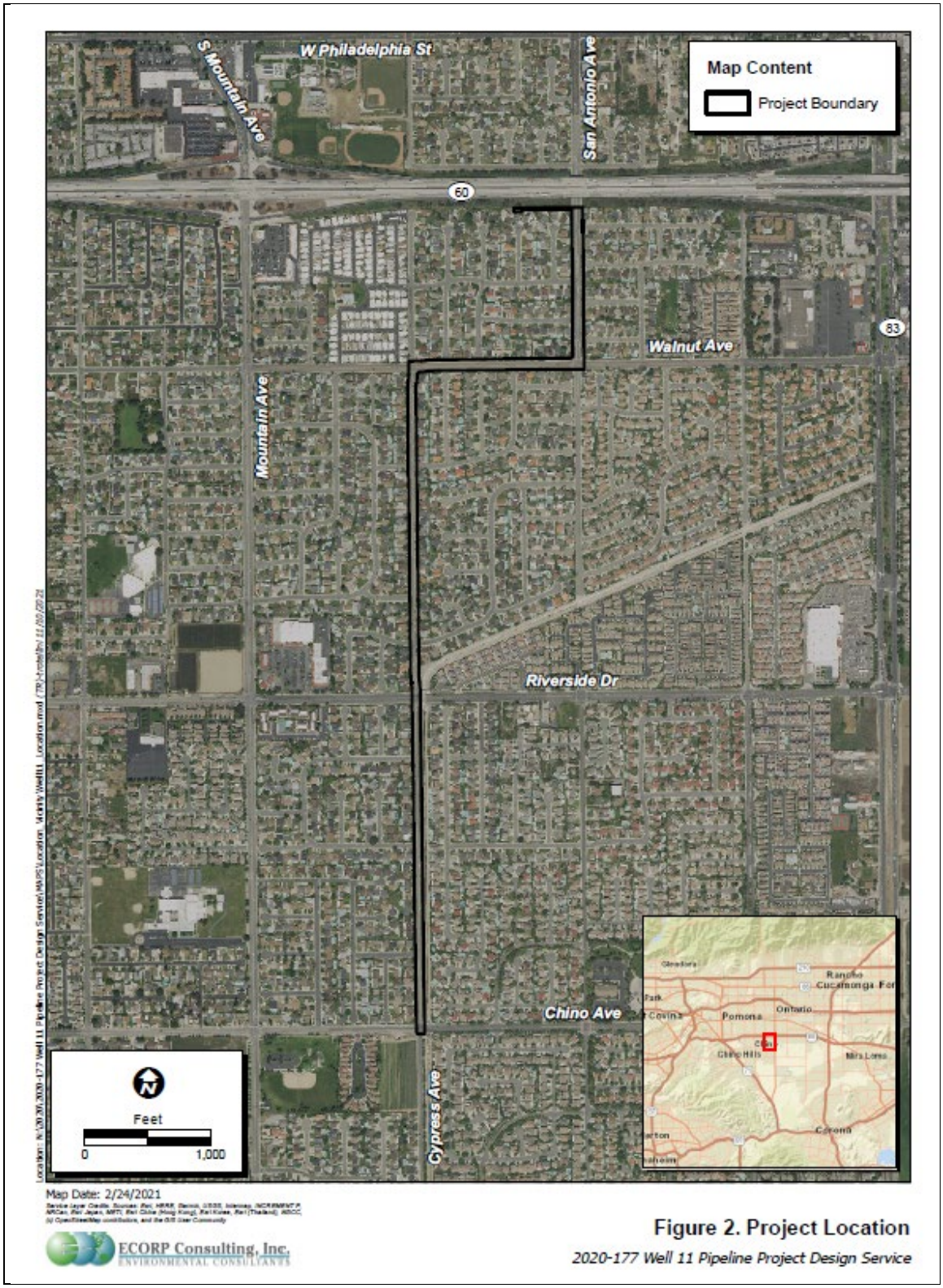
Table 1-1. Surrounding Land Uses

	Land Use Designation	Zoning Designation	Existing Land Use
Project Site	Public Right-of-Way	Public Right-of-Way	Minor Arterial Roadway
North	Low Density Residential	RD 4.5 – Residential - Single-Family SR-60	Single Family Homes and Highway
East	Low and Medium Density Residential, Commercial	RD 4.5 – Residential - Single-Family RD 12 – Residential - Multifamily	Single Family Homes Multifamily Homes
South	Low Density Residential	RD 4.5 – Residential - Single-Family	Single Family Homes
West	Low Density Residential	RD 4.5 – Residential - Single-Family	Single Family Homes

Source: City of Chino 2010a

Figure 1. Project Vicinity

Figure 2. Project Location



SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Characteristics

The City of Chino proposes installation of a new 16" raw water transmission pipeline which would convey groundwater from the City's Well 11 to the City's Eastside Water Treatment Facility (EWTF) to remove 1,2,3 trichloropropane (TCP) and nitrate from the groundwater. The pipeline alignment is generally from the Well 11 site, east to San Antonio Avenue, south on San Antonio Avenue to Walnut Avenue, west on Walnut Avenue to Cypress Avenue, and south on Cypress Avenue to Chino Avenue. The new pipeline would tie into an existing 18" raw water transmission pipeline on Chino Avenue. The existing 18" pipe would further convey the raw water to the EWTF for treatment.

Project construction would consist of excavation, backfill, pipeline installation, and repaving. The pipeline would be installed a minimum of 48" below ground level. Streets affected by construction would be repaired and repainted. Please see Figure 3 for a site plan of the proposed water pipeline improvements.

2.2 Project Timing

It is anticipated that construction would occur in the 2021-2022 fiscal year.

2.3 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- California State Water Resources Control Board, Division of Drinking Water – Water System Permit

2.4 Consultation with California Native American Tribe(s)

On September 21 and October 6, 2021, the City of Chino sent project notification letters to a total of 10 California Native American tribal representatives, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code (PRC). A full list of the notified tribes is provided in Section 4.17, Tribal Cultural Resources, of this Initial Study. The Gabrieleno Band of Mission Indians-Kizh Nation has requested consultation pursuant to Public Resources Code section 21080.3.1. Ultimately, the City and tribe have agreed to specific mitigation measures for tribal cultural resources. summary of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.17, Tribal Cultural Resources, of this Initial Study. Documentation of the consultation is included in Appendix E.

Figure 3. Project Site Plan

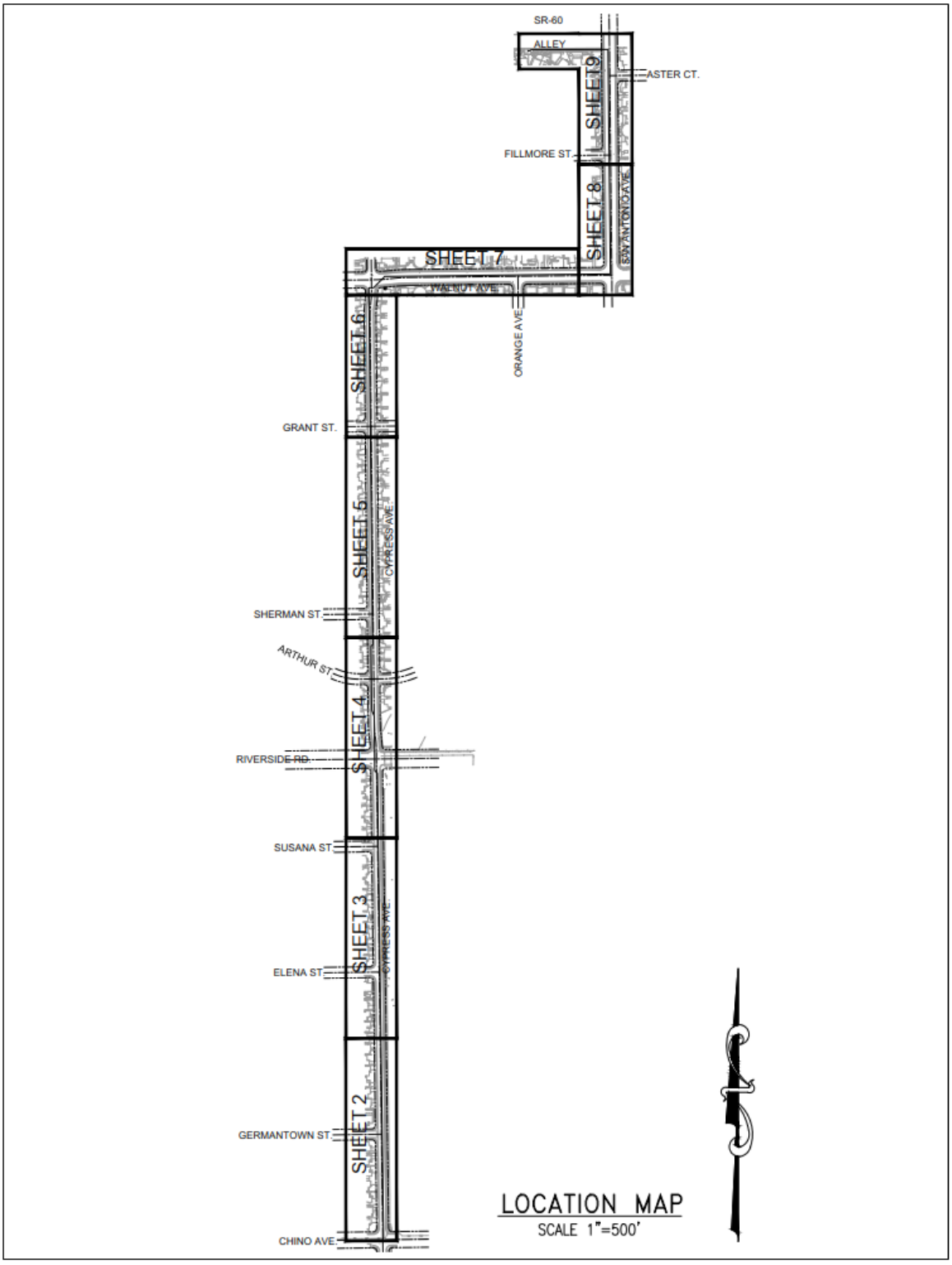


Figure 3. Project Site Plan

2020-177 Well 11 Pipeline Project Design Service

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required. ☐

Natalie Ávila
Associate Engineer

11/30/21
Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

Some parts of Chino have views toward the San Gabriel Mountains to the north and Chino Hills to the south. These views orient visitors to Chino's location in the Chino Valley and contribute to the City's unique sense of place. Light pollution in Chino may result from night-time illumination of industrial and commercial buildings and prison facilities. Sky glow currently results from regional urbanization throughout the Inland Empire and the Los Angeles Basin (City of Chino 2010b).

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view.

According to the City's General Plan Environmental Impact Report and California Department of Transportation (Caltrans), there are no officially designated state scenic highways in the City (City of Chino 2010b; Caltrans 2019). State Route 142 (SR-142), where it extends through the Chino Hills, is an Eligible State Scenic Highway, but has not been officially designated. The portion of this highway that is considered an Eligible State Scenic Highway is located approximately 4.2 miles southwest of the Project site. Various urban uses are located between the site and SR-142; therefore, the Project site is not within the viewshed of SR-142 that is an Eligible State Scenic Highway.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The Proposed Project involves installing water pipelines. All improvements would occur within the existing right-of-way of San Antonio Avenue, Walnut Avenue, Cypress Avenue, and Chino Avenue and would be located below the ground surface level. Scenic views in the Project area consist of views toward the San Gabriel Mountains to the north and the Chino Hills to the south, however these views are partially obstructed by surrounding development. There are no designated scenic vistas in the vicinity of the Project.

Short-term construction activities could potentially temporarily degrade the existing visual character and quality of the site and surroundings. During the construction phase, various equipment, vehicles, building materials, stockpiles, disposal receptacles, and related activities would be visible along the Project site. However, construction-related activities would be short-term and temporary in nature. Once completed, all

general construction activities would cease, along with any construction-related aesthetic impacts. A less than significant impact would occur and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

According to the City's General Plan Environmental Impact Report and Caltrans, there are no officially designated state scenic highways in the City (City of Chino 2010b; Caltrans 2019). SR-142, where it extends through the Chino Hills, is an Eligible State Scenic Highway, but has not been officially designated. The portion of this highway that is considered an Eligible State Scenic Highway is located approximately 4.2 miles southwest of the Project site. Various urban uses are located between the site and SR-142; therefore, the Project site is not within the viewshed of SR-142 that is an Eligible State Scenic Highway. No impact would occur, and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 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?	☐	☐	☐	☒

The Proposed Project is located in an urban developed area characterized by residential land uses. All proposed improvements would be located below ground or at ground level within existing paved roads. Once construction is complete Project areas affected by construction would be repaved and returned to the pre-project condition. Therefore, the Proposed Project would not affect the existing visual character or quality of the site and its surroundings. Because there are no designated scenic views in the vicinity, the Proposed Project would not conflict with existing zoning in the area or scenic quality regulations. No impact would occur, and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

The Proposed Project would not require lighting or include sources of glare during construction or operation. No impact would occur, and no mitigation is required.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

"Forest land" as defined by 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 by Public Resources Code Section 4526 means "…land, other than land owned by the federal government and land designated by the board 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. Commercial species shall be determined by the board on a district basis."

"Timberland zoned Timberland Production" is defined by Public Resources Code Section 51104(g) as "..an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

In addition to the existing agricultural operations within the California Institute for Men and the Chino Airport, 14 percent of the City's area is used for agricultural operations. Historically, agriculture has been an important land use in Chino, with a concentration of dairy farms. However, as the City has developed in the past 20 years, agricultural lands have been converted to urban uses (City of Chino 2010a). According to the California Department of Conservation (DOC) Important Farmland Finder, the Project site is classified as Urban and Built-Up Land, Grazing Land and Other Land. The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2021).

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

According to the California Important Farmland Finder, the Project site is located on land classified as Urban and Built-Up Land. Therefore, the Proposed Project would not be located on land classified as prime farmland, unique farmland, or farmland of statewide importance (DOC 2021). No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The Project site is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project site is mapped as Urban and Built-Up Land and not an agricultural preserve subject to a Williamson Act contract (DOC 2021). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act Contract. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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))?	☐	☐	☐	☒

The Project site is located on land currently designated for public right-of-way and is surrounded by primarily low and medium-density residential land uses. The Project site is not located on land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur, and no mitigation is required.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

The Project site is not zoned for forest land, timberland, or timberland production (DOC 2021). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site and surrounding properties are not currently designated for agriculture. The Project site and areas to the north, east, south, and west are located on land designated as Urban and Built-Up Land (DOC 2021). Development on the Project site would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The City of Chino is located within San Bernardino County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Chino portion of San Bernardino County is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the US Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of San Bernardino County encompassing the City of Chino and the Project site is designated as a nonattainment area for O_3 and coarse particulate matter (PM_{10}) under the federal standards and O_3, PM_{10} and fine particulate matter ($PM_{2.5}$) under the state standards (CARB 2019).

The local air quality regulating authority in San Bernardino County portion of the SoCAB is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the San Bernardino County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a "Permit to Construct" prior to the installation of any equipment "the use of which may cause the issuance of air contaminants . . ." and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.

- **Rule 402 (Nuisance)** – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. 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.

    a) 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.

b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.

c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) 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.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project site is located within the San Bernardino County portion of the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act (CAA), to reduce emissions of criteria pollutants for which this region is in nonattainment. In order to reduce emissions for which the San Bernardino County portion of the SoCAB is in nonattainment, the SCAQMD has adopted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes programs of rules and regulations directed at reducing air pollutant emissions and achieving the NAAQS and CAAQS. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the Southern California Association of Governments' (SCAG's) latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Tables 4.3-1 and 4.3-2 below (see Checklist Response 4.3.2 (b)), the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction. The Proposed Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from Project operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 4.3-1 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?

The Project is proposing the installation of a new raw water transmission pipeline within the City. It does not involve the development of new housing or employment centers. As such, the Project would not be contributing to an increase in population, housing or employment growth. Therefore, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge, from any source whatsoever, in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. As shown in Table 4.3-1 below, the Proposed Project would not exceed applicable SCAQMD thresholds of significance during construction and would have no contribution to operational related emissions. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals, objectives, and strategies of the SCAQMD's 2016 AQMP.

The Project would be consistent with the emission-reduction goals of the 2016 AQMP. There is no impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to 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 individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Construction Emissions

Regional Construction Emissions Analysis

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including reactive organic gas (ROG), CO, NO_X, PM_{10}, and $PM_{2.5}$. Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., tractors, dump trucks, pavers), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated the Proposed Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-1. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-1. Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Project Construction in 2021	0.84	3.92	29.87	0.06	0.34	0.16
Project Construction in 2022	1.79	3.88	29.81	0.06	0.34	0.16
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Additionally, all construction equipment would have Tier 4 certified engines per the Project proponent.
Emissions estimates account for the excavation of 43,500 square feet of asphalt.
Emissions were taken from summer or winter, whichever is greater.

As shown in Table 4.3-1, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project

construction would not 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, and no health effects from Project criteria pollutants would occur. This impact is less than significant, and no mitigation is required.

Localized Construction Emissions Analysis

The Project is proposing the installation of a new raw water transmission pipeline that would be installed in a primarily residential area of the City spanning numerous roadways. There are multiple single-family residences within proximity of the roadway that encompasses the Project site with the closest being approximately 20 feet (6 meters) distant from construction activities. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing Localized Significance Thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the Southwest San Bernardino Valley, SRA 33. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD has produced lookup tables for projects that disturb one, two and five acres (SCAQMD 2009). The Project site spans approximately 43,500 square feet, which is approximately 1 acre. Thus, for a conservative analysis, the LST threshold value for a one-acre site was employed from the LST lookup tables.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As previously stated, there are multiple single-family residences within proximity of the Project site with the closest being approximately 6 meters distant; therefore, the LSTs for receptors located at 25 meters were utilized in this analysis. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-2 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project site daily at 25 meters from sensitive receptors.

Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Excavation 2021	2.01	22.55	0.06	0.06
Pipeline Instillation & Backfill 2021	3.20	29.11	0.09	0.09
Pipeline Instillation & Backfill 2022	3.20	29.11	0.09	0.09
Repaving & Repainting 2022	1.04	15.01	0.03	0.03
SCAQMD Localized Significance Threshold (1.0 acre of disturbance)	*118*	*863*	*5*	*4*

Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Emissions estimates account for the demolition of 43,500 square feet of asphalt.

Emissions were taken from summer or winter, whichever is greater.

Table 4.3-2 shows that the emissions of these pollutants on the peak day(s) of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. As previously identified, LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would not adversely impact Project vicinity receptors. This impact is less than significant, and no mitigation is required.

Long-Term Operational Emissions

Regional Operational Emissions Analysis

The proposed Project would not include the provision of new permanent stationary or mobile sources of criteria air pollutant emissions, and therefore, by its very nature, would not generate quantifiable criteria emissions from Project operations. In addition, once construction of the proposed Project is complete, there would be no increase in automobile trips to the area. While it is possible that the proposed Project would require intermittent maintenance, maintenance would be minimal requiring a negligible amount of traffic trips on an annual basis.

Localized Operational Emissions Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed Project does not include such uses. Therefore, in the case of the proposed Project, the operational LST protocol is not applied. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact

c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use to the Project site are residences located directly adjacent to the roadway that encompasses the Project site with the closest being approximately 20 feet distant from construction activities.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation/excavation (e.g., clearing, trenching); truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project area is designated as a nonattainment area for federal O_3 and PM_{10} standards and is also a nonattainment area for the state standards for O_3, PM_{10}, and $PM_{2.5}$ (CARB 2019). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-1 and Table 4.3-2 above, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust $PM_{2.5}$, considered a surrogate for DPM, would be 0.96 pounds per day (see Appendix A). $PM_{2.5}$ exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate

matter under 2.5 microns in diameter (i.e., $PM_{2.5}$). Most $PM_{2.5}$ derives from combustion, such as use of gasoline and diesel fuels by motor vehicles. As with O_3 and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

Operational Air Contaminants

Operation of the proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the site. Furthermore, as previously described the Project does not propose any land uses that trigger the SCAQMD operational LST protocol. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. According to the SCAQMD LST methodology, LSTs would apply to the operations of a project only if the project includes stationary sources or attracts substantial amounts of heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed Project does not include such uses. There is no impact.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants to nearby sensitive receptors. A less than significant impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses identified by the SCAQMD as being associated with odors. During construction, the proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. There is no impact.

4.3.3 Mitigation Measures

No significant impacts were identified. Therefore, no mitigation measures are required.

4.4 Biological Resources

4.4.1 Environmental Setting

The Proposed Project is located within existing paved roads in the City of Chino and is completely surrounded by residential development (Figure 1 and 2). The majority of the City of Chino is urbanized; however, there is a concentration of open space and recreation areas in the southeastern portion of the City that provides for biological habitat (City of Chino 2010a). Southeastern Chino is located within the Santa Ana River drainage basin, which includes Prado Dam and the following open space areas: Prado Regional Park, Prado Lake, and areas of Chino Creek Channel, Mill Creek Wetlands, and The Preserve. Diversity of wildlife within the northwestern portion of the City is relatively low as a result of development. The project area, which is located in the northern portion of the City, is almost entirely built out. The nearest area of the City with natural habitat is located within Chino Hills State Park, which is located more than four miles south of the Project site. Ornamental vegetation in the project area, such as street trees, would not be affected by the Proposed Project.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

As previously mentioned, the Project site is located in a fully developed urban area within the San Antonio Avenue, Walnut Avenue, Cypress Avenue, and Chino Avenue rights-of-way in the City of Chino. Proposed improvements would be below existing grade and would be located along existing paved roads where there are no sensitive habitats. Ornamental vegetation located adjacent to the Project site would not be affected by implementation of the Proposed Project. Due to the lack of habitat and the developed nature of the Project area, no impacts to candidate, sensitive, or special status species are anticipated. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

As described above, the project area is in a fully developed area characterized by residential land uses. The Project area does not support riparian habitat or other sensitive natural community. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

The Project area is fully developed with streets and surrounded by residential land uses. The Project area does not support wetlands. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is in an urban developed area consisting of mostly non-native vegetation. The Project site does not represent and is not crossed by a significant wildlife movement corridor, nor does it contain significant nursery sites for native species due to the level of development and the lack of permanent water on the site. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

The Proposed Project would be located within existing paved roadways, where there are no biological resources. The City does not have any local policies or ordinances protecting on-site biological resources. Ornamental vegetation in the project area, such as street trees, would not be affected by the Proposed Project. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site does not lie within a proposed or adopted habitat conservation plan area. No impact or conflict would occur in regard to conservation plans and no mitigation is required.

4.4.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.5 Cultural Resources

4.5.1 Environmental Setting

Cultural Resources

Historic resources in Chino include buildings and neighborhoods. The Conservation/Open Space Element of the City's General Plan identifies 16 buildings that are historically noteworthy. The General Plan identifies the following objectives, policies, and/or actions to reduce project-specific impact to cultural resources:

- Objective OSC-7.1, Policy P3 of the Open Space and Conservation Element requires the developer to temporarily halt work and notify the City Planning Division if unanticipated cultural or paleontological resources are encountered during construction or operation until which time a qualified archaeologist or paleontologist can evaluate the encounter(s) and recommend appropriate action.
- Objective OSC-7.1, Policy P4 requires the City to notify interested Native American Tribe(s) if artifacts are discovered on site during construction.
- Objective OSC-7.1, Policy P5 requires Native American human remains to be treated with respect and dignity pursuant to the California Native American Graves Protection and Repatriation Act.
- State Health and Safety Code Section 7050.5 states that no further disturbance of suspected human remains shall occur until the County Coroner has made a determination of origin and disposition pursuant to State Public Resources Code Section 5097.98.

Native Americans once inhabited the areas around Chino Creek, before the Spaniards arrived. Archaeological artifacts and interviews with early settlers in Chino indicate that the City was a stopping-point between inland areas and the ocean and the site of a temescal, or hot bath, for a thriving community in the Chino Valley. A review of the Historical Resources Inventory List identified numerous prehistoric sites in Chino, including villages and campsites, food-processing sites, middens, and metates (City of Chino 2010a).

Chino lies in a region which is made up of alluvial valley floors, fans and terraces and the basic soil types are young alluvial deposits. Pleistocene alluvium and Holocene alluvium deposits underlying several areas of the City have been identified as having varying potential to yield fossils of importance. Vertebrate land mammal fossils have been discovered in parts of the City, including the fossils of a mammoth, ground sloth, camel, bison, horse, and deer (City of Chino 2010a).

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒

Historic resources in Chino include buildings and neighborhoods. The City's General Plan identifies buildings that are historically noteworthy, none of which are located in the Project vicinity. The Proposed Project would be located within a fully developed urbanized area of the City. Proposed improvements would be located below grade within existing paved streets, which have already been disturbed by previous development and construction of utilities and streets. As such, the Proposed Project would only result in ground disturbing activities in previously disturbed locations. Previously disturbed areas have a low sensitivity for containing unknown historical resources.

Because there are no known historical resources within the Project area and because the Proposed Project would be located within previously disturbed areas, no impact to historical resources are anticipated. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

As discussed above, proposed improvements would be located below grade within existing paved streets, which have already been disturbed by previous development and construction of utilities and streets. As such, the Proposed Project would only result in ground disturbing activities in previously disturbed locations.

However, there always remains the potential for Project-related ground-disturbing activities to expose previously unrecorded archaeological resources. CEQA requires the Lead Agency to address any unanticipated cultural resource discoveries during Project construction. Impacts would be less than significant with incorporation of Mitigation Measure **CUL-1.**

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

No formal cemeteries are located in or near the Project area. Most Native American human remains are found in prehistoric archaeological sites. No impacts to human remains are anticipated; however, if any are encountered during Project-related ground disturbing construction activities, existing regulations (§7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641) are in place which detail the actions that must be taken if such discoveries are made. Implementation of Mitigation Measure **CUL-1** would reduce impacts to a less than significant level.

4.5.3 Mitigation Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of Chino, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Bernardino County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning

treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

4.6.1 Environmental Setting

Introduction

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase. The impact analysis focuses on the source of energy that is relevant to the Proposed Project: the equipment-fuel necessary for Project construction.

Fuel Consumption

Fuel consumption during Project construction is analyzed in this analysis as the primary source of energy use that is relative to the Proposed Project. While the Project has the potential to consume electricity through the optional use of the well transmission pipeline, the amount of increased electricity consumed by this use would be negligible compared to that consumed in San Bernardino County. This analysis focuses on the construction energy needed to implement the Project.

Automotive fuel consumption in San Bernardino County from 2016 to 2020 is shown in Table 4.6-1. Fuel consumption has decreased between 2016 and 2020.

Table 4.6-1. Automotive Fuel Consumption in San Bernardino County 2016-2020

Year	Total Fuel Consumption (gallons)
2020	1,201,691,049
2019	1,217,246,722
2018	1,235,583,427
2017	1,250,905,259
2016	1,266,302,939

Source: CARB 2017

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The impact analysis focuses on the source of energy that is relevant to the Proposed Project: equipment-fuel necessary for Project construction. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a project. For the purpose of this analysis, the amount of fuel necessary for Project construction is calculated and compared to that consumed in San Bernardino County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. (See Appendix D). Energy consumption associated with the Proposed Project is summarized in Table 4.6-2.

Table 4.6-2. Proposed Project Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Project Construction 2021	10,443 gallons	0.0008 percent
Project Construction 2022	4,138 gallons	0.0003 percent

Source: Climate Registry 2016. See Appendix B.
Notes: The Project increases in automotive fuel consumption are compared with the countywide fuel consumption in 2020, the most recent full year of data.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project site. The fuel expenditure necessary to construct the physical infrastructure would be temporary, lasting only as long as Project construction. As shown in Table 4.6-2, the Project's fuel consumption during the construction phase is estimated to be 10,443 gallons for construction in 2021 and 4,138 gallons for construction in 2022. This would increase the combined annual countywide fuel use by 0.0008 percent and 0.0003 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the

Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar infrastructure projects of this nature.

None of the components of the Proposed Project would include the provision of new buildings or any other substantial energy consuming components. Nor would the Project instigate new gasoline-consuming vehicle trips over existing conditions. Therefore, by its nature, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy from long-term operations over existing conditions.

For these reasons, this impact would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

As previously described, the impact analysis contained herein focuses on the fuel consumption needed for Project construction. As previously shown, Project fuel consumption would be negligible and would not be considered inefficient, wasteful, or unnecessary with regard to energy. The Project would comply with relevant energy conservation policies included in the City's General Plan (City of Chino 2010a), many of which are included in the Open Space and Conservation Element. A major overarching goal of this Element is to ensure that development in the City aligns with the City's resource conservation goals. Relevant goals include Goal OSC-4, which focuses to minimize the consumption of energy and nonrenewable resources, and promote environmental sustainability, and Goal OSC-5, which aims reduce greenhouse gas emissions by 15 percent below 2008 levels by 2020. The Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency.

For these reasons, this impact would be less than significant, and no mitigation is required.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

Geomorphic Setting

The City of Chino lies within the geologically active Southern California region, which is subject to earthquakes of varying magnitudes. In the last several decades, the region has experienced major earthquakes including the San Fernando quake of 1971 and the Northridge quake of 1994. Chino has not experienced any major damage from these earthquakes.

Chino is situated on an alluvial fan of unconsolidated, coarse- to medium grained soil. Groundwater levels in and around the City are shallow, generally in the range of 30 to 500 feet below the surface. Due to Chino's loosely compacted, silty, sandy alluvial soil and shallow groundwater, ground shaking and liquefaction

would present the most significant hazards during a moderate-to-significant earthquake. Ground shaking causes liquefaction, a phenomenon by which soil, due to saturation by ground water, assumes properties of a liquid, caused by ground shaking. Liquefaction causes shifting and settling of structural foundations, settling of roadways and rupture of underground pipes and cables.

Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive." According to the U.S. Geological Survey (USGS), there is one active fault in the Chino area: the Chino-Central Avenue Fault. The fault has two segments that run roughly south-east to north-west and are found on the western edge of the City and just to the west in the City of Chino Hills. This fault is a sub-surface fault that is not expected to rupture, and therefore is not mapped according to the Alquist-Priolo Earthquake Fault Zoning Act.

Chino is within a seismically active region and earthquakes have the potential to cause ground shaking of significant magnitude. The major regional faults with potential to affect Chino include the Sierra Madre, San Jacinto, and the San Andreas faults. The City of Chino is approximately 12 miles from the Sierra Madre Fault, 20 miles from the San Jacinto Fault, and 43 miles from the San Andreas Fault.

Soils

Soil types on the Project site were determined using the City's General Plan EIR. Soils within the Project site consist of Tujunga Loamy Sand, 0-5% Slopes, and Hilmar Loamy Fine Sand (City of Chino 2010b).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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?	☐	☐	☐	☒

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒

i) According to the USGS, the Chino-Central Avenue Fault is the only active fault in the Chino area. This fault is a subsurface fault that is not expected to rupture, so it is not mapped according to the Alquist-Priolo Earthquake Fault Zoning Act. No known active faults are within the Project limits. In the absence of any onsite active faults, no impact related to fault-rupture would occur on the Project site and no mitigation is required.

ii) Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur at the Project site. The Proposed Project does not include the construction of habitable structures and therefore would not expose people or structures to strong seismic ground shaking greater than what currently exists. Water pipeline design and construction would comply with current applicable codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking. Impacts would be less than significant, and no mitigation is required.

iii) Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements.

The City and its planning areas contain soils susceptible to liquefaction. The most susceptible soils are located towards the southern portion of the City, near the Prado Dam, due to the presence of higher groundwater levels in that area (City of Chino 2010b). The Project site is located at the City's northeastern border. As such, it is not located within an area that is known for being particularly susceptible to liquefaction and Project implementation would not exacerbate this existing condition. A less than significant impact would occur, and no mitigation is required.

iv) According to the City's General Plan, the risk of landslides is relatively low due to the generally flat topography in the City (City of Chino 2010a). The Project site is also relatively flat and does not contain any steep slopes, nor is it located adjacent to a hillside area with unstable slopes. Accordingly, there is no potential for landslides and no impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

The Project site is located within a fully developed area and within existing paved areas; however, implementation of the Proposed Project would require ground-disturbing activities, such as trenching, that could potentially result in soil erosion or loss of topsoil. Construction of the Proposed Project would be required to comply with the Construction General Permit, either through a waiver or through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Best Management Practices (BMPs) included in the SWPPP would minimize soil erosion during construction. The Proposed Project's construction plans would also ensure that the proposed earthwork is conducted in a manner that prevents or reduces the potential for soil erosion. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. The potential for a landslide, lateral spreading, liquefaction, or collapse at the Project site is very low. The Project site is relatively flat and does not have landslide potential. The Proposed Project would not construct habitable structures. Therefore, implementation of the Proposed Project would not contribute to or expose people or structures to substantial adverse effects associates with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Expansive soils generally result from specific clay minerals that have the capacity to shrink or swell in response to changes in moisture content. Soil types on the Project site were determined using the City's

General Plan EIR. Soils within the Project site consist of Tujunga Loamy Sand, 0-5% Slopes, and Hilmar Loamy Fine Sand. Both soils have low shrink-swell potential (City of Chino 2010b). Additionally, the Proposed Project does not include any habitable structures; therefore, it would not create a substantial direct or indirect risk to life or property. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project would install approximately 8,300 LF of water pipelines withing existing paved roads. No septic tanks or alternative waste water disposals systems are proposed. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

According to the City's General Plan EIR, Chino lies in a region which is made up of alluvial valley floors, fans and terraces and the basic soil types are young alluvial deposits. Pleistocene alluvium and Holocene alluvium deposits underlying several areas of the City have been identified as having varying potential to yield fossils of importance. Vertebrate land mammal fossils have been discovered in parts of the City, including the fossils of a mammoth, ground sloth, camel, bison, horse, and deer.

There is a possibility that paleontological resources exist at sub-surface levels on the Project site and may be uncovered during grading and excavation activities. Implementation of Mitigation Measure **GEO-1** would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

4.7.3 Mitigation Measures

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the find. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the resource (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other

parts of the construction site outside of the 100-foot buffer while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the San Bernardino County portion of the SoCAB is the SCAQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The GHG CEQA Significance Threshold Working Group recommended the options of a numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 3.0 metric tons of CO_2e per service population (defined as the people that congregate on the Project site) per year in 2035 The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA.

Specifically, Public Resources Code section 21003(f) provides it is a policy of the state that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For the proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This threshold is correlated to the 90 percent capture rate for development projects within the air basin. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs (Crockett 2011).

The Project is also compared for consistency with the City of Chino 2020-2030 Climate Action Plan (CAP). The CAP updates the 2008 community-wide GHG inventory, estimates future emissions from different sectors in the City, establishes GHG reduction targets, and identifies local measures that were selected by the City to reduce GHG emissions under the City's jurisdictional control to achieve the City's identified GHG reduction target.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Construction GHG Emissions

A source of GHG emissions associated with the Proposed Project would be combustion of fossil fuels during construction activities. The construction phase of the Proposed Project is temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Proposed Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Construction in 2021	106
Construction in 2022	42
Total	**148**

Source: CalEEMod version 2016.3.2. Refer to Appendix C for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 148 metric tons of CO_2e over the course of construction. This is less than the 3,000 metric tons per year significance threshold. Once construction is complete, the generation of these GHG emissions would cease. Construction-related GHG emissions would be less than significant and no mitigation is required.

Operational GHG Emissions

The Project is proposing the installation of a new raw water transmission pipeline within the City of Chino. It would not include the provision of new permanent stationary or mobile sources of GHG emissions. As such, no impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The City of Chino adopted the CAP in 2013 that served as a component of the City's Municipal Code for the City to address GHG emissions (Municipal Code Section 15.45). As part of the CAP, the City selected a goal to reduce the City's GHG emissions to a level 15 percent below its 2008 GHG emissions levels by 2020, which was determined to be consistent with the GHG emissions reduction mandates of Assembly Bill (AB) 32 and as recommended in the AB 32 Scoping Plan. The City has achieved its 2020 GHG emission reduction targets and is on track to achieve future emissions reductions, in concert with the State of California climate change regulations. The 2020-2030 CAP, adopted on November 17, 2020, provides strategies to guide the City on path to continue achieving its GHG emissions reductions into the year 2030 and beyond, thereby ensuring sustainable and healthy growth. There are CEQA consistency checklists and reduction policies in the CAP that pertain to residential, commercial and development projects, however none are directly applicable to new infrastructure projects such as the Proposed Project. Project-generated GHG emissions would not surpass the SCAQMD's GHG significance thresholds, which were prepared with the purpose of complying with statewide GHG-reduction efforts and AB 32. Additionally, once implementation of the Project is complete it would not be a source of operational GHG emissions. The Proposed Project would in no way hinder or conflict with the GHG-reducing goals and strategies of the 2020-2030 CAP. As such, there is no impact and no mitigation would be required.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Some hazardous materials, such as diesel fuel, would be used at the Project site during construction. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. The use of such materials for the construction of the Proposed Project would not create a significant hazard to the public. No hazardous materials would be transported,

used, or disposed of during Project operation. Impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

As noted above some hazardous materials, such as diesel fuel, would be used during construction. A SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be prepared for the Proposed Project. The release of any spills would be prevented through the implementation of BMPs listed in the SWPPP. Impacts would be less than significant and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

The portion of the Proposed Project along Cypress Avenue is located approximately 0.37 mile east of Cortez Elementary School and Magnolia Junior High School. Both are located more than one-quarter mile from an existing or proposed school. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

A search of the Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List (Cortese List) and EnviroStor online database, USEPA Enviromapper, and the State Water Resources Control Board (SWRCB) GeoTracker online database was conducted for the Proposed Project area (DTSC 2021a and 2021b; USEPA 2021; SWRCB 2021). The searches revealed no known hazardous materials on the project site or immediate vicinity. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is located approximately 2.8 miles northwest of Chino Airport and is located outside of the designated safety zones and referral zones for the airport (City of Chino 2010a). The Proposed Project would involve infrastructure improvements within the existing public right-of-way and would not include the construction of habitable structures or other structures that could pose a safety hazard. As such, the Proposed Project would not result in a safety hazard for people residing or working in the Project area. No impact would occur and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

Implementation of the Proposed Project would require construction to occur within the public right-of-way in San Antonio Avenue, Walnut Avenue, Cypress Avenue, and Chino Avenue. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. According to Project site plans, road/lane closure would be limited to the hours of 8:30 AM to 3:30 PM on weekdays. The Proposed Project design would be submitted to and approved by the City's Fire and Police Departments prior to any construction activities. Furthermore, a Traffic Control Plan shall be prepared to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Upon construction completion, the Project site would return to existing conditions. Impacts to emergency access would be less than significant with the incorporation of Mitigation Measure **HAZ-1**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The Proposed Project is located in a developed area of the City of Chino; there are no wildlands in the vicinity. Additionally, the Proposed Project is not located on land designated as a state or local fire hazard severity zone (California Department of Forestry and Fire Protection [CALFIRE] 2021). No impact would occur and no mitigation is required.

4.9.2 Mitigation Measures

HAZ-1: Prior to construction, the City of Chino (or its contractor) shall prepare a Traffic Control Plan to ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. The Traffic Control Plan shall be approved by the City of Chino prior to any lane closures.

4.10 Hydrology and Water Quality

4.10.1 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

The City is a co-permittee under Santa Ana Regional Water Quality Control Board (RWQCB) Order Number R8-2010-0036, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS618036, also known as the Municipal Separate Storm Sewer System or MS4 permit. The San Bernardino County Water Quality Management Plan was developed to implement compliance with the MS4 permit. Pursuant to the requirements of the NPDES permit, the Proposed Project would be required to retain any additional runoff on site and discharge it to the storm drain system at rates that do not exceed pre-project conditions.

The focus of a construction SWPPP is to manage soil disturbance, non-storm water discharges, construction materials, and construction wastes during the construction phase of a Project. Potential water quality impacts associated with the Proposed Project include short-term construction-related erosion/sedimentation from ground-disturbing activities and construction-related hazardous material discharge. Since the SWPPP is specifically prepared to manage storm water quality and quantity, and prevent discharge of polluted runoff from the site, adherence to mandated SWPPP requirements would ensure potential impacts that could cause a violation of any water quality standards or waste discharge requirements is less than significant. No mitigation would be required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

Currently, the Project is within the City of Chino Water Service Area, which addresses water supplies in its Urban Water Management Plan (UWMP) (City of Chino 2016). The City has estimated water supply and demand within the City in its 2015 UWMP and addresses water demand and supply throughout the City. Water supplies available to the City are sufficient to meet all existing customer demands and anticipated future customer demands. The UWMP also discloses that, in the event of a water supply shortage or water emergency, the City has in place water shortage contingency plans that ensure provision of priority water services to all its existing and anticipated customers.

The Proposed Project would construct water pipeline within existing paved streets and does not include withdrawal of groundwater. The Proposed Project would convey groundwater from the existing Well 11 to the City's Eastside Water Treatment Facility to remove 1,2,3 TCP and nitrate from the groundwater. There would be no substantial increase in impermeable surfaces in the Project area compared to existing conditions. No impacts to groundwater supplies or recharge are anticipated and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 that 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?	☐	☐	☐	☒

i) Construction of the Proposed Project would require ground disturbing activities, including excavation, trenching, and paving. These activities have the potential to result in erosion or siltation on- or off-site. Construction impacts would be less than significant with the implementation of standard construction BMPs. Once construction has completed, disturbed areas would be paved and returned to their pre-project condition.

ii) The Proposed Project would be located along existing paved streets. All improvements are below ground, and once Project construction is completed all Project areas would be paved and returned to their existing condition. As such, no changes to the volume of runoff from the Project area are anticipated as a result of the Proposed Project. No impact would occur, and no mitigation is required.

iii) The Proposed Project is the installation of water pipelines along existing paved streets. All improvements are below ground surface and Project areas would be paved and returned to their existing condition. As such, the Proposed Project is not anticipated to change the quality and quantity of runoff water in the Project area. Post-Project stormwater drainage conditions would be the same as existing conditions. No impact would occur, and no mitigation is required.

iv) As previously mentioned, all Project improvements would be below ground surface along existing paved streets. Once construction is completed all Project areas would be paved and returned to their existing condition. Therefore, the Proposed Project would not impede or redirect flood flows. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

The Project site is not within a flood hazard area (Federal Emergency Management Agency [FEMA] 2021). Additionally, the Project site is located approximately 31 miles northeast of the Pacific Ocean; therefore, tsunamis are not a risk for the Project area. The Project area is also not located near any reservoirs or lakes that could produces seiches. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

As discussed above, the City of Chino has estimated water supply and demand within the City in its 2015 UWMP and addresses water demand and supply throughout the City. Water supplies available to the City

are sufficient to meet all existing customer demands and anticipated future customer demands. The Proposed Project would construct water pipeline within existing paved streets and does not include withdrawal of groundwater. The Proposed Project would convey groundwater from the City's Well 11 to the City's Eastside Water Treatment Facility to remove 1,2,3 TCP and nitrate from the groundwater. There would be no increase in impermeable surfaces in the Project area compared to existing conditions. No conflict with a groundwater management plan would occur.

Potential water quality impacts associated with the Proposed Project include short-term construction-related erosion/sedimentation from ground-disturbing activities and construction-related hazardous material discharge. Impacts associated with construction-related water quality impacts would be avoided or reduced to a level below significance through implementation of standard construction BMPs. No conflict with a water quality control plan would occur. No mitigation is required.

4.10.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The subject Well 11 is located west of San Antonio Avenue and south of the SR 60 freeway. The pipeline alignment is generally from the Well 11 site, east to San Antonio Avenue, south on San Antonio Avenue to Walnut Avenue, west on Walnut Avenue to Cypress Avenue, south on Cypress Avenue to Chino Avenue to tie into an existing pipeline at the intersection of Chino Avenue/Cypress Avenue which continues to the Eastside Water Treatment Facility located at 7537 Schaefer Avenue, Ontario, CA (Figure 2). The Proposed Project is located within existing public right-of-way and is surrounded on all sides by low-density residential land uses, as described in Table 1-1 in Section 1.3, Surrounding Land Uses/Environmental Setting.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

The Proposed Project consists of infrastructure improvements within the public right-of-way. Areas within the public right-of-way disturbed by the Proposed Project would be returned to their existing condition upon completion of the Proposed Project. Due to the nature of the Proposed Project, it would not physically divide an established community and no impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project consists of infrastructure improvements within the public right-of-way; as such, it would not conflict with any applicable land use plans or policies; and no impact would occur. No mitigation is required.

4.12 Mineral Resources

4.12.1 Environmental Setting

The State Mining and Geology Board establishes Mineral Resource Zone (MRZ) designations that quantify the mineral resource potential for specific locations across California. According to these designations, the City is located in the MRZ-1 and MRZ-3 zones. The MRZ-1 Mineral Resource Zone is defined as a zone where adequate information indicates that no significant mineral deposits are present or likely to be present. In the MRZ-1 Mineral Resource Zone there are no 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. The MRZ-3 Mineral Resource Zone is defined as an area where the significance of mineral deposits cannot be determined from the available data. The MRZ-3 Zone contains sand and gravel deposits, although there is insufficient data to ascertain whether these mineral deposits are significant (City of Chino 2010b).

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The entire Project alignment is located in MRZ-3, which is defined as an area where the significance of mineral deposits cannot be determined from the available data. The Project area is fully developed and characterized primarily by residential and some commercial land uses. Proposed improvements would occur within existing paved roads. The Project site is not located on a known important mineral resource recovery site. No impacts are anticipated, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

According to the General Plan, the only potentially significant mineral resources located in Chino are aggregate materials that may be found in the MRZ-3 zone. There is not sufficient information available to determine whether these deposits are significant. There is a projected demand of 240 million tons of aggregate for the Claremont-Upland Production Consumption Region until the year 2056, and the region may experience a shortage. An aggregate shortage would initiate economic pressure on the exploration and extraction of aggregate resources within the City of Chino. However, no mining activities currently exist on the site and the site is not zoned or available for mining. The Project is located in a residential area within existing public roadway rights-of-way and does not support any mineral extraction activities. Therefore, no impact to locally important mineral resources would occur, and no mitigation is required.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2018). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2018).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. [HMMH] 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.

- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

There are numerous single-family residences within proximity of the roadways that encompasses the Project site located on San Antonio Avenue, Walnut Avenue, Cypress Avenue and Chino Avenue, with the closest being approximately 20 feet distant.

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Existing Ambient Noise Environment

The City of Chino is impacted by various noise sources and is subject to typical urban noise such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities as well as noise generated from the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary source noise. Mobile sources of noise, especially cars and trucks, are the most common and continuous source of noise in the City. The major noise sources in the vicinity of the Project site includes roadway noise traffic from SR-60, which is considered a major highway, as well as traffic noise on local roadways that encompass the Project site such as Cypress Avenue, which is classified as an Urban Residential Collector Roadway within the City.

Per Caltrans traffic counts, the segment of SR-60 traversing the most northern section of the Project site has an average daily traffic count of 224,000 vehicles (Caltrans 2019). According to the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), that calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions; the Project area, as a result of roadway traffic on SR- 60, has an ambient noise level of 76.0 dBA CNEL at

100 feet from the centerline. Vehicular noise varies with the volume, speed, and type of traffic. Slower traffic produces less noise than fast-moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles including sirens, vehicle alarms, slamming of doors, garbage and construction vehicle activity, and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Construction Noise Impacts

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., trenching, site preparation, paving). Noise generated by construction equipment, including excavators, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could negatively affect sensitive land uses in the vicinity of the construction site. The nearest noise sensitive receptor to the Project site are residences located approximately 20 feet from construction activities.

The City does not promulgate a numeric threshold pertaining to the noise associated with construction. This is due to the fact that construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Additionally, construction would occur through the Project site and would not be concentrated at one point. Instead, the City exempts all noise associated with construction, repair, remodeling or grading as long as it is conducted during daylight hours or 7:00 a.m. to 7:00 p.m. Additionally, the following construction noise control measures are required at all construction sites in the City per General Plan Noise Element Policy P2 in order to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Ensure that during construction, trucks and equipment are running only when necessary.

- Shield all construction equipment with temporary noise barriers to reduce construction-related noise impacts.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and similar equipment, where available.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the construction process and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by National Institute for Occupational Safety and Health (NIOSH). A division of the US Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. NIOSH considers exposure at or above this level to be hazardous. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby existing sensitive receptors. This methodology for evaluating construction noise that is exempt from local standards is consistent with the California Court of Appeal decision found in *King and Gardiner Farms, LLC, v. County of Kern* (2020).

The anticipated short-term construction noise levels generated from Project construction equipment are presented in Table 4.13-1**.** As previously stated, the nearest noise-sensitive land use to the Project site are residences located approximately 20 feet from the eastern Project site boundary.

Table 4.13-1. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Excavation			
Concrete/Industrial Saws (2)	90.5 (each)	*85*	**Yes**
Trenchers (2)	80.1 (each)	*85*	**No**
Off-Highway Trucks (2)	78.2 (each)	*85*	**No**
Tractors/Loaders/Backhoes (2)	88.0 (each)	*85*	**Yes**
Dump Truck (1)	80.4	*85*	**No**
Combined Excavation Equipment	**96.0**	*85*	**No**

Table 4.13-1. Onsite Construction Average (dBA) Noise Levels by Receptor Distance and Construction Equipment

Equipment	Estimated Exterior Construction Noise Level @ Closest Noise Sensitive Receptor	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Pipeline Installation & Backfill			
Off-Highway Trucks (2)	78.2 (each)	*85*	**No**
Compactor (2)	84.2 (each)	*85*	**No**
Roller (1)	81.0	*85*	**No**
Tractors/Loaders/Backhoes (2)	88.0 (each)	*85*	**Yes**
Dump Truck (1)	80.4	*85*	**No**
Semi-Tractor (1)	88.0	*85*	**Yes**
Water Truck (1)	93.1	*85*	**Yes**
Combined Pipeline Installation & Backfill Equipment	**96.8**	*85*	**Yes**
Repaving & Repainting			
Concrete Truck (1)	82.8	*85*	**No**
Tractors/Loaders/Backhoes (1)	88.0	*85*	**Yes**
Roller (1)	81.0	*85*	**No**
Air Compressor (3)	81.6 (each)	*85*	**No**
Combined Repaving & Repainting Equipment	**94.13**	*85*	**Yes**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix D for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters.

L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

As shown, all cumulative and a majority of individual pieces of construction equipment would exceed 85 dBA NIOSH construction noise standard at the nearby noise- sensitive receptors. NIOSH considers exposure at or above this level to be hazardous. However, as previously described, Policy P2 of the City's General Plan Noise Element contains construction noise control measures that are requirements at all construction sites within the City to minimize construction noise impacts. Specifically, it states that all construction equipment will be shielded with temporary noise barriers to reduce construction-related noise impacts. Noise barriers or enclosures can provide a sound reduction of 35 dBA or greater (WEAL 2000), which would be a reduction

robust enough to maintain construction noise levels less than 85 dBA. Project adherence to General Plan Policy P2 would ensure a less than significant impact would occur, and no mitigation is necessary.

Construction Traffic Noise Impacts

Project construction would result in minimal additional traffic on adjacent roadways over the time period that construction occurs. According to the CalEEMod model, which is used to predict air pollutant emissions associated with Project construction, including those generated by worker commute trips and material haul truck trips, the maximum number of construction workers and haul trucks traveling to and from the Project site on a single day would be during the Pipeline Installation and Backfill phase with 25 total daily trips (18 worker trips and 7 vendor truck trips). According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). According to the City of Chino General Plan, Cypress Avenue, the main roadway that encompasses the Project site, is classified an Urban Residential Collector Roadway. It can be assumed that the additional 25 trips as a result of Project construction would not result in a doubling of traffic on any roadway during the onetime construction phase, and therefore its contribution to existing traffic noise would not be perceptible. The Project would have a less than significant impact, and no mitigation is required.

Operational Onsite Noise Impacts

The Project is proposing the installation of a new raw water transmission pipeline. It would not be a source of mobile or stationary noise sources and thus would not be a source of operational noise. The Project would have no impact, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

Less than Significant Impact

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction. Vibration decreases rapidly

with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-2.

Table 4.13-2. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration (FTA) 2018; Caltrans 2020

The City of Chino's Municipal Code, Section 9.40.060, exempts vibration created by construction, repair, remodeling or grading as long as done within permitted hours and following the construction noise control measures presented in the General Plan Noise Element Policy P2 explained above in Section 4.13.2. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.2 inch per second peak particle velocity (PPV) with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. The nearest structures of concern to the construction site are the single-family residences located on San Antonio Avenue, Walnut Avenue, Cypress Avenue and Chino Avenue with the closest being approximately 20 feet distant. Based on the representative vibration levels presented for various construction equipment types in Table 4.13-2 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-3 presents the expected Project related vibration levels at a distance of 20 feet.

Table 4.13-3. Construction Vibration Levels at 20 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold
Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer/ Caisson Drilling/Hoe Ram	Vibratory Roller			
0.004	0.048	0.106	0.124	0.293	**0.293**	*0.2*	**Yes**

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-2 (FTA 2018).

As shown in Table 4.13-3, construction equipment would result in a groundborne vibration velocity level above the recommended standard of 0.2 inch per second PPV. However, as previously stated, the City's Municipal Code exempts vibration created by construction, repair, remodeling or grading as long as done within permitted hours. Due to this, the impact is less than significant.

Nonetheless, in order to protect the nearby structures, the following mitigation measure is recommended.

NO-1: The following measures is recommended during all construction activities of the Proposed Project:

- All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible.
- All rollers used during Project construction shall be turned off when not in use.

Operational-Generated Vibration

Project operations would not include the use of any large-scale stationary equipment that would result in excessive vibration levels. Therefore, the Proposed Project would not result in groundborne vibration impacts during operations. For this reason, no impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is not located within the vicinity of a private airstrip. The nearest public airports to the Project site are the Ontario International Airport, located approximately 2.56 miles northeast of the northern Project site boundary on San Antonio Avenue, and the Chino Airport, located approximately 2.15 miles southeast of the southern Project site boundary at the Chino Avenue/Cypress Avenue intersection. The Project site is located outside of the 65 dBA CNEL airport noise contours for both airports. Therefore, construction of the Proposed Project would not expose workers to noise levels from airport activity that would be in excess of normally acceptable standards, and no impact would occur. No mitigation is required.

4.13.3 Mitigation Measures

NO-1: The following measures is recommended during all construction activities of the Proposed Project:

- All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible.
- All rollers used during Project construction shall be turned off when not in use.

4.14 Public Services

Fire Services

The Chino Valley Fire District (CVFD) provides fire protection services to the City of Chino, the City of Chino Hills, and the surrounding unincorporated areas of San Bernardino County, including the Project site (City of Chino 2010a). The staffing needs of the CVFD are based on call volumes. The CVFD provides service to an estimated 173,000 persons within an 80-square mile service area. The nearest CVFD facility to the site is Fire Station 7, located at 5980 Riverside Drive, Chino, approximately 0.5 mile west of the Project site.

Police Services

The Chino Police Department (CPD) provides police protection and law enforcement services to a population of more than 85,000 residents within its 30-square mile service area (City of Chino 2021). The CPD is currently staffed with 107 sworn officers, who are deployed over the course of six rotating shifts. The nearest police station to the Project site is located at 5450 Walnut Avenue, Chino, approximately one mile west of the Project site.

Schools

The Project site is located within the Chino Valley Unified School District (CVUSD). The CVUSD, encompassing 88 square miles, serves the City of Chino and includes the Cities of Chino and Chino Hills, part of the City of Ontario, plus unincorporated areas of San Bernardino County. The CVUSD has a total of 34 public schools, including 20 elementary schools, one K-8 school, five junior high schools, and five high schools. There are also six private schools in Chino. Chino residents are also served by Chaffey Community College, a community college based in Rancho Cucamonga that has a satellite center in Chino. The nearest school to the Project site is Chino Elementary School, approximately 1,950 feet west of the pipeline alignment within Cypress Avenue.

Other Public Facilities

Other public facilities and services provided within the City include library services and City administrative services. Library services are provided by the Chino Public Library, located at 13180 Central Ave in Chino, approximately 1.5 miles west of the Project site.

4.14.1 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Implementation of the Proposed Project would not create a substantial new fire or public safety hazard. The Proposed Project would also not generate new employment or population growth; therefore, no increase in the demand for schools, parks, or other public facilities would occur. No impacts would occur and no mitigation is required.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Recreation

The City contains approximately 228 acres of City parkland. The nearest neighborhood parks are Bob Mcleod Park, Mountain View Park, Chino Community Garden and Park, and Shady Grove Park, all of which are within one mile from the Project site (City of Chino 2010a). Additionally, a 2,000-acre regional park (Prado Regional Park) is located in the southwestern portion of the City, approximately 6 miles southeast of the Project site. This park is owned and operated by County of San Bernardino. Chino Hills State Park, located in the City of Chino Hills, provides 14,102 acres and 65 miles of trails for camping, hiking, mountain biking, and horseback riding. Chino Hills State Park is located approximately 5 miles south/southwest of the Project site and is owned and operated by the California Department of Parks and Recreation.

4.15.1 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

No increase in demand, or use of, existing parks or recreational facilities would result from the implementation of the Proposed Project because no population growth would occur. The Proposed Project consists of the construction of the new water pipelines that would require routine maintenance. Routine maintenance of project facilities would be managed by existing City public works staff and would not result in an increase in employment. Therefore, no increase in demand or use of existing parks or recreational facilities would result from the implementation of the Proposed Project. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

As previously identified, the Proposed Project would install water pipelines and would not affect recreational facilities. As such, the Proposed Project would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. No impact would occur, and no mitigation is required.

4.15.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Transportation

4.16.1 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Construction Impacts

The Proposed Project would generate short-term construction related vehicle trips. However, traffic generated during construction of the Proposed Project would be temporary and would not conflict with the City of Chino's Transportation Element. Development of the Project site would not affect future expansion of public transit facilities and services. The Proposed Project would not impede the implementation of City programs supporting walking, bicycling, and use of buses. Impacts would be less than significant, and no mitigation is required.

Operational Impacts

Operational impacts are anticipated to be similar to existing conditions because the Proposed Project would continue the existing use as a public right-of-way once construction is complete. No operational impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☐

CEQA Guidelines section 15064.3, subdivision (b) provides criteria for analyzing transportation impacts based on vehicle miles traveled (VMT) methodology instead of the now superseded (as of January 1, 2019) level of service (LOS) methodology. As detailed in CEQA Guidelines section 15064.3, subdivision (c), a lead agency may elect to be governed by the provisions of this section immediately. As of July 1, 2020, the provisions of this section apply statewide.

Section 15064.3 subdivision (b)(1) of the CEQA Guidelines specifies criteria for Land Use Projects and subdivision (b)(2) specifies criteria for Transportation Projects. The Proposed Project is an infrastructure project, and therefore neither criteria is relevant for analyzing the Project's transportation impacts. However, Section 15064.3(b)(3) allows an agency to determine a project's transportation impact on a qualitative basis if a VMT methodology is unavailable, as is the case with the Proposed Project.

Section 15064.3(b)(3) is as follows:

"Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate."

The Proposed Project would result in a short-term increase in the amount of traffic on the local roadways during construction. As described above, operational impacts are anticipated to be similar to existing conditions because the Proposed Project would continue the existing use as a public right-of-way once construction is complete and the project would not generate any new vehicle trips. The Proposed Project would not increase the capacity of any of the affected roadways in the area and, as such, would not lead to a measurable and substantial increase in VMT. Therefore, the Proposed Project would have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

The Proposed Project would install a new water pipeline below grade along existing paved streets. Once construction ends the Project area would be returned to its existing condition. The Project does not include any component that would alter existing roadway design features. The Project does not include any component that would introduce new hazards since the Project does not propose any new roadways. Furthermore, the Project is not proposing a new use that could introduce incompatible elements to area roadways. The Project contractor would prepare a site-specific Traffic Control Plan to be implemented during construction, which would be reviewed and approved by the City. Improvements would be reviewed by a registered civil engineer to meet the City of Chino's development standards. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☒	☐	☐

Construction of the Proposed Project would require construction activities to occur within the public right-of-way along San Antonio Avenue, Walnut Avenue, Cypress Avenue, and Chino Avenue. This would result in temporary construction truck traffic and road closures which has the potential to interfere with emergency response access to areas near the Project site. Impacts associates with inadequate emergency access would be less than significant with the implementation of Mitigation Measure **HAZ-1**.

4.16.2 Mitigation Measures

HAZ-1 is listed in Section 4.9.3 of this Initial Study.

4.17 Tribal Cultural Resources

4.17.1 Regulatory Setting

Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR

is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.17.2 Summary of AB 52 Consultation

On September 21 and October 6, 2021, the City of Chino sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code:

- Gabrieleño-Tongva Tribe
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño/Tongva Nation
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrieleño Tongva Indians of California Tribal Council
- La Jolla Band of Luiseno Indians
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians
- Torres Martinez Desert Cahuilla Indians

Each recipient was provided a brief description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on November 8, 2021.

As a result of the initial notification letters, the City of Chino received the following responses:

- Gabrieleño Band of Mission Indians – Kizh Nation: Responded by letter indicating the Proposed Project lies within their ancestral tribal territory and accepting the consultation invitation.

No response was received from the other contacted California Native American tribes.

The City initiated consultation with the Gabrieleño Band of Mission Indians – Kizh Nation Tribe and scheduled a conference call for November 16, 2021. During the consultation, the Tribe provided historical information regarding the Project Area being within the boundaries of Kizh ancestral territory. The Tribe and the City discussed Kizh historical landscapes, ceremonial places, subsurface artifacts, and other Kizh TCRs. Significant, confidential information was shared, including inter alia, Kizh oral history, elder testimony, testimony by Kizh Certified Archaeologist, John Torres, data on Native American discoveries in proximity to the Project, historical information on Kizh cultural and historical uses of the area at and surrounding the Project Area, historical maps, and relevant historical literature. The Tribe sent an email to the City on

November 17, 2021 with a list of mitigation measures and the City and tribe have agreed to specific mitigation measures for tribal cultural resources. At this time, the consultation remains ongoing for further dialogue. Documentation of the consultation is included in Appendix E.

4.17.3 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

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

i-ii) While there are no known tribal cultural resources (TCRs) in the Project footprint, ground-disturbing activities have the potential to result in the discovery of, or inadvertent damage to, archaeological contexts and human remains, and this possibility cannot be eliminated. Consequently, there is a potential for significant impacts on TCRs. Implementation of Mitigation Measures **TCR-1** through **TCR-3** would reduce the potential impacts to less than significant.

4.17.4 Mitigation Measures

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

a. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition

and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

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

c. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

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

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

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary 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 discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall

contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 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. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

e. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

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

TCR-3: Procedures for Burials and Funerary Remains:

a. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

b. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

c. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

d. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will

make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

e. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

f. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

g. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

4.18 Utilities and Service Systems

4.18.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

The Proposed Project is the construction of approximately 8,300 LF of water pipeline. The pipeline would convey raw groundwater from the existing Well 11 site to an 18-inch pipeline within Chino Avenue, which connects to the City's Eastside Water Treatment Facility. No new or expanded water or wastewater treatment facilities would be required. Further, the Proposed Project would not impact natural gas, electric power, or telecommunications facilities. The environmental effects from constructing the proposed pipeline improvements are described in this Initial Study. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

The City of Chino has estimated water supply and demand within the City in its 2015 UWMP and addresses water demand and supply throughout the City. Water supplies available to the City are sufficient to meet all existing customer demands and anticipated future customer demands, including the Project's demands under normal, single-dry year, and extended drought conditions. The UWMP also discloses that, in the event of a water supply shortage or water emergency, the City has in place water shortage contingency plans that ensure provision of priority water services to all its existing and anticipated customers.

The Proposed Project would construct water pipeline within existing paved streets and does not include withdrawal of groundwater. The Project would convey groundwater from the existing Well 11 to the City's Eastside Water Treatment Facility to remove 1,2,3 TCP and nitrate from the groundwater. The Proposed Project is a pipeline construction project, which would only require minimal water during construction for compaction and dust control purposes. During operation the Proposed Project would not require water. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

The Proposed Project involves construction of water infrastructure within existing roads. The Proposed Project would not produce wastewater during construction or operation. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Minimal waste would be generated by the Proposed Project during construction. During operation the Proposed Project would not generate solid waste. As such, the Proposed Project is not anticipated to generate solid waste in excess of State or local standards. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Waste generated by the Proposed Project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. No impact would occur, and no mitigation is required.

4.18.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.19 Wildfire

4.19.1 Environmental Setting

Government Code 51175-89 directs CALFIRE to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CALFIRE Very High Fire Hazard Severity Zone Map, the Project site is not located within a VHFHSZ (CALFIRE 2021).

4.19.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Implementation of the Proposed Project would require construction to occur within the public right-of-way in San Antonio Avenue, Walnut Avenue, Cypress Avenue, and Chino Avenue. Construction activities, which may temporarily restrict vehicular traffic, would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. According to Project site plans, road/lane closure would be limited to the hours of 8:30 AM to 3:30 PM on weekdays. The Proposed Project design would be submitted to and approved by the City's Fire and Police Departments prior to any construction activities. Furthermore, a Traffic Control Plan shall be prepared to

ensure proper access to residences and businesses in the area by emergency vehicles during construction and to maintain traffic flow. Upon construction completion, the Project site would return to existing conditions. Because the Project site is not located in or near a VHFHSZ, no impact would occur. No mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is located on relatively flat roads. The Proposed Project would not substantially alter the slope, wind patterns, or other factors that could exacerbate wildfire risks. Thus, the Proposed Project would not expose Project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur, and no mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project is located within an urbanized area and would not exacerbate fire risk or impacts to the environment. Furthermore, the site is not located in a VHFHSZ (CALFIRE 2021). As such, no impact would occur, and no mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Project site is relatively flat and is not likely to cause downstream flooding or landslides. The Proposed Project would not substantially alter the drainage patterns of the site, and thus would not expose people or

structures to significant risks from runoff or post-fire instability. Furthermore, the Project site is not located in a VHFHSZ (CALFIRE 2021). No impact would occur, and no mitigation is required.

4.19.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Mandatory Findings of Significance

4.20.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Impacts to biological and cultural resources are discussed in the respective sections of this Initial Study. The Proposed Project is located within existing paved roads in the City of Chino and is completely surrounded primarily by residential development. Due to the lack of habitat and the developed nature of the Project area, no significant impacts to biological resources are anticipated. Impacts to cultural resources would be less than significant with incorporation of Mitigation Measure **CUL-1** and **TCR-1** through **TCR-3**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Potentially significant impacts from the Proposed Project identified in this Initial Study would occur during construction and would be mitigated to a less than significant level. No significant operational impacts were identified. Accordingly, the Proposed Project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the Proposed

Project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the Proposed Project would have a less than cumulatively considerable impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

The checklist categories of: Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Cultural, Geology and Soils, Hydrology and Water Quality, Population and Housing, Tribal Cultural Resources, Noise, Transportation, and Wildfire evaluate Project impacts that may have adverse effects on human beings, either directly or indirectly. All of the Project's impacts on human beings, both direct and indirect, that are attributable to the Project were identified and mitigated where necessary. Therefore, the Proposed Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct and indirect impacts of the Proposed Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

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SECTION 5.0 LIST OF PREPARERS

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Lead Agency

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SECTION 7.0 LIST OF APPENDICES

Appendix A – Air Quality Emissions Model

Appendix B – Energy Consumption

Appendix C – Greenhouse Gas Emissions Model

Appendix D – Noise Model Output

Appendix E – Tribal Consultation Letters

Appendix F – Mitigation Monitoring and Reporting Program