

SECTION 3 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The Preserve planning area 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 (Exhibit 3.1-1). The Preserve is adjacent the cities of Chino and Ontario, and the unincorporated community of Eastvale in Riverside County, and is in the vicinity of Chino Hills, Norco, Corona, and the Prado Flood Control Basin. The Santa Ana River is located to the south of the project site and Chino Hills State Park to the west. The Preserve planning area is approximately two (2) miles wide and three (3) miles long, encompassing 5,435 acres (Exhibit 3.1-2)

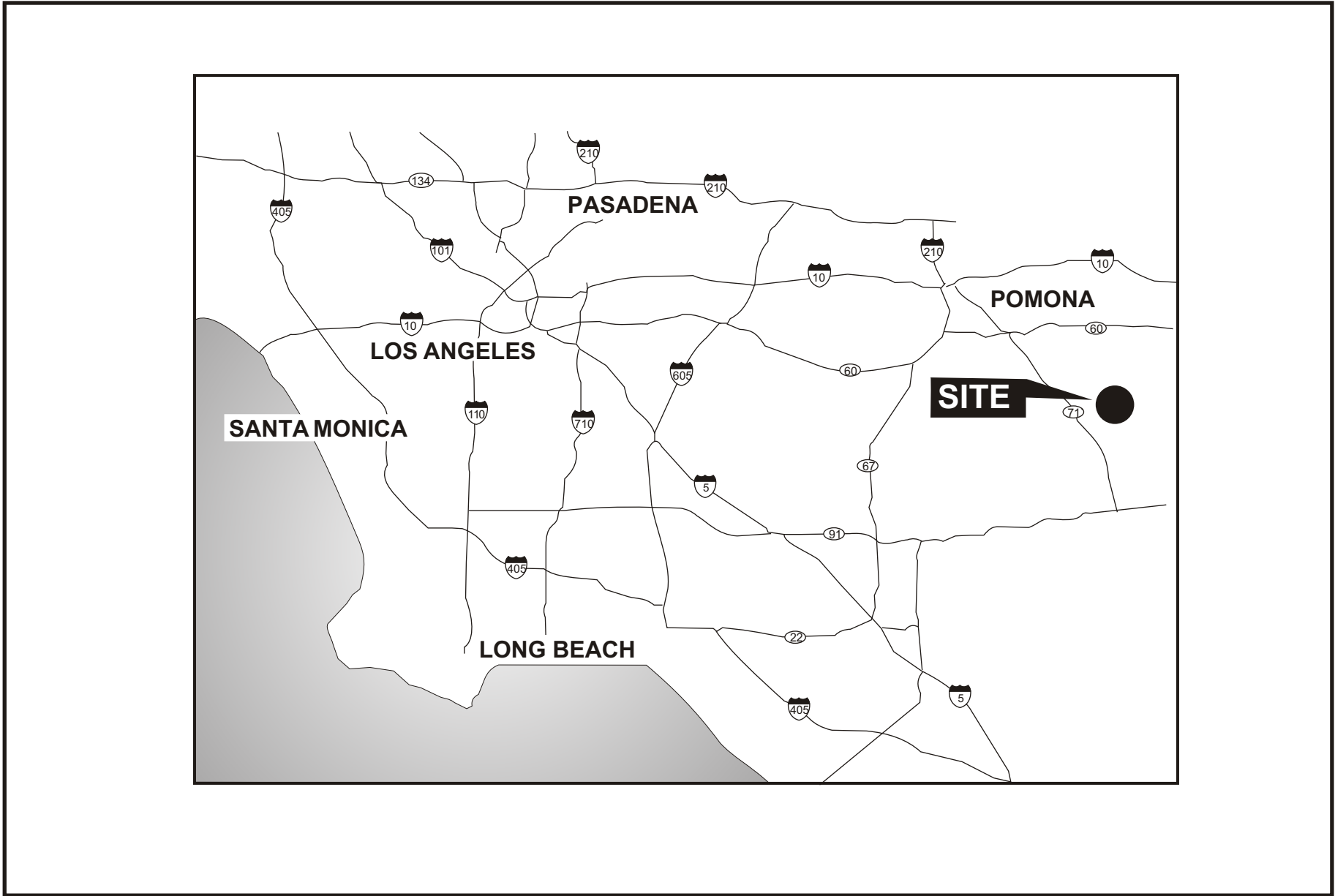
Regional access to The Preserve is provided via State Route 71 to the west, State Route 91 to the south, Interstate 15 to the east, and State Route 60 to the north. Euclid Avenue (SR 83) defines the western boundary of the planning area. Pine Avenue runs east-west through the planning area, providing a link via Schleisman Avenue to Interstate 15. Portions of Kimball and Merrill Avenues form the northern boundary (Exhibit 3.1-3)

3.2 PROJECT CHARACTERISTICS

Project Background

The project area comprises the largest remaining unit of the Chino Valley Dairy Preserve within the greater San Bernardino County Dairy Preserve in the unincorporated area of San Bernardino County. In 1994, the Local Agency Formation Commission (LAFCO) placed a portion of the Dairy Preserve north of Merrill Avenue within the City of Ontario Sphere of Influence, and the area between Merrill Avenue and the San Bernardino County line in the City of Chino Sphere of Influence. The portion within the City of Chino Sphere of Influence represented approximately 7,200 acres and increased the City's planning area by more than 50 percent. The City subsequently divided the area into two planning areas—Subareas 1 and 2.

Subarea 1, located south of the California Institute for Men-Chino and between State Route 71 and Euclid Avenue, encompasses 1,810 acres and was annexed to the City in 1998. Portions of this subarea north of the 566' elevation are zoned for Manufacturing-Industrial use. The larger, 5,435-acre eastern portion, Subarea 2 ('The Preserve'), represents the balance of the City's sphere and is the subject of this master plan program and EIR.



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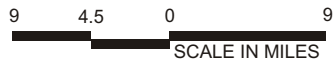
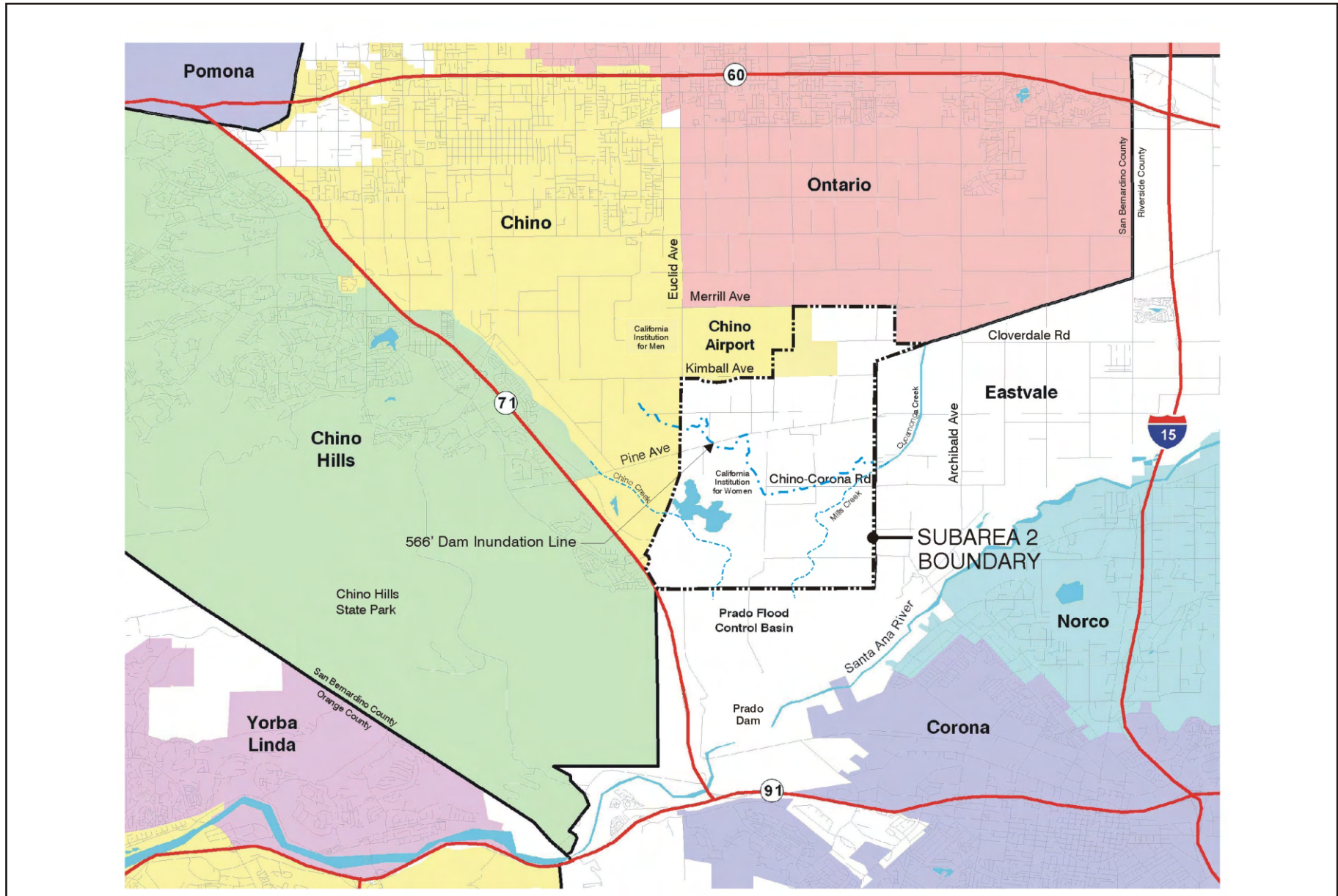


Exhibit **3.1-1**
Regional Location Map
THE PRESERVE • CHINO SUBAREA 2



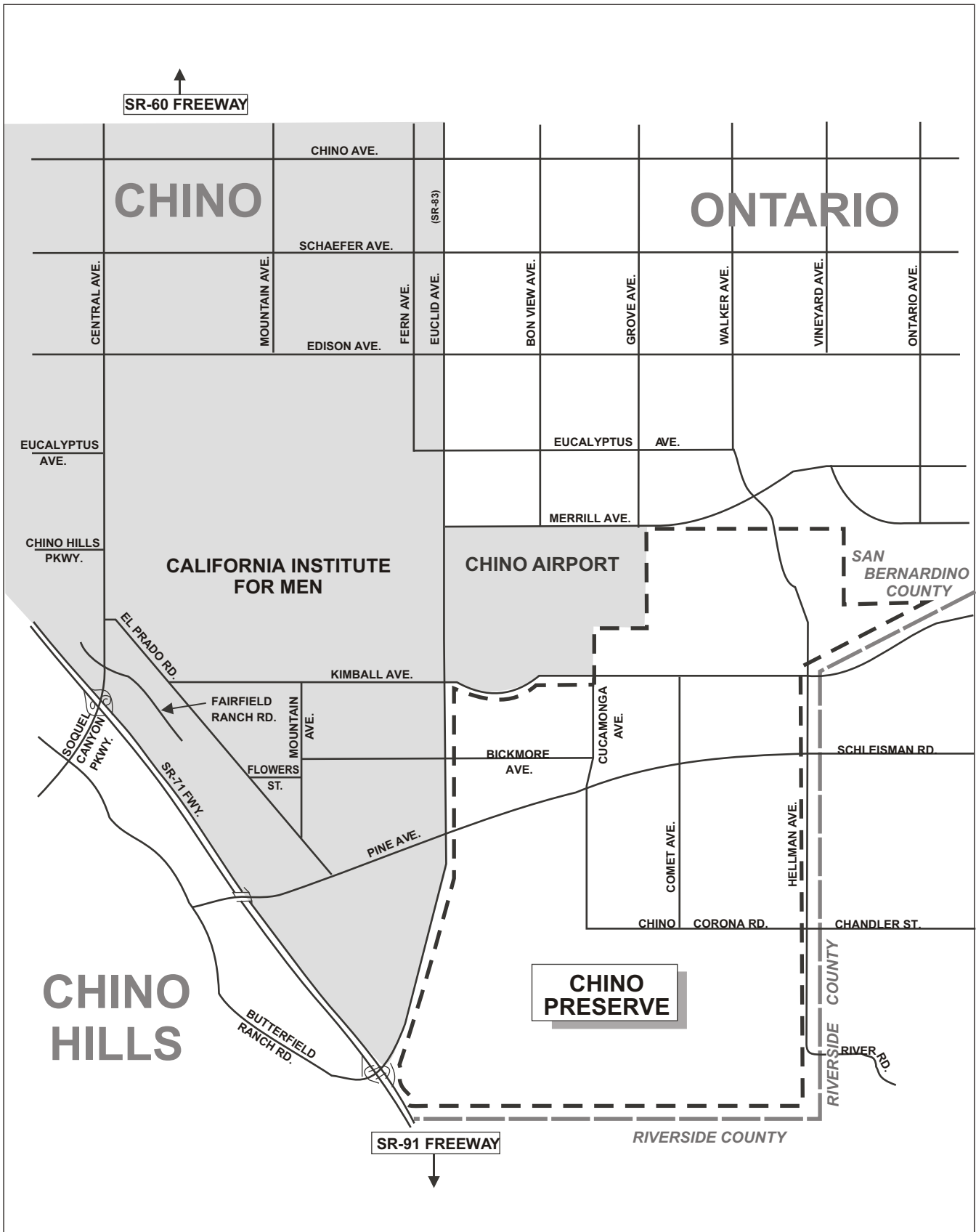
SOURCE: The Planning Center



MAP NOT TO SCALE

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Exhibit 3.1-3
Project Location

THE PRESERVE • CHINO SUBAREA 2

A 290-acre portion of Subarea 2 adjacent Chino Airport was annexed by the City of Chino in 2000. Though previously annexed, this area is retained within the 5,435-acre master plan area and Specific Plan component of the proposed project. A remainder area of approximately 5,145 acres is identified for purposes of the current proposed annexation and related actions.

The County of San Bernardino will retain authority over all land use decisions within The Preserve planning area until the area is annexed to the City of Chino. The existing San Bernardino County General Plan designates the site as Agriculture–Agriculture Preserve (AG-AP), allowing agriculture and dairy uses.

Proposed Regulatory Authority

The State of California requires that all cities and counties adopt a comprehensive General Plan for the physical development of their area of jurisdiction. The General Plan is primarily a policy level document that establishes a City’s vision and general guidelines for future development. Following adoption of the General Plan, a jurisdiction is required to adopt regulatory programs (zoning) that will implement the policies of the General Plan.

State law also allows for the adoption of a specific plan consistent with the General Plan to provide development regulations tailored to the needs of a particular site (California Government Code Section 65450 et seq). In preparing the master plan for The Preserve, the City of Chino has determined that more detailed standards and guidelines were needed than those provided by the City’s existing General Plan and zoning provisions alone. The master plan for The Preserve includes a comprehensive, specific plan/land use plan. A General Plan Amendment, which would link the specific plan to the City’s existing General Plan and satisfy the requirements for consistency with the General Plan, is also proposed.

Section 65453 of the California Government Code establishes the authority for cities and counties to adopt specific plans either by resolution or by ordinance. Though The Preserve Specific Plan in its entirety is proposed for adoption by resolution to establish clear policy direction, Section V, Development Plan, is proposed for adoption by ordinance to provide land use regulation. The key elements of the Development Plan are described below.

The Preserve Specific Plan

The proposed Specific Plan includes a variety of land uses intended to implement the City of Chino’s vision for the project area, as defined by the City Council through a series of public workshops in 1999-2000. The Specific Plan is comprised of the *Development Concept*, which articulates the City’s vision; the *Development Plan*, including the land use plan, general development standards, mobility

plan, community paseo and open space system, park plan, and infrastructure plans; *Design Guidelines*, including community design, landscape and streetscape, grading, non-residential design, the community core, walls and fences, signage and lighting; *Administration*, including responsibilities, development processing and administration, phasing, and funding.

Development Concept

The development concept for The Preserve integrates a number of key features into a single, balanced community. A multi-purpose open space area encompassing approximately 55% of the plan area is linked to a vast open space system in the Prado Basin and the Santa Ana River. A community of residential neighborhoods of varying densities is served by a Community Core, envisioning a mixture of entertainment, commercial, civic, cultural, educational, religious and other residential uses. A regional commercial center along Euclid Avenue and an employment center focused around Chino Airport provide additional shopping and jobs opportunities, and balance to the community design concept.

These major features of the proposed development concept are illustrated in Exhibit 3.2-1 and described below.

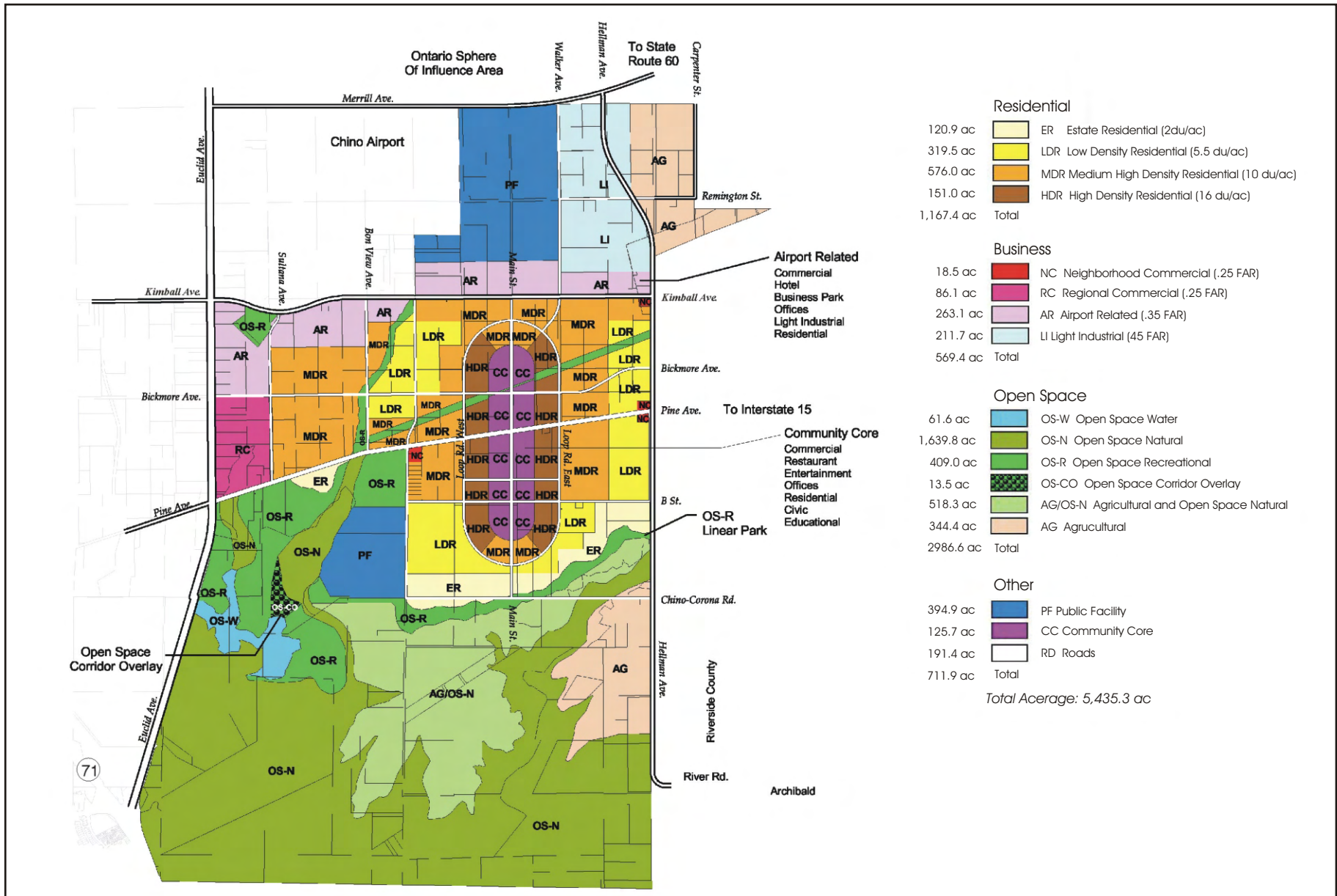
Multi-Purpose Open Space Feature

The area below the 566-foot dam inundation elevation is planned to provide a combination of active and passive recreation, habitat and agricultural uses. The active recreational portion would accommodate lighted sports fields, golf and equestrian facilities, while a passive recreational area would provide an area for natural habitat, and space for agricultural activities potentially reflective of Chino's agricultural heritage. Trail connections are planned to provide access to this area, and eventually to the Santa Ana River and the Crest to Coast Trail.

Community Paseo and Open Space System

The Community Paseo and Open Space System is planned as a system of trails and linear open spaces that connect the major features of The Preserve, and would provide a viable alternative to use of the automobile in the plan area. The system would be oriented in such a manner as to link the developed community with the Multi-Purpose Open Space Feature.

The paseos and open spaces would provide distinctive edges, create identity for the various components and neighborhoods of the plan, and would buffer or separate potentially incompatible uses.



SOURCE: The Planning Center



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Exhibit 3.2-1 Land Use Plan

THE PRESERVE • CHINO SUBAREA 2

Community Core

The Community Core is also planned to include an elementary and/or junior high school and learning center, which consists of shared school, day care, library, satellite civic uses, community center, and recreational facilities.

The Community Core is envisioned as a pedestrian-oriented “main street” with a mix of uses, themed landscaping, street furniture, textured paving and tasteful signage. Uses allowed in the Community Core would include a mixture of commercial, retail, office, entertainment and residential uses. The Core would accommodate both neighborhood and community serving commercial uses, such as a supermarket, bookstore, restaurants and cafes; entertainment uses, such as theaters or a community playhouse; cultural uses, such as a museum; as well satellite civic uses, such as a satellite city hall, police substation or recreation department.

The Community Core is also planned to include an elementary and/or junior high school and learning center, which consists of shared school, day care, library, satellite civic uses, community center, fire station, and recreational facilities. Religious facilities could also be accommodated.

A concentration of residential densities is planned within a ½ mile radius of the core uses. This would provide support for a viable downtown core and allow convenient access to shops and services without the necessity to utilize the automobile.

Euclid Regional Commercial Center

A proposed regional commercial center along Euclid Avenue is planned to capture a high proportion of revenue producing uses, promote jobs-housing balance and act as a center for diversified employment uses. The center would expand and intensify as this regionally strategic location captures increased business activity.

This center is envisioned as an area of intensive business, retail, office and entertainment uses, providing an employment and commercial base for the region. Active recreational uses, created by the Chino Airport Runway Protection Zone to the north and Open Space areas to the south, are woven into the design of the regional commercial area and help create a distinctive regional complex.

Airport-related land use designations along Kimball Avenue would interact with the Euclid Regional Commercial Center and Chino Airport, should the airport facility take on a more diversified air transportation role.

Residential Neighborhoods

Diverse residential neighborhoods offering a variety of densities, housing types and price ranges, to appeal to a variety of market and economic segments are planned. Higher density residences, such as multifamily dwellings, townhomes and garden apartments, are planned in and adjacent to the Community Core, and adjacent the Euclid Regional Commercial Center and Kimball Avenue. This would provide the opportunities for access to employment and service uses, as well as convenient live-work opportunities. Low-density residential uses are planned mainly along the eastern portion of the community, and south of Pine Avenue. Estate Residential areas would be located in the southern portion of the developed area adjacent to the open space and regional recreational feature, in order to accommodate potential equestrian uses.

Development Plan

A statistical summary of the Land Use Plan is provided in Table 3.2-1. A variety of land use designations are included within the broader Residential, Business, Open Space and Public Facilities categories identified below. The plan identifies a maximum of 9,779 dwelling units, based on calculation of adjusted units with park requirements and school acreage assumptions factored in. Calculation of development potential is based on adjusted gross acreage, which excludes land devoted to arterial roadways or flood control facilities.

**TABLE 3.2-1
CITY OF CHINO—THE PRESERVE
PROPOSED LAND USE SUMMARY AT BUILDOUT**

Land Use	No. of Units or Sq. Ft.	Adjusted Acres¹	Population	Employment
Residential	No. of Units			
Estate	237	118	805	
Low Density	1,658	302	5,639	
Medium Density	5,076	508	17,258	
High Density	2,021	126	6,871	
Subtotal	8,992	1,054	30,573	
Mixed Use	787	49	2,676	
Total	9,779	1,103	33,249	
Non-Residential	Square Feet			
Neighborhood Commercial	92,892	9		186
Regional Commercial	656,112	60		1,312
Airport Related Business Park	803,678	53		2,296
Airport Related Light Industrial	2,841,574	145		1,894
Airport Related Hotel	200,919	13		201
Light Industrial	4,156,996	212		2,772
Subtotal	8,752,717	492		8,661
² Commercial (Airport and Mixed Use) ³	615,583	35		1,231
Office (Regional, Airport, Mixed Use) ⁴	870,990	58		3,484
Total	10,238,744	585		13,376
Public Facilities		411		
Parks		115		
Schools		35		
Open Space		3,000		
R.O.W.		186		
Subtotal		3,747		
TOTAL		5,435	33,249	13,376

¹ Adjusted acres are based on the December 19, 2000 land use plan from The Planning Center. Acres for parks and schools are shown separately from residential and non-residential acreage.

²

³ Includes 26 acres of airport-related commercial and 9 acres of mixed-use commercial.

⁴ Includes 13 acres of regional office, 26 acres of airport related, and 19 acres of mixed-use office.

Infrastructure Plans

The water, wastewater, drainage, and utility systems are designed to serve the development within The Preserve with appropriate connections to the regional/local systems. The detailed text for each plan is available in the City of Chino Community Development Department. The following is a summary of the major infrastructure features of The Preserve.

Water

Potable Water Sources

The Preserve will have a dual (potable and recycled) water system to conserve potable water and make best use of available supplies. According to the City of Chino's Water Master Plan, The Preserve is estimated to generate a need for 4,267.5 gallons per minute (GPM) (6.1 MGD) of potable water and 2,776.5 GPM (4.0 MGD) of recycled water. The Chino Basin Desalination Plant, which is owned and operated by the Santa Ana Water Project Authority (SAWPA), is identified to supply 4 MGD to the project area, which will be contained in a reservoir at the corner of Schaefer and Benson Avenue. The remaining 2.1 MGD must be obtained from other potable water supply sources, to be determined in the citywide Water Master Plan Update.

The Water Master Plan calculates total required storage capacity for the potable water system at 9.2 MG Design Criteria for Storage Requirements and capacities determination of water storage requirements for the potable water distribution system is based on three requirements: (1) operational storage; (2) emergency storage; and (3) fire protection. In order to store and transport the potable water, additional facilities must be constructed. It is proposed that the total storage of 9.2 MG be maintained in two reservoirs: each with a capacity of 4.6 MG. It is proposed that one storage reservoir and multi-pump station to be located in the vicinity of Kimball Avenue and Euclid Avenue. An additional pump station is proposed for the northern side of the Preserve in the proximity of the Chino airport. The location of the second reservoir depends on the additional water source, which will be determined in the citywide water supply analysis for the Water Master Plan Update. To provide a reliable water source, the second reservoir is proposed in the northern portion of Subarea 2, because this location has the best potential to tie in with the existing water system of the City of Chino. This location allows for the equal distribution of flows in Subarea 2, while maintaining a close proximity to areas of high demand and existing developments, such as Chino Airport and the southeastern portion of the City.

If a water system with gravity supply can be realized in accordance with the expansion needs in the City of Chino, the location of the second reservoir will be adjusted to provide gravity supply. A system with gravity feed will reduce the capacity of the pump station, decrease energy costs, and increase the reliability of the system.

Recycled Water Sources

A total recycled water demand of 4.0 MGD was allocated for the average day need and 10.4 MGD for the maximum day need. For the supply of recycled water, it is assumed that the City will obtain recycled water from the Inland Empire Utilities Agency's (IEUA's). The Preserve is well situated for the maximum use of recycled water because of the location of the IEUA's existing recycled water pipelines. The existing pipelines provide a readily available backbone transmission piping system to supply recycled water to future customers with low capital investments.

The four potential sources of IEUA recycled water are Regional Plant No. 1 (RP-1), Regional Plant No. 2 (RP-2), Regional Plant No. 5 (RP-5) and Carbon Canyon Water Reclamation Facility (CCWRF). Currently IEUA is completing the interconnection of all four wastewater treatment facilities. The RP-1 outfall will be connected with a 20" main to the discharge pipelines on El Prado Road that connect RP-2 and CCWRF. After RP-2 is phased out, this pipeline will be connected to RP-5. This interconnection offers the possibility to supply recycled water in The Preserve from all four sources and from two directions, from the north (RP-1 and RP-4) and from the west (RP-2, RP-5, and CCWRF).

Wastewater

The project area will be tributary to IEUA's existing RP-2 located at the northwest corner of the intersection of Pine Avenue and El Prado Road. Upon completion of construction of RP-5 all wastewater flow presently tributary to RP-2 will be diverted to RP-5 for treatment and disposal. IEUA is planning to construct a sewer lift station at RP-2 to pump sewerage that cannot be diverted by gravity to RP-5.

The only sewer collection facility presently serving Subarea 2 is the El Prado Pump Station, that delivers wastewater flows generated from the California Institute for Women to RP-2 via a combination of 10-inch diameter forcemain and 8 inch diameter sewer. The Santa Ana Regional Interceptor (SARI) sewer line traverses this area, flowing southwesterly in Pine Avenue from the Riverside County line to Euclid Avenue and south in Euclid Avenue to Prado Regional Park. To accommodate flow, the proposed backbone facilities are comprised of 80,498 feet of line for The Preserve, with sizes based on tributary peak dry weather flows using peak factor formula developed in the City of Chino's Sewer Master Plan.

Drainage

Existing drainage patterns and flows through The Preserve will be substantially altered with implementation of storm drain plans to support proposed developments. A series of backbone drainage improvements required to reduce onsite flood hazards and support the proposed plan at

buildout will be developed. The Storm Drainage Plan divides the plan area into ten drainage basins. Each basin is tributary to a proposed storm drain system identified as Lines A through J. The proposed lines range in size from 10" to 102". Onsite drainage facilities will be designed to standards and criteria of the City of Chino and County Flood Control District. Pursuant to City requirements, the necessary facilities will be constructed either prior to or in phase with planned development.

Additional onsite private systems to address collection and distribution of runoff will also be provided, pursuant to specific plan requirements. Detailed drainage studies, including hydrology and hydraulic calculations will be required for all proposed developments. In conjunction with Design Review requirements of the Specific Plan, the City of Chino will be required to make specific findings that grading and drainage of specific projects are coordinated and compatible with surrounding properties. Such reviews will assure that runoff from new development is contained and controlled to prevent impacts on surrounding dairies during the phased transition to buildout under the proposed plan.

The Storm Drainage Plan includes trapezoidal earthen channels along Euclid Avenue and south from Chino Airport along an existing drainage channel to outlets within open space areas above Prado Lake. These channels provide opportunities for augmentation to provide water features that enhance filtration and percolation to the groundwater basin, and potential habitat for waterfowl. Storm drain outlets to the major open space system will be designed to reduce velocities and protect drainage channels from erosion and sedimentation during storm events. No significant scouring or erosion and sedimentation impacts to the receiving channels in the open space system are anticipated.

Mobility Plan

The ability to access population and employment centers within The Preserve and throughout the surrounding area is a critical consideration of the plan. Given its regional location and the limitations on north-south movement, The Preserve has been specifically designed to accommodate a wide spectrum of mobility options, from vehicles, to transit, to bicycles, to pedestrian and equestrians. Mobility within The Preserve and surrounding areas will be accommodated through an efficient roadway system, bicycle and trail system, as well as an innovative future transit system.

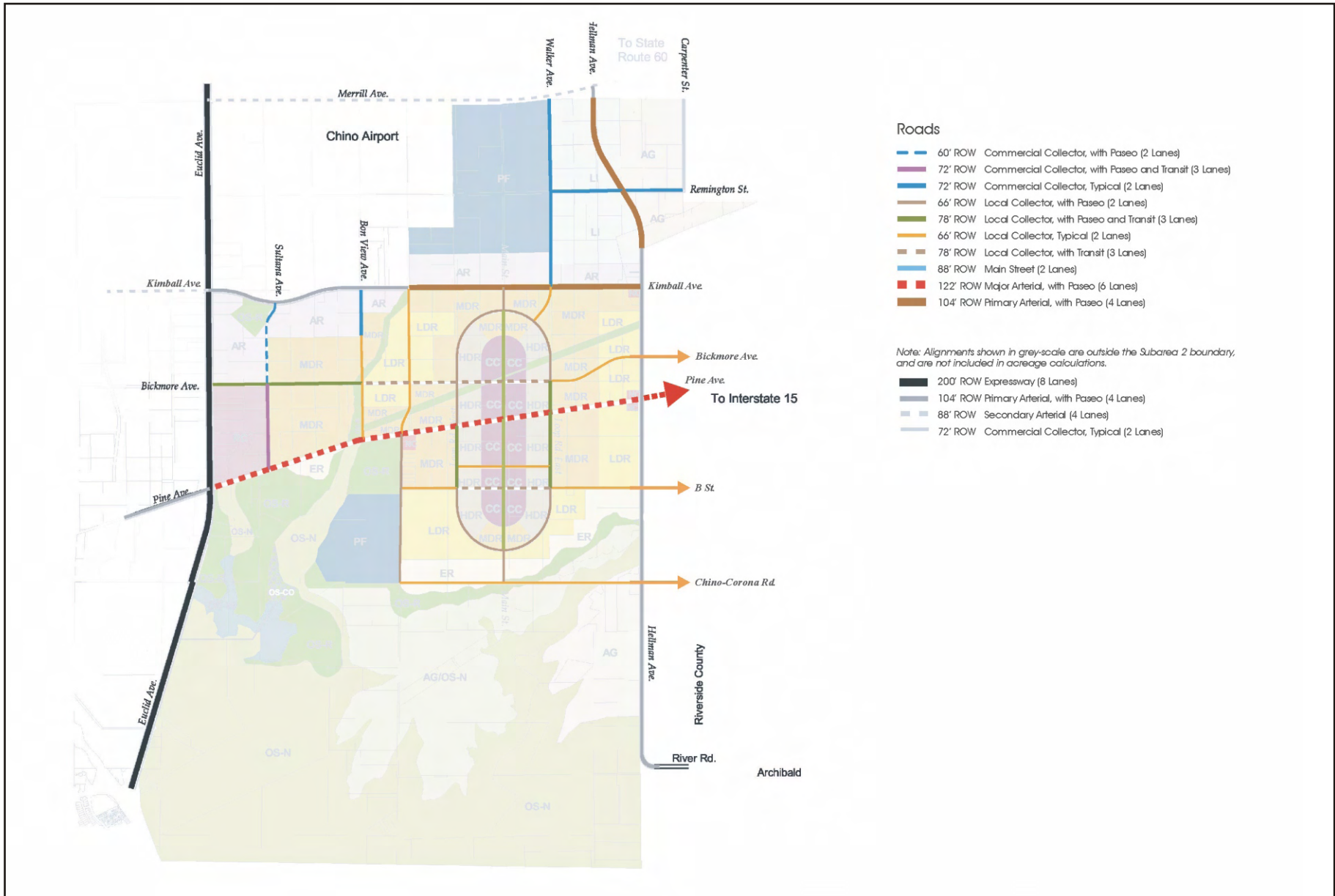
Vehicular Mobility

The vehicular circulation plan is depicted in Exhibit 3.2-2, Circulation Plan. The Circulation Plan features two levels of functional roadways. The first in this hierarchy are roadways of regional significance, expressways and major arterials that cross The Preserve area, and thereby serve through-traffic as well as traffic generated by this project. The second is a local internal roadway system, which connects to the regional roadway system and serves the land uses in the Plan itself. This local

internal roadway system consists of primary arterials, secondary arterials, local collectors, and local streets. Roadway standards are based on the City of Chino Design Standards.

The following eight (8) roadway classifications form the backbone of the on-site circulation system:

- Expressway—Urban/Rural (8 lanes/200 ft. right-of-way)
- Major Arterial—(6 lanes/minimum 122 ft. right-of-way)
- Primary—(4 lanes/minimum 104 ft. right-of-way)
- Secondary—(4 lanes/minimum 88 ft. right-of-way)
- Local Collector—(2 lanes/rights-of-way vary)
- Main Street—(2 lanes/typical 88 ft. right-of-way)



SOURCE: The Planning Center



MAP NOT TO SCALE

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Exhibit 3.2-2 Circulation Plan

THE PRESERVE • CHINO SUBAREA 2

Transit Mobility

Plans for The Preserve accommodate a transit system. The planned transit system is two-tiered, consisting of a local, on-site transit system and the regional bus service. The on-site transit system is envisioned as a one-way, continuous loop on dedicated or prioritized travel lanes. A conceptual transit route is depicted in Exhibit 3.2-3, and is assumed in the Circulation Plan and roadway sections described above.

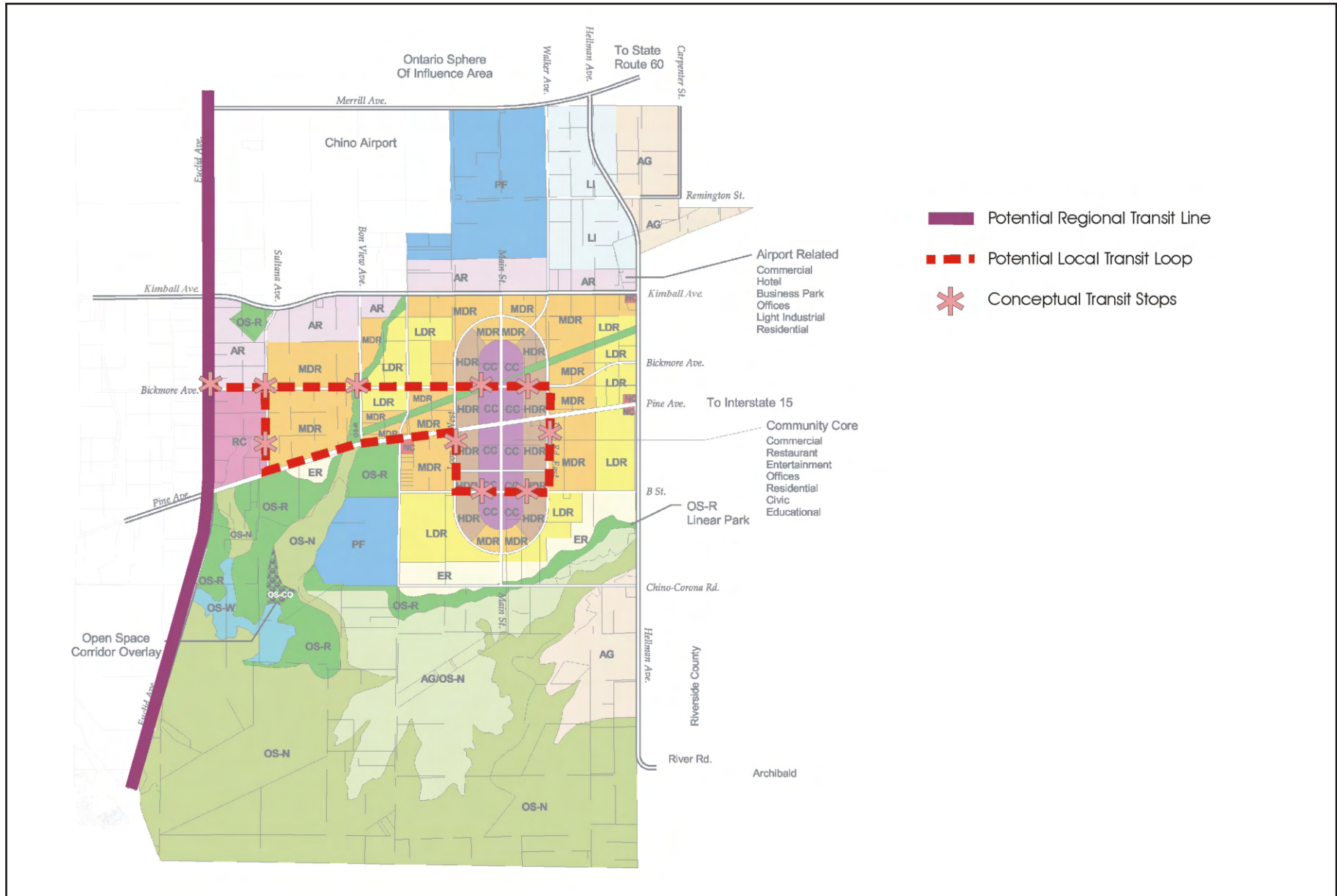
The transit system is intended to provide continuous service with approximately 10-minute headways. The transit stops are intended to serve major features, such as the Community Core, and areas of concentrated residential uses. The stops are spaced to serve an approximate walking distance of a quarter mile and help maintain the 10-minute headway. The transit stops are also intended to serve as connection points with regional transit systems and bus services. The specific locations of the transit stops will be determined in consultation with the City of Chino, pursuant to detailed transit plans. Until such time as the transit system is operational, the transit lanes depicted on the street sections in the Specific Plan may be used for vehicular traffic (additional lane or scramble lane), bicycle facilities, and/or open space.

Bicycle Mobility

The bicycle system is planned to connect major features of The Preserve, and to connect with the regional bicycle system. The bicycle system is composed of on-street (Class II) and off-street (Class I) pathways. In many instances, the Class I facilities are incorporated into the Community Paseo and Open Space System. The standards for the bikeway system in the plan area are in accord with the Circulation Element of City of Chino General Plan. Development of non-residential land uses may involve the provision of bicycle facilities in accordance with the City's Congestion Management and Trip Reduction Ordinance. These facilities may include bicycle racks, pedestrian walkways, and shower and locker room facilities.

Design Guidelines

The Preserve is envisioned as a family of unique neighborhoods and activity areas, and there is no overriding design theme or style for the entire plan area. The intent of the Design Guidelines is to ensure that these unique areas have a high level of quality and to provide a degree of unity. The Design Guidelines are general and illustrative in nature, providing flexibility in order to encourage creativity on the part of property owners and designers.



SOURCE: The Planning Center

The Design Guidelines would act in concert with the Chino Zoning Ordinance to establish the design framework that the City would use to evaluate proposed developments. The intent of the Design Guidelines must be met in order for a project to be approved during the development review process.

Guidelines are established in the Specific Plan for the following categories: Community Design, Landscape and Streetscape, Grading, Landscape Planting, Non-Residential Design, Community Core, Walls and Fences, Signage and Lighting.

Administration and Phasing

The Specific Plan includes standards and requirements applicable to each of the land use designations in the land use plan. Permitted and conditionally permitted uses are established for each use designation. Future City review of concept plans, site plans, and subdivisions will assure these standards are met. The distribution of residential density and non-residential intensity in The Preserve is based upon an average (mean), rather than a maximum. This allows the flexibility to provide products at varying densities as long as the average density/intensity specified for each land use category is not exceeded. This flexibility is further enhanced by a provision in the Specific Plan for transfer of density/intensity within the same land use categories and between projects.

The opening year for occupation of the first phases of planned development in The Preserve is anticipated to be as early as 2003. Development phasing is anticipated to occur in generally a 'clockwise' pattern about the Pine Avenue/Main Street axis, starting with residential, commercial and business uses in the northwest part of the plan area near Kimball Avenue, followed by the northeast, southeast, and then southwest sectors.

The actual rate of development will be dependent on market conditions, although buildout of the community is anticipated to occur over 20-30 years.

The Preserve Area Plan

An Area Plan is a focused planning policy document that becomes part of the General Plan, and must be internally consistent with the General Plan of which it is a part. The Area Plan is a specialized plan that addresses a particular region or community within a jurisdiction's overall planning area. The City of Chino's General Plan Amendment for The Preserve is accomplished through preparation and adoption of The Preserve Area Plan.

The Preserve Area Plan acts as a 'bridge' or link between the City's General Plan and The Preserve Specific Plan.

The Preserve Area Plan is divided into the following seven main sections:

- Introduction – this section provides a description of what the area plan is, the authority to prepare one and the format of the area plan.
- Setting and Background – this section provides a general description of the location and physical characteristics of The Preserve.
- Opportunities and Constraints – this section contains a description of The Preserve’s options for future use and development.
- Vision and Goals – this section provides guidance for the future use and development of The Preserve.
- The Development Plan – this section provides a description of the direction and intent of the land use plan. It is in essence the story of what The Preserve is.
- General Plan Amendment – this section describes any necessary amendments to the City’s general plan after the specific plan preparation and includes a resolution to amend the City’s General Plan.
- General Plan Consistency Analysis – this section demonstrates how The Preserve implements the goals and objectives of the City of Chino General Plan. (This is also included as Section 5.15 of this EIR.)

3.3 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 reflected in the General Plan Amendment (Area Plan), the policy-level Specific Plan, and this 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 and promotes transit usage, provides local connections to public services, and facilitates regional movement.

- Offer a variety of housing opportunities and types within unique, livable neighborhoods.
- Provide a sufficient density of development to support needed infrastructure improvements.
- Phase circulation and infrastructure systems in accordance with related growth.
- 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.

3.4 INTENDED USES OF THIS EIR

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:

- 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)
- Chino Basin Water Master and other water agencies

- Chino Valley Unified School District
- California State Department of Education

This EIR is further intended to serve as the foundation environmental document for review of subsequent actions within The Preserve Planning Area, including all local discretionary approvals requested to implement the proposed Master Plan/General Plan Amendment, Specific Plan and Annexation. Future development projects subject to additional discretionary review (i.e., tentative maps, site plans, conditional use permits, etc.) may require subsequent environmental review in compliance with the State CEQA Guidelines, and will utilize this Program EIR as a foundation document for tiered-review under CEQA.

The principal actions to be taken in implementing the proposed project include, but are not limited to, the following:

Current actions and approvals:

- City of Chino General Plan Amendment
- Adoption of the Specific Plan and pre-zoning of the Plan Area (SP—Specific Plan)
- Annexation to the City of Chino
- Zoning Ordinance Amendment
- Disestablishment of Agricultural Preserve

Subsequent actions and approvals:

- Master Plan approvals
- Tentative Map approvals
- Site Plan approvals
- Conditional Use Permits
- Grading and Building Permits

Several of the key principal actions above also require the approval of the Local Agency Formation Commission. These include but are not limited to pre-zoning of the Plan Area (Govt. Code Section 56375(e)), annexation to the City of Chino, and disestablishment of the Agricultural Preserve.

3.5 MITIGATION MONITORING PROGRAM

Public Resources Code 21081.6 requires public agencies when making findings pursuant to a certified EIR to adopt a monitoring program for changes made to a project or conditions of project approval in order to mitigate or avoid significant environmental effects. A mitigation monitoring program, incorporating the mitigation measures set forth in this document, will be adopted at the time of certification of this EIR.