

APPENDIX A
NOTICE OF PREPARATION AND CORRESPONDENCE

NOTICE OF PREPARATION (AMENDED 1/05/01)

TO: Distribution
(Responsible and Trustee Agencies)

From: City of Chino
Community Development Department
13220 Central Avenue
Chino, California 91710
Contact: Brent Arnold, Principal Planner
(909) 591-9812

SUBJECT: AMENDED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

The City of Chino Community Development Department is issuing this amended Notice of Preparation (NOP) to update and modify the NOP sent 12/05/00 for The Preserve project with respect to the total number of proposed dwelling units. The project now proposes to allow up to **9,780 dwelling units**, reflecting an approximate 21% increase in dwelling units as compared with the previously identified total of 8,064. All other aspects of the project remain essentially the same as described in the prior NOP, and as summarized below (Project Description). A Program Environmental Impact Report (per CEQA Guidelines Section 15168) will be prepared for the project.

The City of Chino is extending the period for response to the NOP an additional 30 days from your receipt of this notice. We request the review of your agency as to the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by the City of Chino when considering permits that your agency may issue. **Please send your response to Brent Arnold at the address shown above. We will need the name of a contact person in your agency.**

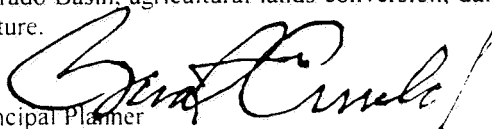
PROJECT TITLE: THE CHINO PRESERVE SPECIFIC PLAN/ANNEXATION/GENERAL PLAN AMENDMENT EIR

PROJECT LOCATION: The 5,435-acre Chino Preserve, formerly known as Chino Sphere of Influence Subarea 2, is located in the extreme southwestern corner of San Bernardino County, approximately 37 miles east of Los Angeles and 20 miles southwest of San Bernardino. The Preserve is located in the vicinity of the cities of Chino, Chino Hills, Ontario, Norco, and Corona, as well as the unincorporated community of Eastvale in Riverside County, and the Prado Flood Control Basin. State Route 71 is located to the west of the site, State Route 91 to the south, Interstate 15 to the east, and State Route 60 to the north. The Santa Ana River is located to the south and Chino Hills State Park is located to the west.

PROJECT DESCRIPTION: The proposed project includes the annexation of the largest remaining portion of the Chino Valley Dairy Preserve within the City of Chino's Sphere of Influence to allow for development of a portion of approximately 5,435 acres currently within the Preserve. The City of Chino is preparing a master plan to guide the future development and annexation of the Preserve. The master plan will consist of a comprehensive, policy-level specific plan/land use plan. An 'umbrella' General Plan Amendment, which will link the specific plan to the City's existing General Plan and satisfy the requirement for consistency with the General Plan, will also be prepared. The General Plan Amendment will be an Area Plan, as authorized by Government Code Sections 65301(b) and 65303.

The Preserve is proposed to allow up to 9,780 dwelling units on 1,236 acres; 627 acres of business uses (Community Core, Light Industrial, Airport Related, Regional Commercial, Neighborhood Commercial); 584 acres of Public Facilities and Rights-of ways; and approximately 2,988 acres in Open Space (Recreation, Agricultural and Natural Open Space). Proposed development will be concentrated in the northern portion of the Preserve, above the Prado Basin high water inundation line (elevation 566'), which is a significant development constraint on the planning area. Lands generally south of the 566' elevation are planned for low intensity uses, such as Recreation, Agriculture and Natural Open Space. Significant facilities either within or adjacent to the planning area include Chino Municipal Airport, the California Institution for Women (CIW-Chino), and Inland Empire Utility Agency's Co-Composting Facility. Issues to be addressed include regional transportation linkages, ties to the rural heritage of Chino, sensitive habitats and recreational opportunities within the Prado Basin, agricultural lands conversion, dairy waste management and water quality, and financing major infrastructure.

Date: 1/05/2001

Signature: 
Title: Principal Planner
Telephone: (909) 591-9890

**THE PRESERVE
PROJECT DESCRIPTION
AND NOTICE OF PREPARATION**

Prepared for:

City of Chino
Community Development Department
13220 Central Avenue
Chino, California 91710
(909) 591-9812

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December 5, 2000

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1 Introduction.....	1-1
1.1 Project Information	1-1
1.2 Background and History	1-2
1.3 Type of Environmental Impact Report	1-2
2 Environmental Setting	2-1
2.1 Regional Setting.....	2-1
2.2 Local Setting	2-2
3 Project Description	3-1
3.1 Project Characteristics.....	3-1
3.2 Project Objectives	3-7
3.3 Agencies With Discretionary Approval or Permit Authority.....	3-7
4 Environmental Evaluation	4-1
4.1 Probable Environmental Effects	4-1
4.2 Cumulative Effects.....	4-3
5 Alternatives to the Proposed Project.....	5-1
5.1 No Project Alternative.....	5-1
5.2 Environmental Land Use Alternative.....	5-1
5.3 Metropolitan Land Use Alternative	5-1

LIST OF EXHIBITS

<u>Exhibit</u>	<u>Follows Page</u>
1 Regional Location Map.....	1-1
2 Project Location Map	1-1
3 Opportunities and Constraints	2-2
4 Land Use Plan	2-2

LIST OF TABLES

<u>Table</u>		<u>Page</u>
1	The Preserve-Preferred Land Use Plan Statistical Summary	3-2
2	Specific Plan Preliminary Outline	3-6

**SECTION 1
INTRODUCTION**

This section summarizes basic information concerning the proposed project, the project background and history, and the type of environmental impact report to be prepared by the City of Chino.

1.1 Project Information

Project Title: The Preserve

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

Contact Person and Phone Number: Brent Arnold, Principal Planner
(909) 591-9812

Project Location: The 5,435-acre planning area known as “The Preserve”, formerly called Chino Sphere of Influence Subarea 2, is located in the extreme southwestern corner of San Bernardino County, approximately 37 miles east of Los Angeles and 20 miles southwest of San Bernardino (see Exhibit 1). The Preserve is located in the vicinity of the cities of Chino, Chino Hills, Ontario, Norco, and Corona, as well as the unincorporated community of Eastvale in Riverside County, and the Prado Flood Control Basin (see Exhibit 2). Euclid Avenue (SR 83) is the western boundary of the planning area. Pine Avenue traverses east-west through the planning area. State Route 71 is located to the west of the site, State Route 91 to the south, Interstate 15 to the east, and State Route 60 to the north. The Santa Ana River is located to the south and Chino Hills State Park is located to the west.

Project Sponsor’s Name and Address: City of Chino (same as Lead Agency above)

Description of Project: The proposed project includes the annexation of the largest remaining portion of the Chino Valley Dairy Preserve within the City of Chino’s Sphere of Influence to allow for development of a portion of the approximate 5,435 acres currently within the Preserve. The City of Chino is preparing a master plan to guide the future development and annexation of the Preserve. The master plan will consist of a comprehensive, policy-level specific plan/land use plan. An ‘umbrella’ General Plan Amendment, which will link the specific plan to the City’s existing General Plan and satisfy the requirement for consistency with the General Plan, will also be prepared. The General Plan Amendment will be an Area Plan, as authorized by Government Code Sections 65301(b) and 65303.

The Preserve is proposed to allow up to 8,064 dwelling units on 1,223 acres; 640 acres of business uses (Community Core, Light Industrial, Airport Related, Regional Commercial, Neighborhood Commercial); 584 acres of Public Facilities and Rights-of-Way; and approximately 2,988 acres in Open Space (Recreation, Agricultural and Natural Open Space). Proposed developed uses are concentrated in the northern portion of the Preserve, above the Prado Basin high water inundation line (elevation 566’), which is a significant influence on the planning area. Lands generally south of the 566’ elevation are planned for Recreation, Agriculture and Natural Open Space. Other significant influences include Chino Municipal Airport, the California Women’s Institution, and Co-Composting Facility.

Significant issues to be addressed in The Preserve planning program and EIR include regional transportation linkages, ties to the rural heritage of Chino, sensitive habitats and recreational opportunities within the Prado Basin, agricultural lands conversion, dairy waste management and water quality, and financing major infrastructure.

1.2 Background and History

The Preserve is currently located within the San Bernardino County Dairy Preserve. In 1994, the Local Agency Formation Commission (LAFCO) placed the portion of the Dairy Preserve north of Merrill Avenue within the City of Ontario's Sphere of Influence and the area south of Merrill Avenue to the San Bernardino County line in the City of Chino's Sphere of Influence. This expansion increased the City of Chino's planning area by more than 50 percent, or approximately 7,200 acres. The City of Chino addressed the portion of the Dairy Preserve within their Sphere of Influence in two parts, a western and eastern part. The western part, Subarea 1, consists of 1,810 acres and was planned and annexed into the City in 1998. The eastern part, The Preserve, consists of the remaining portion of the San Bernardino County Dairy Preserve within the City of Chino's Sphere of Influence.

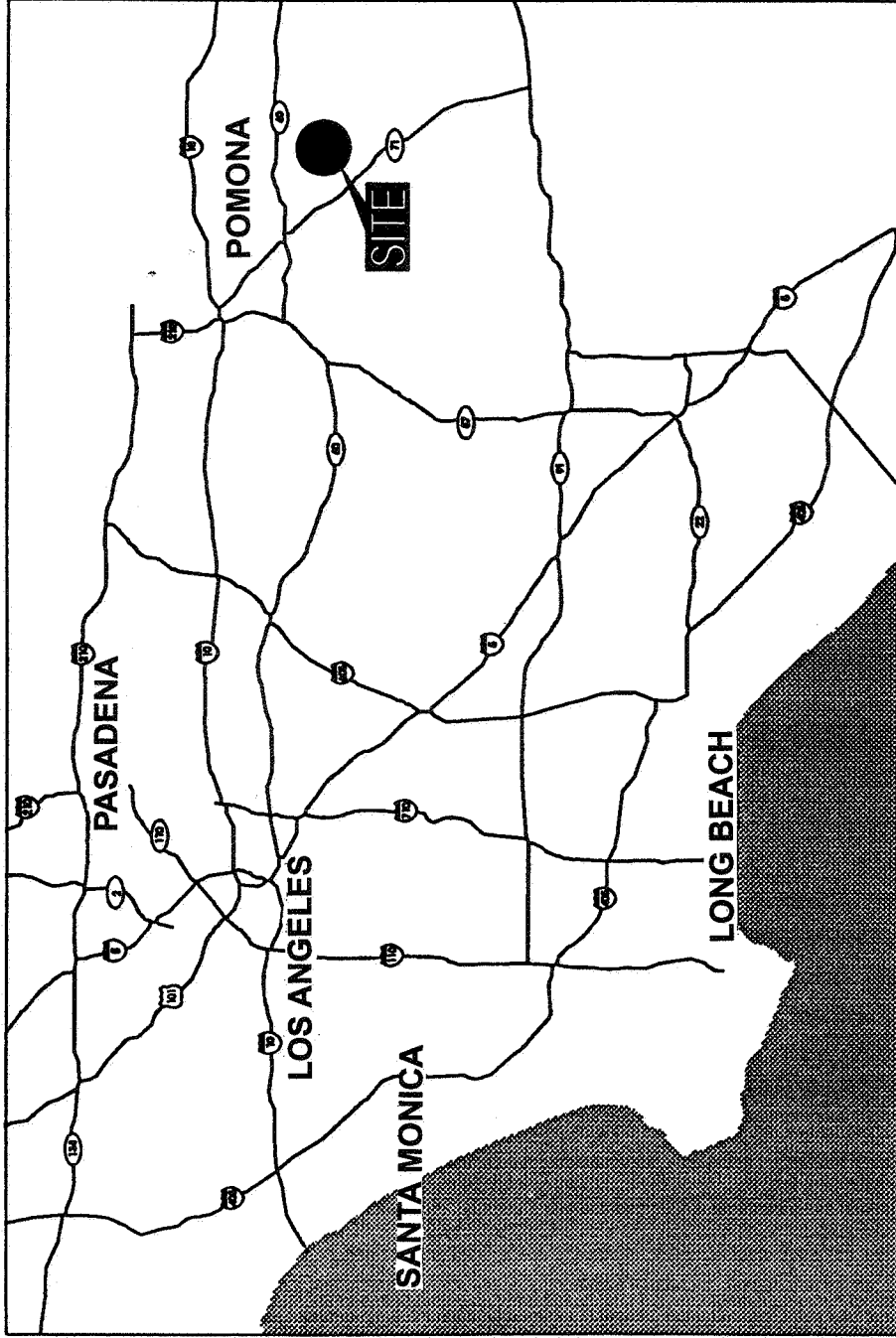
The Preserve is currently under the jurisdiction of the County of San Bernardino. The County will retain authority over the land use decisions until annexation occurs. The existing San Bernardino County General Plan designates The Preserve as Agriculture – Agriculture Preserve (AG-AP), which allows agricultural and dairy uses.

1.3 Type of Environmental Impact Report

The City of Chino has determined that an Environmental Impact Report (EIR) will need to be prepared for the proposed project. The EIR to be prepared will be a *Program EIR* consistent with CEQA Guidelines Section 15168, which reads in part:

- “(a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
- (1) Geographically,
 - (2) As logical parts in the chain of contemplated actions,
 - (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
 - (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.”

Various advantages of use of a program EIR and its use with later activities are detailed in Guidelines 15168 (b)(c). These include the ability to: 1) provide for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; 2) ensure full consideration of cumulative effects and avoid duplicative reconsideration of basic policy considerations; and 3) allow consideration of broad



SOURCE: Terry A. Hayes Associates



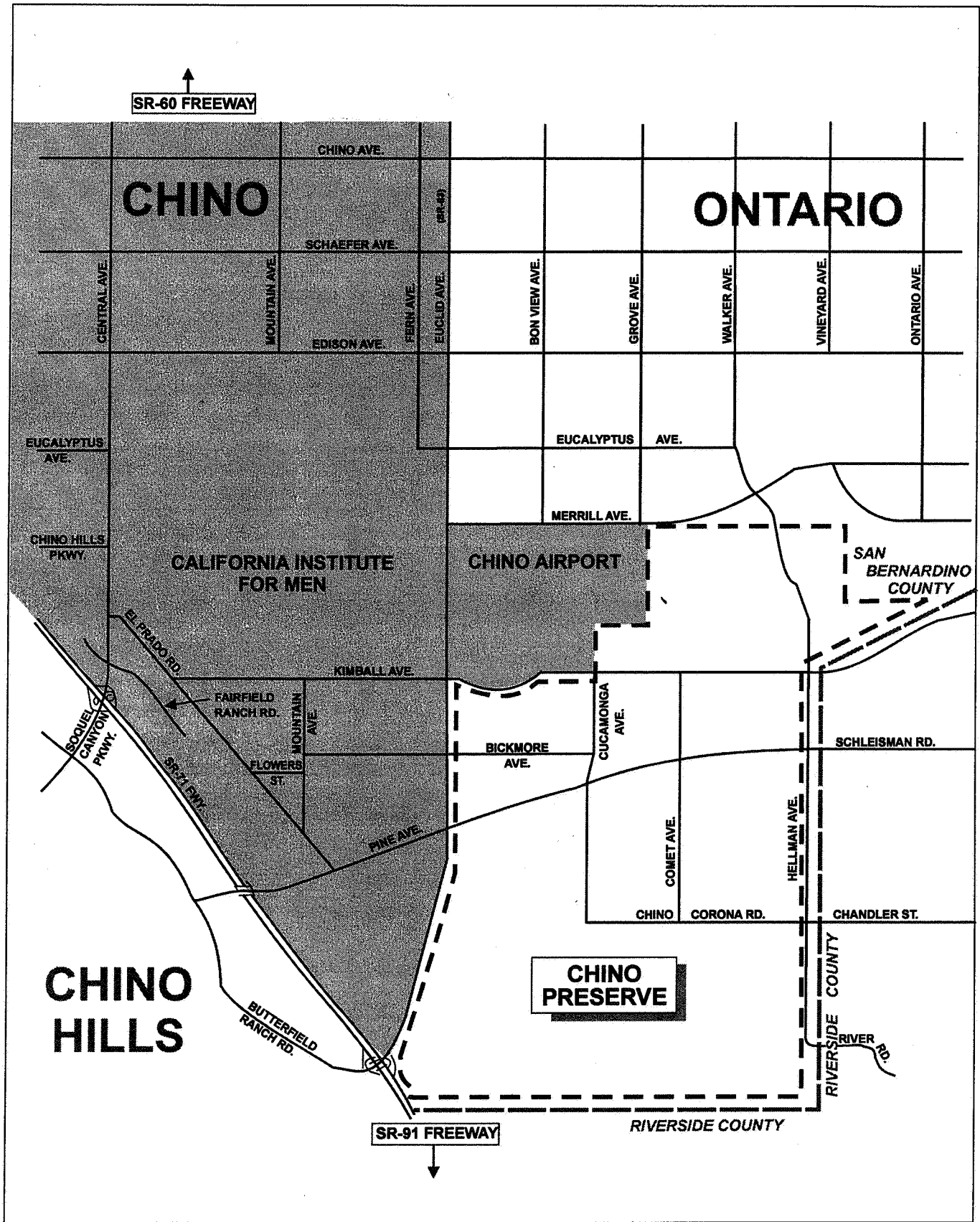
Michael Brandman Associates

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Exhibit 1
Regional Location Map

CHINO SUBAREA 2



Michael Brandman Associates

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Exhibit 2

Project Location

CHINO PRESERVE

policy alternatives and programwide mitigation measures at an early stage. To the extent the Program EIR is both comprehensive and specific, it can be readily used to simplify the task of preparing environmental documents on later parts of the program.

Although overall phasing of uses within The Preserve is anticipated to occur over a period of 15-20 years, portions of the planning area may be annexed and developed within 5 years, depending on the availability of infrastructure. The Program EIR is an appropriate foundation environmental document to address the contemplated development program.

SECTION 2 ENVIRONMENTAL SETTING

2.1 Regional Setting

The Preserve is part of the Chino Valley, a large and generally flat sub-portion of the larger San Bernardino Valley. The Chino Valley is influenced by the Santa Ana River drainage, which originates in the slopes of the San Bernardino Mountains to the northeast. Southwest of the study area, the Santa Ana River drains through the narrow Santa Ana Canyon between Chino Hills and the Santa Ana Mountains before eventually emptying into the Pacific Ocean approximately 30 miles to the southwest.

The Preserve is located in a valley that gently slopes south-southwest and is generally covered by deep soils of sandy loam characteristics. The alluvial soils are derived from the eroding highlands surrounding this interior valley area.

2.2 Local Setting

The Preserve is approximately 2 miles in width and three miles in length, encompassing 5,472 acres. Elevations in the planning area range from about 500 to 600 feet above sea level. Adjacent to the planning area at the northwest corner of The Preserve is the California Institution for Men (CIM-Chino). Further west, in Chino Subarea 1 along Kimball Avenue is Inland Empire Utility Agency's (IEUA) Regional Wastewater Treatment Plant No. 5 (RP-5).

Chino Airport, located along a portion of the northerly project boundary, is a significant influence on The Preserve planning area (Exhibit 3). There are currently over 200,000 annual aircraft operations and 940 aircraft based at the airport, making it the 30th busiest airport in the nation. Portions of the FAA restricted use, development and height zones, as well as the adopted 60 dB CNEL noise contour associated with airport operations, all extend into The Preserve.

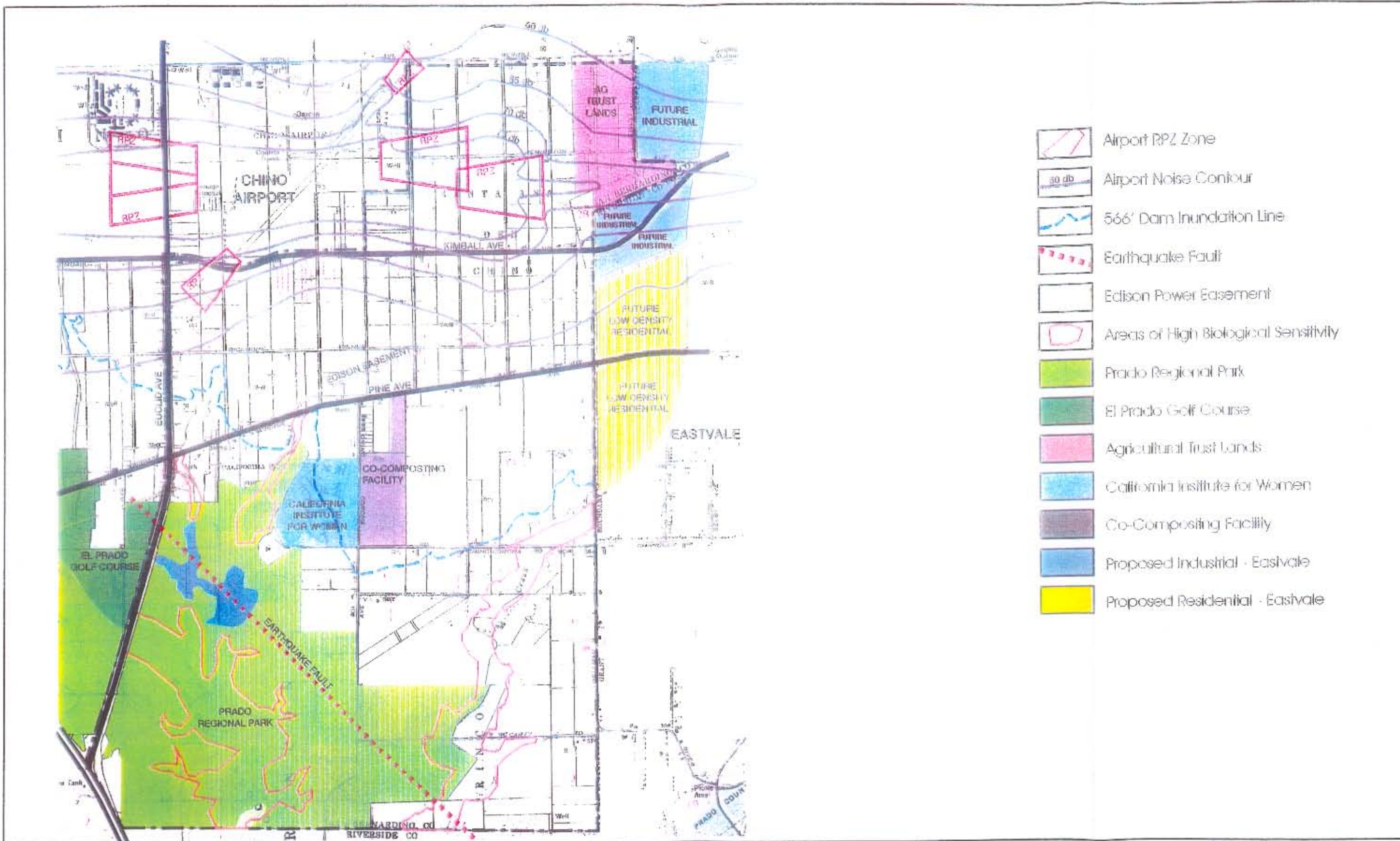
Two major creeks transverse the Preserve: These are 1) Chino Creek, which drains southerly along the base of the Chino Hills, and 2) Cucamonga Creek flood channel, which becomes Mill Creek before draining into the eastern portion of the Prado Basin and eventually into the Santa Ana River. Two other smaller drainages extend south from the Chino Airport through the Preserve, before joining Prado Lake within Prado Regional Park. These drainage courses reflect the general location of the flood hazard areas affecting the project area below the 566-foot dam inundation area, as well as areas of moderate and high biological sensitivity.

Sensitive habitats within The Preserve planning area include riparian woodlands along the major stream channels, various detention basins and open water areas, and freshwater marshes. Fallow agricultural fields and eucalyptus windrows have habitat value for raptor foraging and nesting, respectively. A variety

of sensitive plant and animal species are known to occur in the vicinity of The Preserve and the Prado Basin. Federal or state-listed animal species include the least Bell's vireo, southwestern willow flycatcher, southwestern arroyo toad, California red-legged frog, Santa Ana sucker, and southwestern pond turtle. The burrowing owl is a species of concern.

A significant portion of The Preserve, 2,197 acres, lies within the highwater inundation area created by the proposed raising of the El Prado Dam by 28 feet and the spillway by 8 feet. The raising of the El Prado Dam will increase the minimum area of the potential dam inundation ten feet from its current elevation at 556 feet above sea level to 566 feet above sea level. The raised dam is designed to accommodate a 333-year flood event. The capacity of the inundation area will gradually decrease as siltation occurs.

The area in and around The Preserve contains a number of existing uses that will either remain or transition as new development occurs. The Preserve is a portion of the Chino Basin Dairy Preserve which is home to one of the largest dairy herd populations in the world, with an estimated population of 360,000 cows. A portion of these dairies, covering over a quarter of the project area, are located within The Preserve. An additional 40 percent of the project area is devoted to pasture land and agricultural uses. In the central and western portions of the project area are the Co-Composting Facility operated by the IEUA, the California Institution for Women (CIW-Chino), and Prado Regional Park (including Prado Lake). The Co-Composting Facility receives animal manure and wastewater sludge for recycling from dairies within the Chino Basin Dairy Area.



SOURCE: Psomas, Michael Brandman Associates



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Exhibit 3
Opportunities And Constraints

CHINO SUBAREA 2

LEGEND

LAND USE

- ER - Estate Residential (2 du/acre)
- LDR - Low Density Residential (6.5 du/acre)
- MDR - Medium Density Residential (10 du/acre)
- HDR - High Density Residential (16 du/acre)

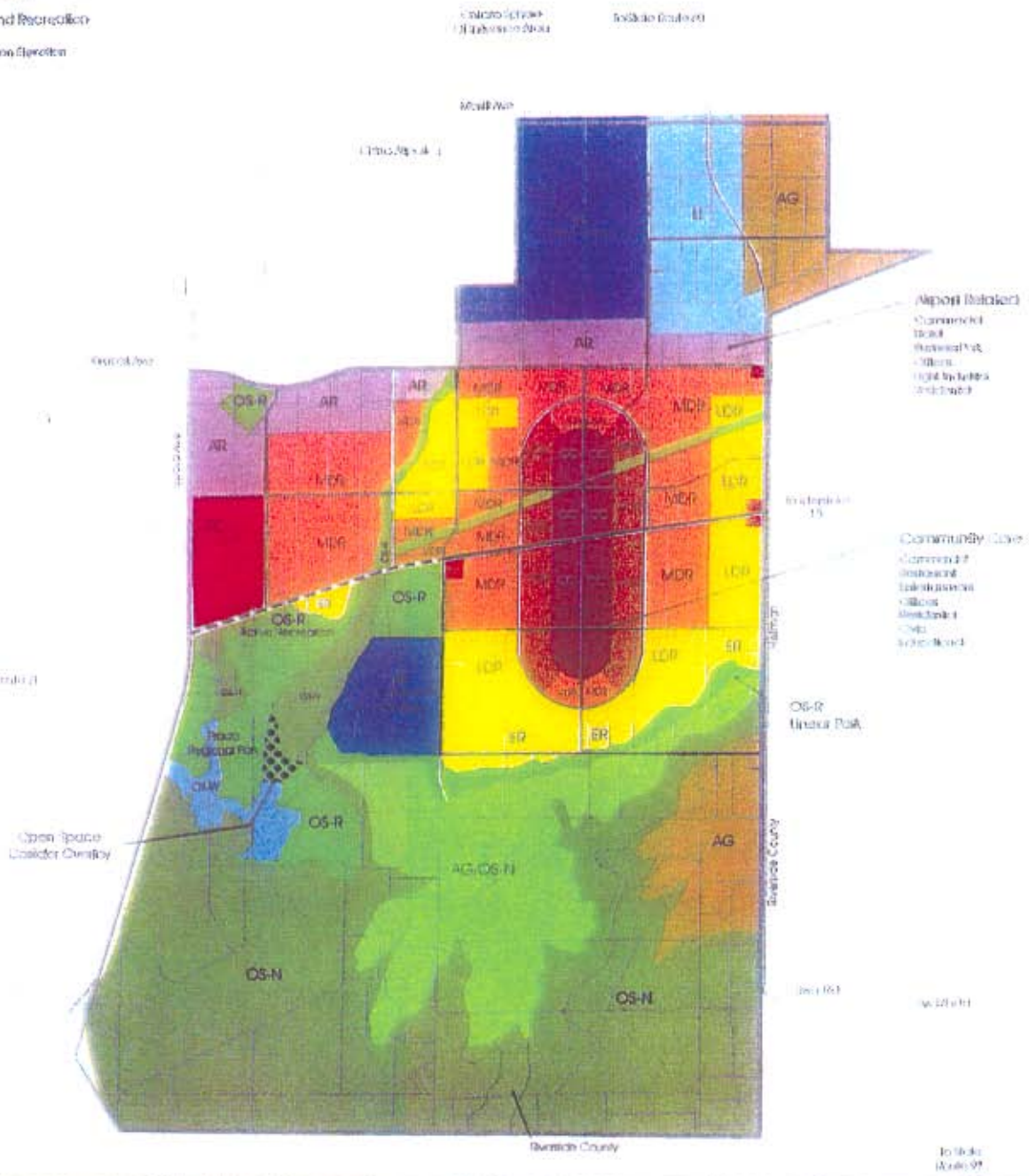
- NC - Neighborhood Commercial (25 FAR)
- RC - Regional Commercial (25 FAR)
- CC - Community Core
- BPO - Business Park/Office (25 FAR)
- I - Light Industrial (15 FAR)
- AI - Airport Related (35 FAR)

- PS - Public Facility
- OS-R - Open Space Recreation
- OS-N - Open Space Natural
- AG - Agriculture
- AG/OS-R - Agriculture and Recreation

566 Food Processing Direction

CIRCULATION

- 4 Lanes
- 4 Lanes
- 4 Lanes
- 4 Lanes



Michael Brandman Associates

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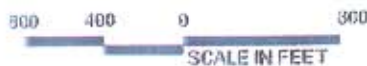


Exhibit 4
Preferred Land Use Concept

CHINO SUBAREA 2

**SECTION 3
PROJECT DESCRIPTION**

3.1 Project Characteristics

The City of Chino is preparing a master plan to guide the future development and annexation of the Preserve. The master plan will consist of a comprehensive, policy-level specific plan/land use plan. An ‘umbrella’ General Plan Amendment, which will link the specific plan to the City’s existing General Plan and satisfy the requirement for consistency with the General Plan, will also be prepared. The General Plan Amendment will be an Area Plan, as authorized by Government Code Sections 65301(b) and 65303.

The Land Use Concept

The proposed Land Use Concept for The Preserve is depicted in Exhibit 4. The Land Use Concept is composed of the following primary features:

- A community of residential neighborhoods.
- A Community Core area, envisioned as an idyllic “main street” with a mix of commercial retail and office uses, entertainment areas, residential uses, and public and religious uses.
- A regional commercial center.
- An employment center focusing upon the Chino Airport.
- An open space preserve, including multi-purpose recreational, agricultural, and natural open space uses.

Table 1 provides a preliminary breakdown of proposed Concept Plan land uses. The Land Use Plan contains 15 specific land use categories that are grouped under broad land use topics. Calculation of development potential is based on adjusted gross acreage; net residential units include park requirements.

**TABLE 1
PREFERRED LAND USE PLAN
STATISTICAL ANALYSIS**

Land Use Designation	Adjusted Gross Acres	Net Dwelling Units	Net Square Feet
Residential Designations			
Estate Residential	121	190	
Low Density Residential	320	1,343	
Medium Density Residential	576	4,235	
High Density Residential	151	1,680	
<i>Residential Subtotal</i>	1,168	7,447	
Business Designations			
Neighborhood Commercial	9		69,669
Regional Commercial	86		
Regional Commercial (70%)	60		492,084
Office (15%)	13		105,447
Open-Space-Rec. (15%)	13		
Airport Related	263		
Light Industrial (55%)	145		2,131,181
Business Park (20%)	53		602,758
Office (10%)	26		301,379
Commercial (10%)	26		215,271
Hotel (5%)	13		150,690
Light Industrial	212		3,117,747
Community Core 4	125		
MU Res (55%)	55	616	
MU Comm (20%)	20		197,412
MU Office (15%)	15		197,412
MU Public Facilities (10%)	10		
<i>Business Subtotal</i>	695	616	7,581,048
Open Space Designations			
Agricultural	345		
Open Space-Water	62		
Ag/Open Space-Natural	518		
Open Space Recreation	423		
Open Space-Natural	1,640		
<i>Open Space Subtotal</i>	2,988		
Other Designations			
Public Facilities	398		
Rights-of-Way	186		
<i>Other Subtotal</i>	584		
Total	5,435	8,064	7,581,048

The Preserve is proposed to allow up to 8,064 dwelling units on 1,223 acres; 640 acres of business uses (Community Core, Light Industrial, Airport Related, Regional Commercial, Neighborhood Commercial); 584 acres of Rights-of-Way and Public Facilities; and approximately 2,988 acres in Open Space (Recreation, Agricultural and Natural Open Space). Proposed developed uses are concentrated in the northern portion of the Preserve, above the Prado Basin high water inundation line (elevation 566'), which is a significant influence on the planning area. Lands generally south of the 566' elevation are planned for Recreation, Agriculture and Natural Open Space.

Components of the Land Use and Circulation Concept

The principal components of the land use concept are described below.

Residential Community

A diverse range of residential neighborhoods are proposed that offer a variety of housing densities, types, and price ranges. The various residential categories provide density ranges between two (2) and 16 units per acre.

Community Core

The Community Core area is proposed in the northerly portion of the project area bisected by Pine Avenue, and is intended as the focus of the higher density residential areas within the project area. The Community Core is envisioned as an idyllic "main street" with a mix of uses, themed landscaping, street furniture, textured paving and tasteful signage. The types of land uses envisioned include a mix of commercial, retail, office, entertainment and residential uses. In addition, the Community Core area is designed to include a public school, library, community center, fire station, recreational facilities, and religious facilities.

Euclid Regional Commercial Center

This area is located south of Bickmore Avenue and east of Euclid Avenue and is envisioned as an area of intensive business and entertainment uses that provide an employment and commercial base for the area. The Center would contain regional commercial uses, office uses, and entertainment uses. The Euclid Regional Commercial Center would partially extend below the 566 foot dam inundation area. Due to anticipated high land values of the commercial center and the minimal depth of the inundation area it is probable that adequate financing could occur to replace the lost flood capacity caused by this development.

Chino Airport-Related Uses

Portions of Chino Airport extend into the northerly portion of The Preserve. This airport influence area is intended to provide land uses that draw upon proximity to airport operations and the Euclid Regional Commercial Center. The types of land use proposed include those that would complement airport operations, including light industrial, auto rental, airplane sales and service, hotels, business park, and office uses. Adjacent to the Chino Airport is a Light Industrial designation that would also provide airport compatible uses.

Educational Facilities

A variety of educational facilities can be accommodated within the residential and Community Core land use designations within the project area. Such facilities include community college, public schools and learning centers that consist of shared schools, day care, library, and satellite civic uses.

Community Paseo and Open Space System

The purpose of the paseo system is to connect the urban community with the open space and recreational features located primarily below the 566-foot elevation. The Community Paseo and Open Space System envisions the use of existing streams, drainage ways, pathways, and the electric transmission line traversing the project area to link the urban community with the regional recreational amenity to the south. The paseo system will provide a network of trails as a recreational opportunity and an alternative form of transportation. The paseo system is also proposed to buffer or separate potentially incompatible uses, such as the California Women's Institution, from proposed residential uses.

Regional Open Space and Recreation

This area would be located primarily below the 566-foot elevation and emphasizes the existing open space attributes of the area. The open space and recreation land uses proposed will provide an amenity for future residents and employees of the project area, as well as act as an attraction to draw people from the region. Proposed uses would include active and passive recreation, habitat for various plant and animal species, and agricultural uses. Active recreation uses would include uses such as golf courses, soccer and baseball fields, and picnic and barbecue areas. Passive areas would allow for an urban wilderness or nature park, including an interpretive center. Agricultural uses would allow grazing and 'metro-farming' uses. The Community Paseo system would link the regional open space and recreational amenity with the urban community within The Preserve.

Circulation

The project area is located near the 60, 91, 15 and 71 Freeways that provide regional access. North-south circulation is limited in the project area due to a number of existing facilities, including the Chino Airport, California Institution for Men, and Prado Dam Flood Basin. Euclid Avenue and a planned extension of Walker Avenue to connect with Hellman Avenue will provide north-south access to regional circulation. The primary east-west linkage is the Pine Avenue/Schleisman Road corridor. This corridor is anticipated to carry substantial future traffic volumes, and will be the subject of special design consideration in the Specific Plan to adequately separate and buffer through-traffic from adjacent uses. The Preserve will also be designed to anticipate and accommodate future transit applications to serve and link the community with regional systems.

Contents of Specific Plan Document

The proposed Specific Plan includes the entire 5,435-acre project area. The development concept is a collection of objectives that are derived from the vision for the Preserve. The Specific Plan will serve a wide-variety of public and private interests, each with their own set of needs and long-range objectives. The Specific Plan will be comprised of the Land Use Plan, development standards, overlay districts, infrastructure plans, and design guidelines. The key components of the Specific Plan are outlined below.

**TABLE 2
SPECIFIC PLAN PRELIMINARY OUTLINE**

Executive Summary

I. Introduction and Background

Purpose and Authority
Location and Description
Opportunities and Constraints
Relationship to the General Plan
Relationship to the Zoning Ordinance
Public Participation

II. Development Plan

Development Concept
Planning Sub-Areas
Land Use Plan
Residential Development Standards
Commercial Development Standards
Industrial Development Standards
Agricultural and Open Space Development Standards
Overlay Districts
General Development Regulations (includes right-to-farm)
Circulation Plan
Infrastructure Plans
Open Space Management Plan
Public Facilities (schools, community facilities)

III. Design Guidelines

Landscape Architecture Guidelines
Residential Design Guidelines
Commercial Design Guidelines
Industrial Design Guidelines
Signage Guidelines
Lighting Guidelines

IV. Administration

General Provisions
Responsibility
Development Processing
Enforcement

V. Implementation

General Provisions
Phasing Plan
Financing
Plan Monitoring

VI. Appendices

3.2 Project Objectives

The goals and objectives that are critical to the development and future use of The Preserve are identified in a 'Critical Issues, Goals and Objectives Report' (3/2000), which builds upon an earlier 'vision' statement by the Chino City Council. The report is divided by the following major topics: Vision, Land Use, Circulation, Housing, Conservation and Open Space, Safety, Noise, Air Quality, Economic Development, Plan Administration and Implementation. Goals and objectives that will be reflected in the General Plan Amendment (Area Plan), the Policy-Level Specific Plan, and Program EIR include the following:

- To achieve a quality environment designed to fit into and incorporate regional surroundings by integrating local environmental features and existing land uses into a cohesive and logical pattern of land uses that provides a broad range of living, working, and recreational opportunities.
- Create an efficient and safe circulation and transportation system, which accommodates the community's traffic demands, provides local connections to public services, and facilitates regional movement.
- Offer a variety of housing opportunities and types within unique, livable neighborhoods.
- Provide a network of habitat and recreational opportunities as well as provide separation between neighborhoods.
- Respect and accommodate natural hazards, such as flooding and seismic hazards.
- Account for and buffer noise generating uses from noise sensitive uses.
- Integrate design patterns that would assist in reducing air quality impacts.
- Accommodate a broad range of uses that capitalize on adjacent land uses and enhance the City of Chino's fiscal outlook.
- Implement and administer the development and operation of The Preserve in a manner that is consistent with the Specific Plan.

3.3 Agencies with Discretionary Approval or Permit Authority

Pursuant to California Environmental Quality Act (CEQA) Guidelines 15367, the City of Chino is the Lead Agency for the project and has principal discretionary authority over the project and project approvals. A number of other agencies will serve as Responsible or Trustee Agencies, pursuant to CEQA Guidelines 15381 and 15386, respectively. Agencies with discretionary approval and/or permit authority over some aspect of the project that may use information in the Program EIR include, but are not limited to, the following:

Chino Preserve Notice of Preparation

- City of Chino
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- California Department of Transportation
- Regional Water Quality Control Board
- California Department of Fish and Game
- South Coast Air Quality Management District
- San Bernardino County Health Department
- San Bernardino County Flood Control Department
- San Bernardino County Division of Airports
- San Bernardino County Association of Governments
- Local Agency Formation Commission (LAFCO)
- Water Agencies (multiple)

**SECTION 4
ENVIRONMENTAL EVALUATION**

4.1 Probable Environmental Effects

The probable environmental effects of the proposed project fall into the following categories that will be included in the Program EIR:

- Land Use/Agriculture
- Water Resources (Hydrology/Flood/Groundwater/Water Quality)
- Biological Resources
- Geology and Soils (Geologic Hazards/Soils/Mineral Resources)
- Hazards (including Airport Safety and Hazardous Materials)
- Transportation and Circulation
- Noise
- Air Quality
- Population and Housing
- Public Services (Schools, Police, Fire, Libraries, Parks/Recreation)
- Utilities (Water, Wastewater, Solid Waste, Public Facilities)
- Cultural Resources (Historical, Archaeological, Paleontological)
- Aesthetics (Scenic Resources, Visual Character, Light/Glare)

A summary of the potential effects corresponding with these categories is provided below.

- Land Use/Agriculture. The proposed project will accelerate the cancellation of Williamson Act agricultural preserve contracts, and will convert existing dairies and other agricultural lands to a variety of urban uses consistent with the land use plan. This is likely to be a significant, unavoidable adverse impact of the project. Adoption of the plan will likely accelerate the departure of dairies from the area, though right-to-farm provisions and measures to minimize conflicts between incompatible uses (e.g. buffers, setbacks) will be included. Potential land use incompatibilities are likely to occur as new residential, commercial, industrial/business park, and airport-related uses develop near or adjacent to existing dairies, the Co-Composting facility, or the California Institution for Women. The project will place urban uses and a sizeable population in close proximity to the extensive natural resources of the Prado Flood Control Basin. Without careful placement, design and buffering of urban uses, conflicts with resources in the Prado Basin could occur.
- Water Resources (Hydrology/Flood/Groundwater/Water Quality). The proposed project will substantially alter the existing drainage pattern of the area, as new development, structures and roadways modify the existing sheet flow pattern of storm runoff through the area. The project will potentially increase and redirect the amount of storm water runoff, due to the increase in the amount of impervious surfaces utilized by new development. The potential for increases in pollutant laden storm runoff into natural areas downstream is a significant concern. Without proper controls and best management practices, new development will have the potential to violate water quality standards and degrade downstream receiving waters. Potential beneficial impacts include the reduction in the amount of dairy waste runoff and related leaching into the groundwater basin as dairies relocate from the area.

- **Biological Resources.** The proposed project will remove agricultural lands, including fallow fields and open ponds, that provide habitat and foraging opportunities for a variety of wildlife species. Eucalyptus windrows that provide nesting habitat and perches for foraging raptors may be disturbed or removed. The project has the potential to disrupt wildlife movement through the area, particularly in areas planned for urban development above the Prado high water inundation line (566' elevation). Federal or state-listed sensitive species known to occur within or near the Prado Basin may be impacted by the planned development or by increased human activity. Such federal or state-listed species include the least Bell's vireo, southwestern willow flycatcher, southwestern arroyo toad, California red-legged frog, Santa Ana sucker, and southwestern pond turtle. Other species of concern, such as the burrowing owl, may be disturbed or displaced by urban development. The proposed project is expected to result in significant adverse impacts to biological resources.
- **Geology and Soils (Geologic Hazards/Soils/Mineral Resources).** The project area is susceptible to liquefaction due to the presence of poorly consolidated soils and ground water. Proposed structures within liquefaction areas may be required to provide mitigation measures such as excavation, removal or recompaction of soils, the provision of deep foundations, or structural reinforcement. Structural mitigation will be required to address potential liquefaction hazards for critical or high occupancy facilities, such as hospitals and churches. Many of the soils in the project area are susceptible to expansion and settlement, indicating the presence of clay in the soils. Structural hazards associated with expansive soils can be addressed through soils engineering and building practices. Development will be subject to peak horizontal ground acceleration at the site for the Maximum Probable Earthquake of approximately 0.5 to 0.6g. The potentially active Central Avenue fault traverses the project area open space south of Pine Avenue. Relatively shallow groundwater tables through the southern portions of the planning area contribute to potential development hazards. Although the history of subsidence is unknown within the planning area, the potential does appear to exist for subsidence induced ground fissures.
- **Dairy Waste Management.** The proposed project will accelerate the need for clean-up and removal of soils contaminated by decades of dairy wastes deposition, including manure, urine and other organic materials. These wastes have contributed to excess salts and nutrient loading within the Lower Chino Basin--more specifically total dissolved solids (TDS) and nitrate, present in both the groundwater and surface water systems. Both Chino Creek and Mill Creek within The Preserve are listed by the Regional Water Quality Control Board (RWQCB) as impaired waters. The RWQCB has adopted requirements for dairy operators designed to prevent continued surface and groundwater contamination. Requirements for the project area include: containment of all wash water and storm water runoff from dairy operations; protection of each dairy from inundation by 100-year storm flows; prohibition of the discharge of manure and its application as fertilizer; and removal of all stockpiled manure by 2002. The proposed project, in conjunction with these RWQCB requirements, will hasten the conversion of agricultural lands to urban uses. Without proper removal of dairy waste contaminated soils and recompaction with clean fill material, urban uses proposed on former dairy sites, or on former manure spreading and stockpile locations, will be subject to potential soils and foundation hazards, settlement and subsidence. The proposed project's relationship to dairy waste management and clean-up issues will be examined in the EIR.
- **Hazards and Hazardous Materials (including Airport Safety).** Portions of the project area are impacted by FAA restricted use, development and height zones associated with Chino Airport. The proposed project will be affected by the potential easterly expansion of the Chino Airport and the resulting increase in the safety zones necessary for public protection.

Development around the Airport will need to meet the requirements of the Airport Comprehensive Land Use Plan and associated referral areas adopted for the Chino Airport. Water features that attract concentrations of birds and areas of human assembly are both recommended or required to be located a safe distance from the Airport runways. The project area includes known hazardous waste sites associated with underground storage tanks and small generators of hazardous wastes. The potential for residual pesticides or herbicides exists on agricultural lands or dairies planned for development. Without proper removal and/or remediation, potential methane accumulations in dairy soils laden with manure and organic materials present a potential hazard to building foundations and new urban development. Without proper development design and setbacks, development may be exposed to electromagnetic fields associated with major power transmission lines that traverse the area.

- Transportation and Circulation. The proposed project will substantially increase the number of vehicle trips in the area, and will place a potential burden on the existing underdeveloped area roadway network. The proposed project will contribute to cumulative adverse traffic congestion on the regional circulation system, including but not limited to future conditions on State Routes 71 and 91. Circulation into and through the project area is available through a limited number of roadways. Impediments that constrain the establishment of new access routes into the project area include the Chino Airport, the California Institute for Men, Chino Creek and Mill Creek, and the Prado Basin. As mitigation, area roads will need to be expanded and funding mechanisms established to meet the needs of projected development and to account for the location of existing uses.
- Noise. The proposed project will create new traffic-related and operational noise sources that may result in a potentially significant and unavoidable adverse increase in ambient noise levels. Sensitive receptors including new residential development, schools and parks may be impacted by existing Chino Airport operations, or a possible future expansion of the airport. Some roadways within the project area have existing noise levels in the mid-60 dB range at the edge of the roadway. Future residential development along these roadways, particularly Euclid Avenue, Pine Avenue, and State Route 71 may be constrained without appropriate noise mitigation measures.
- Air Quality. The proposed project development may be impacted by existing dairy operations that create localized odors and air emissions. The development of urban uses will contribute to elevated levels of ozone, carbon monoxide and other air pollutants within the area. The increase in emissions associated with urban development will be offset to some extent by the reduction in dairies, which are a significant source of PM-10 (suspended particulates), methane and ROG (reactive organic gases). However, the net effect on air quality is anticipated to be significant and unavoidably adverse.
- Population and Housing. The proposed project will substantially increase population and housing within the project area and City of Chino. The proposed project will provide a range of housing types and densities, as well as employment opportunities, to meet the needs of residents with varying incomes. Consistency with regional plans and goals, including jobs/housing balance objectives, will be addressed in the EIR.
- Public Services (Schools, Police, Fire, Libraries, Parks/Recreation). The proposed project will place significant new demands on public services, and create the need for new public facilities including police and fire facilities, schools, parks and libraries. New development

will also generate additional revenues, which the City can use to help offset the costs of these new services/facilities. Sources include property and sales taxes, general fund revenues, Community Facilities Districts, school fees, other development impact fees and other sources.

- Utilities (Water, Wastewater, Solid Waste, Public Facilities). The project area is largely dairyland and open space, with little or no infrastructure to support urban development. The project will result in the need for major new public infrastructure systems to support planned development.
- Cultural Resources (Historical, Archeological, Paleontological). The proposed project area has significant history as an agricultural area, with the associated potential for historical, archaeological, and paleontological resources. As many as 52 archaeological sites have been recorded within the project area, primarily below the Prado high water inundation line (566' elevation). Without proper development planning and mitigation, the project has the potential to disrupt or destroy significant cultural resources.
- Aesthetics (Scenic Resources, Visual Character, Light/Glare). Over time, the proposed project would transform the existing setting from rural dairies, small commercial businesses, other agricultural lands and open space, to a high quality new planned community. Associated with this change will be a reduction in open fields and pasture land and an increase in structures, outside lighting, and lighting sources common to urban areas. The proposed project will maintain the scenic resources in portions of the project area for a variety of open space uses, including passive and active recreational uses, and environmentally sensitive areas.

4.2 Cumulative Effects

Section 15130 of the CEQA Guidelines requires the consideration of cumulative impacts within an EIR. Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the project when added to other related future projects.

The cumulative analysis to be discussed with the EIR will be based upon related projects or those reasonably anticipated to occur, including development pursuant to the adopted General Plan amendment for City of Chino Subarea 1, development plans for properties within the California Institution for Men (CIM-Chino), potential expansion plans for the Chino Airport, the adopted City of Ontario Sphere of Influence/General Plan Amendment north of the project site, development of the nearby Eastvale community in Riverside County, and other related plans and projects as may be identified by the City of Chino and other agencies in response to this Notice of Preparation.

**SECTION 5
ALTERNATIVES TO THE PROPOSED PROJECT**

Alternatives to the proposed project that will be evaluated in the EIR include, but are not limited to the following:

- No Project Alternative
- Environmental Land Use Alternative
- Metropolitan Center Land Use Alternative

All alternatives will be evaluated with respect to each key impact category reviewed for the proposed project. Other alternatives that may be raised during the Public Participation Program or EIR scoping may be briefly discussed in the EIR. The three (3) primary alternatives are briefly discussed below.

5.1 No Project Alternative

The No Project Alternative assumes that the Preserve project area will continue to be governed by the current plans and regulations of the County of San Bernardino without annexation or adoption of the proposed Specific Plan and General Plan Amendment by the City of Chino. Existing dairies would continue to operate as long as they are viable; dairy lands which recycle to other uses would still be subject to the agricultural zoning of the San Bernardino Development Code. The current County of San Bernardino General Plan and Development Code will continue to be the primary land use tools affecting the expansion or use of development within the project area.

5.2 Environmental Land Use Alternative

A preliminary Environmental Land Use Alternative was formulated during the process of screening various conceptual plans for identification of a preferred Land Use Concept for The Preserve. The alternative included 6,597 dwelling units and approximately 7,840,800 square feet of Business Uses (i.e. commercial, office, business park, light industrial, mixed use). This alternative, or a variation thereof, may be evaluated in the EIR.

This Alternative does not necessarily contain less development potential than the Preferred Land Use Concept, but the constraints are utilized to define edges and uses. Much like the preferred Land Use Concept, this alternative is envisioned as a residential community centered around a core of public facilities and commercial uses. Industrial uses would be located along Kimball and Euclid Avenues, and a commercial center would be located on Euclid Avenue. A feature of this alternative is that Pine Avenue is utilized to separate higher intensity commercial, industrial and residential uses to the north, from lower intensity residential and open space uses to the south. In comparison with the preferred Land Use Concept, greater emphasis would be placed on anchoring the community with *passive* open space, habitat

and regional recreation features to the south. Under the Environmental Land Use Alternative, this area below the 566-foot dam inundation elevation would be primarily devoted to natural open space habitat, rather than the combination of active and passive recreation, agriculture and natural open space envisioned by the Preferred Land Use concept. A network of open space, including drainages and community paseos, would connect the community to the regional open spaces and recreation amenity to the south.

5.2 Metropolitan Center Land Use Alternative

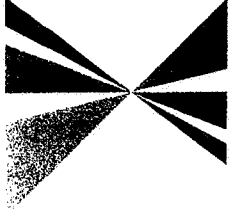
A preliminary Metropolitan Center Land Use Alternative was formulated during the process of screening various conceptual plans for identification of a preferred Land Use Concept for The Preserve. The alternative included 4,818 dwelling units and approximately 11,804,000 square feet of Business Uses (i.e. commercial, office, business park, light industrial, mixed use). This alternative, or a variation thereof, may be evaluated in the EIR.

This alternative suggests an intensive regional serving community, intimately integrated with a potential, future expanded Chino Airport, Subarea I to the west, and a regional recreational and golf center. The concept for the Metropolitan Center Alternative is that an intense corridor of regional serving business and commercial uses would be located along Euclid Avenue between Pine and Kimball Avenues. Industrial uses would be located along Kimball and Euclid Avenues and a community serving commercial center would be located on Pine Avenue, which would be realigned to the south. In comparison with both the preferred Land Use Concept and the Environmental Land Use Alternative, greater emphasis would be placed on anchoring the community with an *active* regional recreation center to the south. In this alternative, it is also envisioned that some flexibility in the application of environmental constraints (e.g. 566-foot dam inundation elevation) would occur in order to accommodate the expanded growth concept.

NOTICE OF PREPERATION COMMENT LETTERS

No.	Date Received	Agency
1	December 14, 2000	Southern California Association of Governments
2	December 15, 2000	Department of the Army, Corps of Engineers
3	December 18, 2000	Chino Basin Water Conservation District
4	December 20, 2000	Governors Office Of Planning And Research
5	December 22, 2000	Endangered habitat league
6	January 4, 2001	Omnitrans
7	January 4, 2001	San Bernardino County Department of Public Health
8	January 5, 2001	Chino Valley Independent Fire District
9	January 5, 2001	Inland Empire Utilities Agency
10	January 5, 2001	City of Chino Hills
11	January 5, 2001	State of California, Department of Conservation
12	January 8, 2001	California Regional Water Quality Control Board- William B. Rice (Chino Basin Watershed Management Section)
13	January 8, 2001	California Regional Water Quality Control Board- Kelly Schmoker
14	January 10, 2001	San Bernardino County Department of Public Works
15	January 10, 2001	County of San Bernardino, Local Agency Formation Commission
16	January 11, 2001	County of Orange, Planning and Development Services Department
17	January 12, 2001	California Department of Toxic Substances Control
18	January 12, 2001*	Southern California Association of Governments
19	January 16, 2001 *	Endangered habitat league
20	January 18, 2001 *	Governors Office Of Planning And Research, State Clearinghouse
21	January 26, 2001	Native American heritage Commission
22	January 29, 2001	Tom Dodson and Associates
23	January 31, 2001	Untied States Department of the Interior: Fish and Wildlife Services, Ecological Services, Carlsbad Fish and Wildlife Office
24	February 5, 2001	State of California, Department of Fish and Game, Inland Deserts Region
25	February 5, 2001*	California Department of Toxic Substances Control
26	February 9, 2001*	City of Chino Hills
27	February 13, 2001	San Bernardino County, Public Services Group, Land Use Services Department- Planning Division
28	February 14, 2001*	Chino Valley Unified School District
29	February 15, 2001*	County of Orange, Planning and Development Services Department
30	February 20, 2001*	California Department of Transportation, Aeronautics Program
31	February 27, 2001*	City of Ontario
* Indicates response to 1/05/01 Amended Notice of Preparation		

SOUTHERN CALIFORNIA



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Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Elizabeth Cowan, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea

Riverside County: Bob Buster, Riverside County • Ron Loweridge, Riverside • Greg Pettis, Cathedral City • Andrea Puga, Corona • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Gwenn Norton-Perry, Chino Hills • Judith Valles, San Bernardino

Ventura County: Judy Mikels, Ventura County • Donna De Paola, San Buenaventura • Glen Becerra, Simi Valley • Yoni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

December 12, 2000

Mr. Brent Arnold
Principal Planner
Community Development Department
City of Chino
13220 Central Avenue
Chino, CA 91710

COMMUNITY DEVELOPMENT
DEC 14 2000

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Chino Specific Plan / Annexation / General Plan Amendment - SCAG No. I 20000586**

Dear Mr. Arnold:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the Chino Specific Plan / Annexation / General Plan Amendment** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and **regional plans (Section 15125 [d])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the DEIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your DEIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Planner
Intergovernmental Review

**COMMENTS ON THE PROPOSAL TO DEVELOP A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
CHINO PRESERVE SPECIFIC PLAN /
ANNEXATION / GENERAL PLAN AMENDMENT
SCAG NO. I 20000586**

PROJECT DESCRIPTION

The proposed Project considers the annexation of the largest remaining portion of the Chino Valley Dairy preserve with the City of Chino's Sphere of Influence to allow for development of a portion of approximately 5,435 acres currently within the Preserve. The preserve is proposed to allow up to 8,064 dwelling units on 1,223 acres; 640 acres of business uses; 584 acres of Public Facilities and Rights-of-Ways; and approximately 2,988 acres in Open Space.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 1998 RTP (April 1998) Population, Household and Employment forecasts for the San Bernardino Association of Governments (SANBAG) subregion and the City of Chino. These forecasts follow:

SANBAG

Subregional

Forecasts

	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>
Population	1,772,700	2,005,400	2,239,600	2,512,800	2,829,800
Households	565,000	639,200	716,800	805,700	904,900
Employment	617,000	734,800	860,700	983,400	1,103,600

City of Chino

Forecasts	2000	2005	2010	2015	2020
Population	66,100	69,400	72,900	76,700	80,400
Households	17,500	18,600	19,700	20,900	22,300
Employment	41,700	53,100	66,100	78,200	92,100

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Goals

- 1. Meet the need for mobility and access to transportation of an increased employment and population base in the subregions and region, reduce congestion to 1990 or better levels of performance and enhance the movement of goods.*
- 2. Ensure that transportation investments are cost-effective, protect the environment, promote energy efficiency and enhance the quality of life.*
- 3. Serve everyone's transportation needs in a safe, reliable and economical way, including those who depend on public transit, such as the elderly, handicapped and disadvantaged.*
- 4. Develop regional transportation solutions that complement subregional transportation systems and the needs of cities, communities and subregions.*
- 5. Promote transportation strategies that are innovative and market-based, encourage new technologies and support the Southern California economy.*

Core Regional Transportation Plan Policies

4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:*

Mobility - *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.*

- *Average Work Trip Travel Time in Minutes – 22 minutes*
- *PM Peak Highway Speed – 33 mph*
- *Percent of PM Peak Travel in Delay (All Trips) – 33%*

Accessibility - *Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 25 Minutes – 88%*

Environment - *Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)*

- *Meeting Federal and State Standards – Meet Air Plan Emission Budgets*

Reliability - *Reasonable and dependable levels of service by mode. (All Trips)*

- *Transit – 63%*
- *Highway – 76%*

Safety - *Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)*

- *Fatalities Per Million Passenger Miles – 0.008*
- *Injury Accidents – 0.929*

Livable Communities - *Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)*

- *Vehicle Trip Reduction – 1.5%*
- *Vehicle Miles Traveled Reduction – 10.0%*

Equity - *The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)*

- *Low-Income (Household Income \$12,000) Share of Net Benefits – Equitable Distribution of Benefits*

Cost-Effectiveness - *Maximize return on transportation investment. (All Trips)*

- *Net Present Value – Maximum Return on Transportation Investment*
- *Value of a Dollar Invested -- Maximum Return on Transportation Investment*

- 4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*
- 4.04 *Transportation Control Measures shall be a priority.*
- 4.06 *Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.*
- 4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

Core Regional Transportation Plan Actions

Non-Motorized

- 3. *Improve or construct priority bicycle and pedestrian facilities identified in county and subregional Non-Motorized Plans.*

Transit Restructuring

- 18. *Work with transit operators and transportation commissions to evaluate restructuring existing services away from least performing lines towards more efficient transit services that meet the regional performance goal by the year 2010.*
- 19. *Work with County Transportation Commissions to document and monitor transit restructuring through the Short Range Transit Plan (SRTP) process.*

Smart Shuttles

- 20. *Develop a system of demand responsive transit to be implemented at major centers in the Region, providing multi-modal linkages, access within centers, and connections between centers.*

Transit Centers/Park-n-Ride Facilities

- 28. *Enhance transit centers, constructing new centers and providing additional park-n-ride facilities to encourage alternatives to single occupant automobiles.*

Commuter Rail

29. *Increase Metrolink service on all commuter rail lines.*

Roadways

43. *Improve arterials that serve regional needs for freight movement or provide capacity within commute sheds.*

Vanpooling

61. *Continue to support private provision of vanpool programs.*

Telecommunications

65. *Support policies and programs that facilitate individuals and business employees working at home.*
66. *Support public policies, programs, legislation, ordinance, housing designs and building permits that enables and supports self-employed and other private sector employees working at home.*

Ground Access

73. *Construct improvements on arterials, highway and rail lines to accommodate added freight and passenger movements to and from airports.*

Alternative Fuels and Clean Cities

77. *Support permitting of alternative and zero emission vehicle infrastructure and charging stations.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the

following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized*

areas accessible to transit through infill and redevelopment.

- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdiction's strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17 *Support and encourage settlement patterns, which contain a range of urban densities.*
- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*
- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic

disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*

11.05 *Support regional efforts to identify and cooperatively plan for wetlands to facilitate*

both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.

- 11.06 *Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.*
- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*
- 11.08 *Ensure wastewater treatment agency facility planning and facility development be consistent with population projection contained in the RCPG, while taking into account the need to build wastewater treatment facilities in cost-effective increments of capacity, the need to build well enough in advance to reliably meet unanticipated service and storm water demands, and the need to provide standby capacity for public safety and environmental protection objectives.*

OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*

Public Health and Safety

- 9.04 *Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban*

type uses in areas where public health and safety could not be guaranteed.

Resource Production

9.07 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*

Resource Protection

9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a **Joint Powers Agency** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining **Conformity** of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for **reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for **Inter-Governmental Review** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, **Environmental Impact Reports** of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized **Areawide Waste Treatment Management Planning Agency**.

SCAG is responsible for preparation of the **Regional Housing Needs Assessment**, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.