SECTION 8
ALTERNATIVES TO THE PROPOSED PROJECT

8.1 INTRODUCTION

Section 15126.6 of the state CEQA Guidelines, as amended, requires that an EIR include a comparative evaluation of the proposed project with alternatives to the project, including a "No Project" Alternative.

As described in Section 2, Summary, the proposed project is the implementation of The Preserve Master Plan, including a Specific Plan, General Plan Amendment, annexation to the City of Chino, and related actions. This section focuses on alternatives to the proposed project capable of avoiding or substantially lessening any significant adverse impact associated with the proposed project, even if these alternatives would impede to some degree the attainment of project objectives or be more costly. Additionally, alternatives are discussed in the terms of achieving project objectives.

The EIR has focused on direct, indirect and cumulative effects on the environment that will result from implementation of the proposed project. Direct environmental impacts of the project are expected related to agricultural resources, air quality, biological resources, cultural resources, geologic hazards, hazardous waste and/or materials/risk of upset, hydrology and water quality, land use, mineral resources, noise, population, employment, and housing, public services and utilities, recreation, traffic and circulation, and visual resources/aesthetics.

All impacts of the proposed project can be mitigated to a level that is considered less than significant, with the exception of those identified below:

- Irretrievable loss of open space and conversion of land from a rural to urban character.
- Localized urban/rural land use conflicts until buildout of the plan area is achieved.
- Conversion of prime agricultural land and prime farmland to urban uses.
- Regional loss of agricultural productivity
- Construction phase emissions of particulates (PM_{10}) and Nitrogen Oxides (NO_x)
- Cumulative air quality impact from combined sources (within the South Coast Basin non-attainment area).
- Cumulative traffic impact to regional highway segments and intersections.

- Cumulative demand on future electricity supplies.

The alternatives to the proposed project evaluated in this section are the following:

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

The "Environmentally Superior Alternative" will be identified from among these alternatives and the proposed plan. An alternative that is environmentally superior would typically result in the fewest or least significant environmental impacts, and would be capable of achieving most of the objectives of the proposed project. Based upon the evaluation of the three (3) alternatives in this section, the "No Project Alternative" is considered to be the Environmentally Superior Alternative. Of the remaining alternatives, the Environmental Land Use Alternative is also identified as environmentally superior.

The analysis of the alternatives includes the assumption that all applicable mitigation measures associated with the proposed project would also be implemented with the appropriate alternatives. However, applicable mitigation measures may be scaled to reduce or avoid the potential impacts of the alternative under consideration and may not precisely match those identified for the proposed plan. If an impact is not raised within the discussion of the alternative it is because the impact is expected to be of the same type and magnitude as that associated with the implementation of the proposed plan.

A description of each alternative and a comparative environmental evaluation with the identified impacts of the proposed plan and project is provided below.

8.2 NO PROJECT ALTERNATIVE

The No Project Alternative assumes the project area would continue under the current land use designations in the County of San Bernardino General Plan. The current County General Plan Land Use designation for the site is Agriculture-Agriculture Preserve (AG-AP). The minimum lot size allowed within this category is 10 acres. The site would not be annexed to the City of Chino. To provide a meaningful analytical frame work, it is assumed in this scenario that utilization of the site consistent with General Plan land use designations already occurs with the existing agricultural-related and recreational uses.

Impact Evaluation

Land Use

The No Project Alternative assumes that the plan area would continue to operate under the existing County Agricultural Preserve without annexation, without adoption of the proposed Specific Plan, and without any significant addition of new infrastructure or extension of public services. In addition, a substantial portion of the project area south of Pine Avenue would remain in recreational use, including Prado Regional Park and its related concession areas. These uses fall entirely within the 566-foot Prado Dam inundation area, which encompasses approximately 53 percent of the total project area. The inundation area precludes significant development within this area. Both the regional park and adjacent concession areas are administered by the County of San Bernardino Regional Parks Division, pursuant to a master lease granted by the U.S. Army Corps of Engineers. The park lease area includes a total of 2,200 acres within the project area and adjacent Chino Subarea 1 to the west that was recently annexed to the City.

Allowing the existing land uses to remain could result in the continued degradation of the existing groundwater basin, which is significantly impacted by dairy waste. In addition, the existing dairy operations will be significantly affected by recent regulations on the amount of waste storage that can be stored on-site. As such, it is conceivable that in lieu of the proposed plan, the existing number of dairies and cows could be substantially reduced under the No Project Alternative since they may not be able to continue operations under these new regulations and will be forced to relocate to other areas.

The No Project Alternative would avoid the irretrievable loss of open space and conversion of land from rural to urban character that is associated with the proposed plan. Localized rural/urban land use conflicts within the plan area would be minimized. However, with buildout of surrounding approved plans and development (i.e., Ontario 'New Model Colony', Eastvale, Chino Subarea 1) the plan area would be subject to external urban use conflicts that would further impact the viability of the agricultural preserve.

Agriculture

The No Project Alternative would avoid the conversion of prime farm land and agricultural land to urban use. It may not, however, avoid the regional loss of agricultural productivity, as the dairies would, in all likelihood, continue to leave the area due to regional competition and water quality regulations.

Hydrology and Water Quality

Under the No Project Alternative, it is assumed existing SARWQCB regulations to reduce manure stockpiles and contain dairy runoff would lead to gradual improvement in surface and groundwater quality (i.e., reduced total dissolved solids and nitrates (salts)) either with or without the dairies.

The No Project Alternative would minimize or avoid the introduction of various urban pollutants in runoff associated with implementation of the proposed project. However, the proposed plan offers an opportunity to further accelerate the removal of manure stockpiles and reduce TDS and nitrates in surface waters and the groundwater basin. With application of project design features and mitigation measures (see Section 5.3-6), the proposed plan would likely be superior to No Project in terms of water quality.

As with the proposed project, the No Project Alternative would avoid significant impacts to the Prado Dam high water inundation area.

Traffic and Circulation

The No Project Alternative avoids the substantial additional traffic generation on the local and regional highway system that would result with implementation of the proposed plan.

Air Quality

Continued dairy and agricultural use of the site under the No Project Alternative would result in continuation of cumulatively significant ROG, methane, ammonia and particulate (PM_{10}) emissions associated with such activities. As such, the No Project Alternative would contribute to the cumulative air quality impact from combined sources (within the South Coast Air Basin non-attainment area). However, the significant project and cumulative CO emissions associated with the proposed plan would be avoided. The significant NO_x emissions associated with proposed plan construction activities and operations would be substantially reduced, though not below significance thresholds. PM-10 emissions are cumulatively significant for both the No Project Alternative and the proposed project. However, emissions of PM-10 associated with continued dairy and agricultural use substantially exceed both the estimated levels for proposed plan construction activities and proposed plan mobile sources at buildout. The net effect of proposed project implementation is that two non-attainment pollutants or precursors (ROG and PM-10) will be significantly reduced, while one non-attainment precursor (NO_x) and one attainment pollutant (CO) will be increased significantly.

Noise

Noise levels under the No Project Alternative would continue to be low, due to the prevailing agricultural use, although traffic noise on surrounding arterial roads (e.g., Euclid Avenue, Pine

Avenue/Schleisman Avenue, Merrill Avenue, Kimball Avenue) would continue to increase due to regional traffic growth. Airport noise influences would still occur with or without the proposed project. It is possible that noise levels may change in the future as some dairies relocate due to regulatory requirements or financial need. However, due to the County of San Bernardino's agricultural zoning and agricultural preserve status, other animal or farming operations with similar noise characteristics could replace existing dairy uses. Therefore, noise impacts under the No Project Alternative would continue to be less than significant.

Biological Resources

Many of the area's existing biological resources are located south of the 566' Prado Dam inundation area and would be expected to remain in their current condition if the proposed plan were not adopted. Foraging areas for migratory birds in pasture and fallow fields north of the 566' elevation would not be impacted under the No Project Alternative. Some additional habitat for other species, such as burrowing owls and raptors would also be retained above the 566' elevation.

Runoff and percolation from existing dairies and agricultural uses have contributed to the degradation of surface and ground water resources within the plan area and Prado Basin, with the potential for adverse effects on riparian and aquatic species. However, on balance, the No Project Alternative would have a less than significant impact on biological resources.

Geology and Soils

The No Project Alternative would avoid potentially significant hazards associated with liquefaction and subsidence. These hazards associated with the proposed project would be reduced to less than significant levels with code compliance, standard geotechnical conditions and other mitigation measures identified in Section 5.5, however.

Hazards

The No Project Alternative would minimize exposure of populations and improvements to hazards associated with Chino Airport aircraft activity in the vicinity, although such hazards are considered reduced to less than significant levels by the adopted Airport Safety Zones (Referral Areas). It is likely that various identified hazardous waste sites (e.g. underground storage tanks, small hazardous waste generators, etc.) would still remain within the plan area.

Public Services and Utilities

Significant impacts to service providers and utilities would be avoided under the No Project Alternative. This includes schools, fire, police, parks, waste management, water and power suppliers. Impacts to these service providers and utilities would be reduced to less than significant levels with

implementation of water, sewer and drainage master plans, and identified mitigation measures, including payment of service and hook-up fees.

Cultural Resources

Potential impacts to historic and prehistoric archaeological resources would be minimized with continuation of current agricultural uses of the area. Impacts of the proposed project to such resources would be mitigated to less than significant levels with implementation of identified cultural resource mitigation measures, however.

Aesthetics

The No Project Alternative would result in continuation of existing rural character of the area indefinitely into the future. Dairy activities, which have their own particular aesthetic impact (or appeal depending on preference), would gradually leave the area, leaving the area to limited agriculture uses or open space consistent with the agricultural preserve status. No significant new aesthetic impacts would be anticipated.

Conclusions

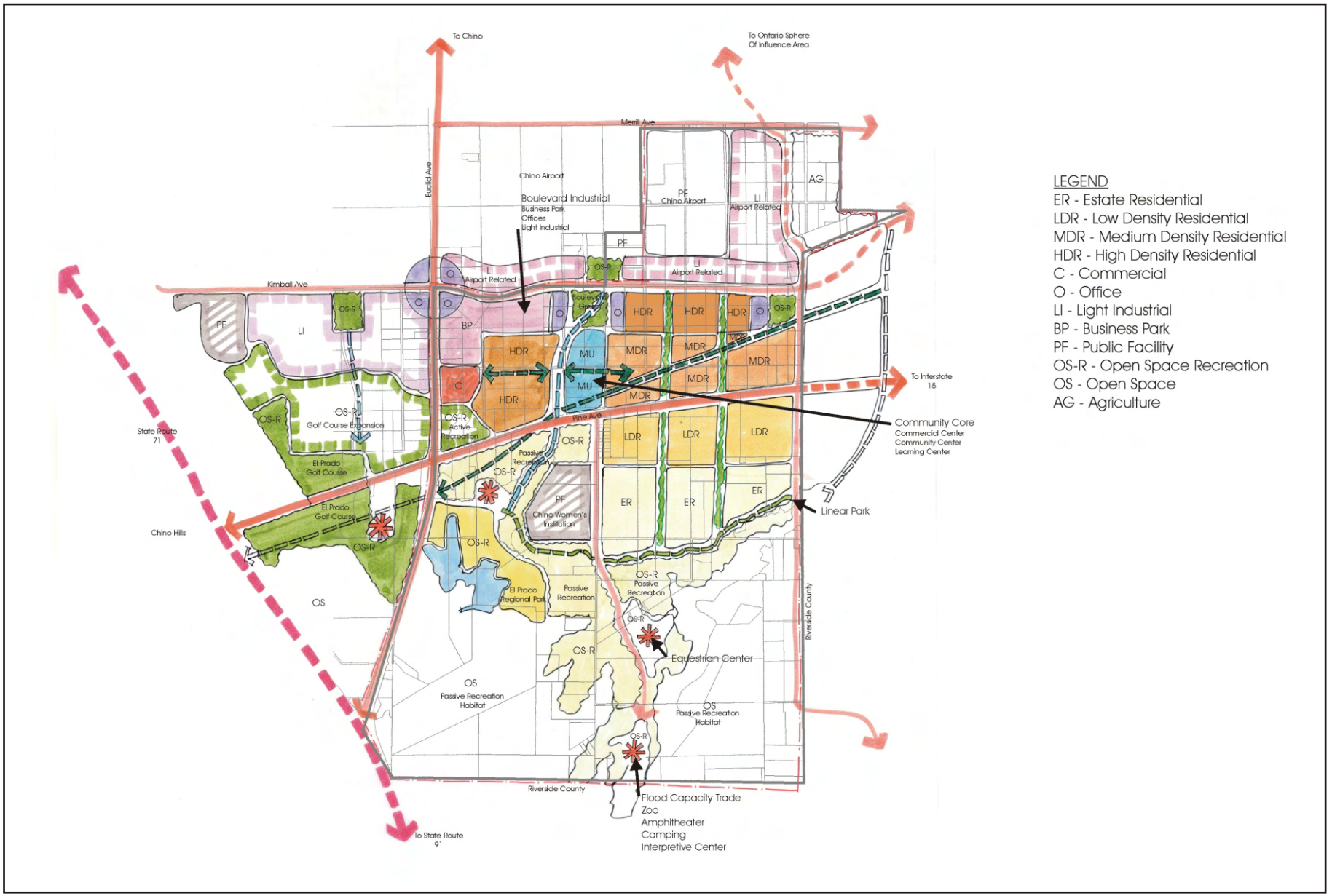
The No Project Alternative maintains the existing rural land use pattern that avoids or minimizes some environmental impacts within the plan area. Some of the impacts that are avoided or minimized include agricultural land conversion, traffic and circulation, noise, biological resources and impacts to public services and utilities. However, the existing land use could continue to degrade the area's existing surface and groundwater quality, create significant odor, particulate and vector problems, and not respond to any of the objectives of the proposed project. In addition, aesthetic values are compromised due to the density of dairy operations, the outside storage of equipment, and the lack of area improvements. Overall, this alternative would be considered slightly environmentally superior to the proposed plan. However, other than meeting selected environmental goals, it does not meet any of the objectives of the proposed project.

8.3 ENVIRONMENTAL LAND USE ALTERNATIVE

The 'Environmental Land Use Alternative' was considered as a preliminary land use concept during the formulation of the Specific Plan and proposed land use development plan. For the proposed plan area (Subarea 2), the Environmental Land Use Alternative represents a decrease in the number of residential units from 9,779 to 6,958 (approx. 29% reduction), and the amount of square feet devoted to business related land uses, from 10,238,744 to 7,840,800 (approx. 24% reduction). The number of acres devoted to open space areas would increase by 20% from 2,988 acres to 3,587.

The concept plan for this alternative assumes the following factors (Exhibit 8.3-1):

- The adopted Chino Airport 65 dB noise contour
- Full respect for the 566-foot dam inundation elevation
- Incorporation of appropriate uses within the 566-foot dam inundation area
- Short-term incorporation of the Inland Empire Utilities Agency Co-Composting facility
- Retention of the County-owned agricultural preserve in the northeast corner of the project area.
- Incorporation of the Southern California Edison Transmission line corridor as open space.
- Extension of the land use concept to include Chino Subarea 1 (as illustrated in Exhibit 8.3-1).



NORTH

MAP NOT TO SCALE

Michael Brandman Associates

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Exhibit **8.3-1**

Environmental Alternative

THE PRESERVE • CHINO SUBAREA 2

- Retention and incorporation of the existing drainage ways and areas of high biological sensitivity.

Distinguishing features of this concept from the proposed Specific Plan land use plan include the following:

- Community Core reduced in size and shifted to the west, north of Pine Avenue (adjacent an extension of the Community Paseo and Open Space System that follows an existing drainage course);
- Reduced size of Regional Commercial component (along Euclid Avenue);
- Reduction in total Commercial and employment-generating uses;
- Concentration of lower density residential uses south of Pine Avenue;
- Emphasis on passive, regional recreational use and natural habitat below the 566'elevation (i.e. no agricultural designations below the 566' elevation).

Impacts of the Environmental Land Use Alternative, and a comparative discussion with the proposed project specific plan are provided below. The analysis and data comparisons are focused on the Subarea 2 portion of the alternative, which was mapped to also include Subarea 1. The implications of further density reductions associated with the Environmental Land Use Alternative are discussed in the 'Conclusions' section which also follows.

Impact Evaluation

Land Use

This alternative deemphasizes the Community Core design envisioned in the proposed Specific Plan. Instead, this alternative would provide a plan that is linked to various elements, including the Chino Airport, a reduced community center/commercial center, and the regional recreation/open space area, rather than focused around a major and centrally located design component. This is a significant departure from the proposed Specific Plan Community Core area as the project's defining focus, and clustered land uses that radiated outward from a central commercial area. In this alternative the Community Core would be replaced with a multi-use area and include a community center and commercial center. The community center portion of the mixed-use area would include entertainment, museum, theater, and a learning center. The commercial center portion would contain neighborhood-serving uses, such as a supermarket, dry cleaners, and movie theater. This alternative contains many of the same land uses as the proposed Specific Plan, but the intensity of residential densities would gradually transition in a uniform manner from higher intensity uses around the airport

to the north, to those of lesser intensity adjacent to the open space areas to the south. This alternative would contain many of the plans and policies as the proposed project due to the similar types of proposed land uses.

The emphasis on passive recreation and habitat in the open space system is potentially compatible with U.S. Army Corps of Engineers plans for the Prado Flood Control Basin. Business and open space areas would be generally distributed along Euclid Avenue and Kimball Avenue in a manner similar to that proposed in the Specific Plan. Additional clusters and corridors of open space areas would be located north of Pine Avenue.

Urban/rural land use conflicts would still occur during the transition period until buildout of the plan area is achieved. This alternative envisions a reduced density of development south of Pine Avenue, as a transition to the open space system. However, this alternative would not avoid the irreversible loss of open space and conversion of land from rural to urban character.

Mitigation measures identified in this EIR and the Specific Plan would be appropriate under this alternative, and would serve to reduce all other land use impacts to a level that is less than significant.

Agriculture

This alternative retains 158 acres in an Agricultural use designation in the northeast sector of the plan area, but does not identify any agriculture below the 566' elevation. The impact of this alternative on agricultural land conversion would be significant and potentially greater than the proposed project, which retains 345 acres in an Agricultural use designation and 518 acres in an Agricultural/Open Space-Natural designation.

Transportation and Circulation

The number of daily trips generated on area roadways and freeways would be reduced by approximately 22% as compared to the proposed Specific Plan (Table 8-1). This represents a potentially significant reduction in comparison with the proposed project. The mitigation measures provided within the EIR and Specific Plan, including the full development of the internal roadway system and coordination with other agencies in the provision of needed improvements to off site roadways and freeway segments, would still be required since this alternative would contribute to congestion on those facilities.

It must also be noted that the traffic impact analysis for the proposed project represents a worst-case analysis that does not take into account potentially significant future reductions in trips on the local and regional system with implementation of the potential transit system in the Specific Plan. In order for such a transit system to be viable, an intensity and proximity of uses must be established that is

sufficient to encourage and support transit use. The proposed Specific Plan land use plan, with its major Community Core and employment-generating uses, surrounded by higher and medium density residential uses, provides an opportunity for a future transit system that is not assured with the lower density Environmental Land Use Alternative. Thus, the Environmental Land Use Alternative does not necessarily respond favorably to the project objective of meeting community traffic demands and promoting transit usage.

TABLE 8-1
ENVIRONMENTAL ALTERNATIVE TRIP GENERATION

Land Use	Amount	Units[1]	Peak Hour				Daily
			AM		PM		
			IN	OUT	IN	OUT	
Single-Family Detached Residential	385	DU	73	216	250	139	3,684
Single-Family Detached Residential	747	DU	142	418	486	269	7,149
Single-Family Detached Residential	1,907	DU	362	1,068	1,240	687	18,250
Multi-Family Attached Residential	3,612	DU	253	1,336	1,300	650	21,166
Commercial Retail	431.244	TSF	233	151	789	858	17,448
Office	816.750	TSF	874	123	172	825	6,657
Business Park	1,515.888	TSF	1,819	349	455	1,501	19,343
Light Industrial	3,645.972	TSF	2,953	401	438	3,136	25,412
Multi-Family Attached Residential	307	DU	21	114	111	55	1,799
Commercial Retail	715.473	TSF	315	200	1,102	1,195	24,162
Office	715.473	TSF	787	107	150	730	6,017
Agriculture	158.0	AC	16	16	16	16	316
Prison	113.7	AC	199	215	86	80	2,894
Open Space-Recreation	1,579	AC	632	632	1,263	1,263	31,580
Airport (Public Facility)	223.3	AC	36	85	121	121	1,340
Jr. High School	1,000	ST	260	200	80	80	1,450
Elementary Schools (2)	1,200	ST	204	144	12	12	1,224
Hotel	200	RM	68	44	64	58	1,646
TOTAL			**9,247**	**5,818**	**8,133**	**11,673**	**191,537**

[1] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; ST = Students; RM = Rooms

Air Quality

The development of the Environmental Land Use Alternative would result in short-term emissions due to construction related activities that are similar to those of the proposed project. This is because the land area subject to earthwork disturbance and timeframe for buildout of the plan area would be similar in both alternatives. Construction emissions of NO_x would remain significant. Long-term operational air emissions would decrease in comparison to the proposed Specific Plan as a result of the reduction in the projected number of daily vehicle trips. The feasibility of a future transit system within this reduced density alternative is uncertain. Such a transit system could lead to long-term vehicle-trip and air emissions reductions. Nevertheless, it is reasonable to assume air quality impacts would decrease under this alternative.

Noise

Under this alternative noise from vehicle trips would be incrementally reduced in comparison to the proposed project. As indicated above, the reduction in the number of traffic generating land uses would incrementally reduce project-related traffic. This would reduce traffic related noise, which would be the most significant project wide noise impact. As with the proposed Specific Plan, the incorporation of mitigation measures, identified in Section 5.8, would reduce long-term noise levels to less than significant.

Biological Resources

This alternative would allocate open space areas in a manner similar to that proposed by the Specific Plan. In general, areas below the 566' elevation, which include most of the area's significant biological resources, would be placed within open space designations. The elimination of the Agricultural use designation within the open space system below the 566' elevation could facilitate long-term conversion of existing farmland and dairies to passive recreation use or open space habitat. Resulting impacts on significant resources in the Chino Creek and Mill Creek drainages could be either reduced or increased depending upon the specific uses and resource management measures implemented in these areas. The impact of the Environmental Land Use Alternative upon biological resources is considered less than significant.

Population, Employment and Housing

Under this alternative, the number of residential units would be decreased by 44 percent and the business related square footage would decrease by 27 percent. The estimated jobs to housing ratio for the proposed Specific Plan at buildout is estimated to be 1.36, which will exceed the San Bernardino County-wide average of 1.22. Due to the Environmental Use Alternative, significant reduction in housing units and proportionately smaller decrease in square footage for business-related uses, it is

expected the jobs to housing ratio for the plan area would increase relative to the proposed project, but still remain substantially higher than the ratio for the county as a whole.

Aesthetics

As with the proposed project, this alternative represents an urban character that is distinctly different than the existing agricultural land use pattern. Unlike the proposed project, however, this alternative lacks a compact urban form organized around a Community Core, which could otherwise enhance the urban character and aesthetic quality of the community. The Environmental Land Use Alternative includes opportunities for the extension of additional open space into the urban area north of Pine Avenue via the Community Paseos and designated Open Space-Recreation (OS-R) areas. As a result, total open space would increase beyond that provided for in the proposed project. Despite these distinctions, the project area's overall visual character under this alternative would remain similar to that of the proposed project. Building heights and site design requirements for new development would be similar to that proposed within the Specific Plan. The important visual resources within the plan area boundaries are represented by the existing open space and recreation areas below the 556' elevation. The Environmental Land Use Alternative would have similar design features and impacts upon aesthetics as the proposed project.

Public Services and Utilities

Both this alternative and the proposed project would require a significant extension of urban infrastructure and an increase in public services and facilities to meet the change in public needs. In general, the level of increase in services would be similar to that within the proposed project. However, some services are more sensitive to actual population growth than others, such as public schools, parks and recreation, and police protection. Due to the reduced level of residential and business-related uses, it is expected that impacts to these services would be reduced relative to the proposed project. As with the proposed project, services and utilities impacts can be reduced to less than significant levels with payment of fees and implementation of identified mitigation measures.

Geology and Soils

The Environmental Land Use Alternative would be subject to potentially significant hazards associated with liquefaction and subsidence. These hazards would be similar to those associated with the proposed project, and would be reduced to less than significant levels with code compliance, standard geotechnical conditions and other mitigation measures identified in Section 5.5, however.

Hazards

The Environmental Land Use Alternative would expose additional populations and new improvements to hazards associated with Chino Airport aircraft activity in the vicinity. Although this

exposure is reduced relative to the total population and level of development within the proposed plan, such hazards are considered reduced to less than significant levels by the adopted Airport Safety Zones (Referral Areas). As with the proposed project, no significant remaining hazards are anticipated with implementation of identified mitigation measures.

Cultural Resources

Potential impacts to historic and prehistoric archaeological resources would be similar to those of the proposed project and would be mitigated to less than significant levels with implementation of identified cultural resource mitigation measures

Hydrology and Water Quality

As with the proposed project, the Environmental Land Use Alternative would result in the introduction of various urban pollutants into storm water runoff. Urban uses would gradually replace existing agricultural sources of nitrates and TDS in surface waters and groundwater. The reduced overall density of this alternative and slight increase in designated open space would likely increase total permeable surface area. This could incrementally reduce storm water flows to the open space system and enhance percolation opportunities within the urban area to the groundwater basin. The Environmental Land Use Alternative would avoid significant impacts to the Prado Dam high water inundation area. The impacts of this alternative on hydrology and water quality are anticipated to be similar to or slightly less than those of the proposed project, and are capable of mitigation to less than significant levels.

Conclusion

The Environmental Land Use Alternative would result in a significant reduction in residential units and business related square footage. In addition, this alternative would increase the amount of open space areas by approximately 20 percent. Implementation of this alternative could result in a significant decrease in vehicle trips, primarily due to a 29 percent decrease in residential units and a 24 percent decrease in business related square footage. As with the proposed project, the number of vehicle trips would contribute to significant cumulative impacts upon the region's circulation system.

Long-term air emissions associated with vehicular sources could be reduced, although the feasibility of transit, an integral feature of the proposed project, is uncertain with this alternative. In comparison to the proposed project, this alternative would result in a decrease in the total number of employment opportunities, although the jobs/housing ratio for the plan area would be slightly above that estimated for the proposed project.

This alternative is considered to have a similar impact upon aesthetics and biological resources as the proposed Specific Plan due to the nature of the project area and the design of the land use plan. Some of this alternative's infrastructure and service needs would also be similar, although population specific services, such as schools, could be reduced from that required for the proposed project.

The land use design of the alternative would also result in a significant departure from the intent of the proposed Specific Plan, and would not respond as favorably to design goals and objectives of the project. The Community Core in the proposed Specific Plan is intended to provide a variety of commercial, institutional, entertainment, and residential uses in close proximity to each other, thereby allowing for greater pedestrian-type movement and interaction, with density levels and concentrations amenable to the use of public transit.

Further Density Reductions to Environmental Land Use Alternative

From an environmental perspective, further density reductions to the Environmental Land Use Alternative may be possible that could substantially reduce daily trip generation and related project impacts on the regional circulation system. For example, an approximate 50% reduction in residential units, from 6,958 to 3,478 units, and an approximate 50% reduction in business use square footage from 7,840,800 sf to 3,920,400 sf, could result in approximately 75,000 fewer daily trips on the regional system.[1] Such a reduction would also likely result in significantly reduced air quality, noise, and public services impacts. With these density reductions, additional open space could be made available for retention of agricultural uses, expanded community paseos and linear greenbelts, or other additions to the open space system above the 566' elevation.

While this variation of the Environmental Land Use Alternative would qualify as an environmentally superior alternative, it is unlikely that it would feasibly attain most of the basic objectives of the project. At the reduced density, it is unlikely this alternative would provide the broad range of living, working and recreational opportunities desired by the City for Subarea 2. The alternative would not respond favorably to the goal of accommodating a broad range of uses that capitalize on adjacent uses, and may not respond to the goal to enhance the City of Chino's fiscal outlook. The reduced densities would not promote transit usage, and the variety of housing opportunities and neighborhoods would be diminished. More importantly, it is unlikely this alternative would provide sufficient density of development to support needed major infrastructure improvements. Substantial investments in infrastructure, including new roads, water, wasterwater, and drainage systems, are needed to support the planned development of this rural area. A sufficient size and density of development is needed to finance needed improvements and spread infrastructure costs to the

[1] Assumes 50% reduction in residential and business uses in Table 8.3-1 Environmental Land Use Alternative Trip Generation.

development. Nevertheless, this variation of the Environmental Land Use alternative is not rejected from further discussion and consideration through the EIR process.

8.4 METROPOLITAN CENTER LAND USE ALTERNATIVE

The 'Metropolitan Center Land Use Alternative' was considered as a preliminary land use concept during the formulation of the Specific Plan and proposed land use development plan. For the proposed plan area (Subarea 2), the Metropolitan Center Land Use Alternative represents a decrease in the number of residential units from 9,779 to 4,818 (approximately 51 percent) and an increase in the amount of square footage devoted to business related land uses, from 10,238,744 to 11,803,671 (15 percent). The number of acres devoted to open space areas will increase from 2,988 acres to 3,369 or approximately 13 percent.

The concept plan for this alternative assumes the following factors (Exhibit 8.4-1):

- A potential studied Chino Airport 65 dB noise contour.
- Expanded development of the Chino Airport property for airport related industrial uses and commercial uses
- Modification of the 566-foot dam inundation elevation
- Incorporation of appropriate uses within the 566-foot dam inundation area
- Relocation of the Inland Empire Utilities Agency Co-Composting facility
- Conversion of the County-owned agricultural preserve in the northeast corner of the project area to airport-related light industrial use
- Incorporation and intensification of land uses within the adjoining Subarea 1 to the west
- Southerly realignment of Pine Avenue within the plan area
- Incorporation of the Southern California Edison Transmission line corridor as open space
- Retention and incorporation of the existing drainage ways and areas of biological sensitivity.

Distinguishing features of this concept from the proposed Specific Plan land use plan include the following:

- Community Core scaled-down to community serving commercial center along realigned Pine Avenue

- Intense corridor of regional serving business and commercial uses along Euclid Avenue

- Business Park/Industrial uses along Kimball Avenue, further separating residential development from Chino Airport.

- Reduction in total housing units, with higher proportion of both high density and estate residential units.

- An active, regional recreational and golf center within the open space system to the south.

- Extension of the land use concept to include Chino Subarea 1 (as illustrated in Exhibit 8.3-2).

Impact Evaluation

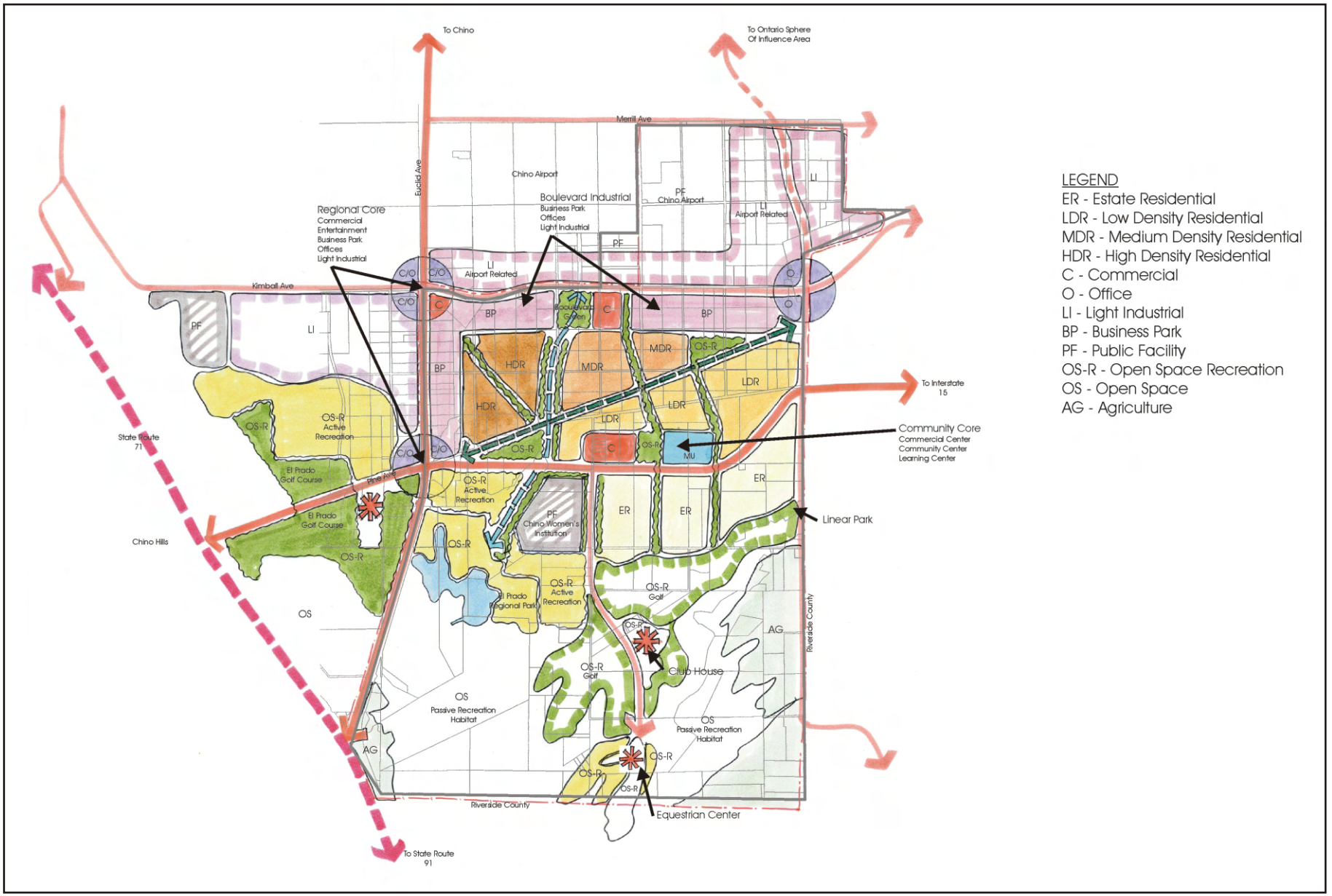
The analysis and data comparisons that follow are focused on the Subarea 2 portion of this alternative, which was mapped to also include Chino Subarea 1.

Land Use

This alternative contains many of the same land uses as the proposed Specific Plan, although a more uniform transition of intensity occurs from Euclid and Kimball Avenues to lower intensity uses to the east and south within the plan area. The realigned Pine Avenue serves as a distinct separator between urban uses to the north and estate residential, recreational and other open space uses to the south.

The open space areas in the southerly portion of the project area are intensified from that proposed in the Specific Plan. A championship 18-hole golf course is suggested and an intensive/active recreational facility is proposed between the Women's Correctional Facility and Subarea 1 to the west and south of the Women's Correctional Facility. These recreational areas would include soccer and baseball fields, basketball, tennis, and volleyball courts, as well as picnic and children's play areas. Lighted sports fields could be accommodated where they would have a limited impact on open space, habitat, and residential areas.

Urban/rural land use conflicts would still occur during the transition period until buildout of the plan area is achieved. This alternative would not avoid the irretrievable loss of open space and conversion of land from rural to urban character. Identified land use mitigation measures for the proposed project would be appropriate under this alternative and would serve to reduce other impacts to a level that is less than significant.



NORTH

MAP NOT TO SCALE

Michael Brandman Associates

05760012 · 6/2001

Exhibit **8.4-1**

Metropolitan Center Land Use Alternative

THE PRESERVE • CHINO SUBAREA 2

Agriculture

This alternative retains 400 acres in an Agricultural use designation in the southeast sector of the plan area below the 566' elevation., but would convert the existing agricultural land owned by San Bernardino County and the Southern California Agricultural Land Foundation in the northeast sector to light industrial use. The impact of this alternative on agricultural land conversion would be significant and potentially greater than the proposed project, which retains 345 acres in an Agricultural use designation and 518 acres in an Agricultural/Open Space-Natural designation.

Transportation and Circulation

The number of daily trips on area roadways and freeways would be similar to or slightly less than the proposed project plan, with the 51 percent reduction in residential units and the 15 percent increase in business related square footage (Table 8-2). Traffic impacts associated with this alternative are expected to be similar to those projected for the proposed plan due to the significant number of vehicle trips generated. Mitigation measures provided within the EIR would be required since the alternative will contribute to significant congestion on those facilities. Significant impacts to the regional circulation system would remain after mitigation.

It must also be noted that the traffic impact analysis for the proposed project represents a worst-case analysis that does not take into account potentially significant future reductions in trips on the local and regional system with implementation of the potential transit system in the Specific Plan. In order for such a transit system to be viable, an intensity and proximity of uses must be established that is sufficient to encourage and support transit use. The Metropolitan Center Land Use Alternative includes an intensity of commercial and business-related uses along Euclid Avenue and Kimball that may be conducive to potential future regional transit connections. This alternative has the potential to respond favorably to the project objective of meeting community traffic demands and promoting transit usage.

TABLE 8-2
METROPOLITAN CENTER LAND USE ALTERNATIVE TRIP GENERATION

Land Use	Amount	Units[1]	Peak Hour				Daily
			AM		PM		
			IN	OUT	IN	OUT	
Single-Family Detached Residential	458	DU	87	256	298	165	4,383
Single-Family Detached Residential	825	DU	157	462	536	297	7,895
Single-Family Detached Residential	1,252	DU	238	701	814	451	11,982
Multi-Family Attached Residential	2,128	DU	149	787	766	383	12,470
Commercial Retail	797.148	TSF	335	215	1,188	1,283	25,899
Office	571.725	TSF	657	91	120	600	5,065
Business Park	4,168.692	TSF	5,002	959	1,251	4,127	53,193
Light Industrial	5,540.832	TSF	4,488	609	665	4,765	38,620
Multi-Family Attached Residential	155	DU	11	57	56	28	908
Commercial Retail	362.637	TSF	210	134	707	765	15,608
Office	362.637	TSF	457	62	83	403	3,568
Agriculture	400.0	AC	40	40	40	40	800
Prison	113.7	AC	199	215	86	80	2,894
Open Space-Recreation	1,500	AC	600	600	1,200	1,200	30,000
Airport (Public Facility)	223.3	AC	36	85	121	121	1,340
Jr. High School	1,000	ST	260	200	80	80	1,450
Elementary Schools (2)	1,200	ST	204	144	12	12	1,224
Hotel	200	RM	68	44	64	58	1,646
TOTAL			**13,198**	**5,663**	**8,087**	**14,858**	**218,945**

[1] DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; ST = Student; RM = Rooms

Air Quality

The development of the Metropolitan Center Land Use Alternative would result in short-term emissions due to construction-related activities that are similar to or slightly greater than the proposed project. Although the land area subject to earthwork disturbance would be similar, the grading requirements to support the overall higher intensity of uses could be greater with this alternative.

Long-term operational air emissions would be similar to the proposed project due to the comparable number of daily vehicle trips. The feasibility of a future internal transit system, with attendant vehicle-trip reduction and air quality benefits, is uncertain under this alternative. It is reasonable to assume air quality impacts would remain the same under this alternative, but continue to represent a significant unavoidable impact.

Noise

Land uses incorporated into this alternative would produce project-related vehicle trips and traffic-related noise. Under this alternative, noise from vehicle trips would be similar to noise impacts on the proposed project. The inclusion of business park and commercial uses along the length of Kimball Avenue provides a further separation of residential uses from Chino Airport and aircraft noise. The Metropolitan Center Land Use alternative is superior to the proposed project in this respect. As with the proposed project, the incorporation of mitigation measures identified in Section 5.8 would reduce long-term noise levels to less than significant.

Biological Resources

This alternative would allocate open space areas in a manner similar to that of the proposed project. However, an 18-hole championship golf course would be placed below the 556' elevation near sensitive biological resources in Mill Creek and Chino Creek. The design of the golf course and required grading could result in direct and indirect impacts to existing habitat areas. With the conversion of agricultural lands in the northeast portion of the plan area to light industrial use, windrows and adjacent farmlands with habitat values would be lost. The biological resource impacts of the Metropolitan Center Land Use Alternative are considered to be similar or greater than those of the proposed project.

Population, Employment and Housing

Under this alternative, the number of residential units would decrease by 51 percent, but the square footage of business-related uses would increase by 15 percent. The estimated jobs to housing ratio for the proposed project at buildout is estimated to be 1.36, which would exceed the San Bernardino County-wide average of 1.22. The Metropolitan Center Land Use Alternative would reinforce the City of Chino as an employment center and help to offset the regional imbalances between 'housing-rich' San Bernardino County and 'jobs-rich' Orange and Los Angeles counties. However, the alternative does not balance employment and housing within the plan area, and in this respect is inferior to the proposed project.

Aesthetics

This alternative would provide many of the same design opportunities to create a quality urban environment as the proposed project and Specific Plan. This alternative is similar to the other alternatives previously discussed in that it represents an urbanized project that is distinctly different than the existing agricultural land use pattern and rural character. Building heights and site design requirements for new development would be similar to the proposed project and Specific Plan. The important visual resources within the project area boundaries are represented by the existing open space and recreation areas located below the 566' Dam inundation elevation. This alternative generally reflects the existing character of the area by offering a variety of regional recreational activities, agriculture and open space habitat below the 566' elevation. The Metropolitan Center Land Use Alternative will generally have similar design features and impacts upon aesthetics as the proposed project and Specific Plan.

Public Services and Utilities

The Metropolitan Center Land Use Alternative represents a significant departure from the area's existing land use pattern. As with the Environmental Land Use Alternative, both this alternative and the proposed project represent a highly urbanized area that will require a significant extension of infrastructure and an increase in public services and facilities to meet the change in public needs. The level of increase in services will be comparable, in many instances, to that within the proposed Specific Plan. However, some needs, such as public schools, parks and recreation, and police protection will be slightly reduced since they are more sensitive to actual population growth than other services.

Conclusion

This alternative would result in significant reduction in residential units, an increase in business related square footage and a slight increase in the amount of open space areas. Implementation of this alternative would result in traffic and circulation impacts that are similar to the proposed project. However, the number of vehicle trips would continue to represent a significant impact upon the region's circulation system. Due to the urban nature of this alternative, many of the same impacts associated with the proposed project and Specific Plan would occur as well.

In comparison to the proposed project, this alternative would result in a substantial increase in the proportion of jobs to housing units, and enable the City of Chino to achieve a level more consistent with the SCAG projected jobs/housing ratio.

This alternative is considered to have a slightly greater impact upon biological resources than the proposed project due to the inclusion of an 18-hole golf course in the southerly portion of the project area, and potentially greater loss of windrows with related farmland habitat value in the northeast

portion of the plan area. Infrastructure and service needs for the alternative plan would be generally similar, although some population sensitive services and facilities could be reduced from that required for the proposed Specific Plan.

As was the case for the Environmental Land Use Alternative, this alternative would result in a departure from the intent of the proposed Specific Plan. The Community Core area proposed in the Specific Plan is intended to provide a variety of commercial, institutional, entertainment, and residential uses in close proximity to each other, thereby allowing for greater pedestrian-type movement and interaction, with density levels and concentrations amenable to the use of public transit.

8.5 ALTERNATIVE LOCATION

Pursuant to CEQA Guidelines 15126.6(f)(2), the City of Chino has considered alternative locations for the proposed. There are no remaining locations within the Chino Basin Dairy Area (CBDA) capable of supporting a major new planned community that meets the goals and objectives of The Preserve, while avoiding or substantially lessening any of the significant effects of the project. As discussed in EIR Section 4.2, remaining lands within the CBDA potentially capable of supporting a project of this size are already approved for development (i.e. New Model Colony-Ontario, Eastvale-Riverside County). City of Chino Subarea 1 has been planned, annexed and approved for a combination of General Industrial, Agricultural/Transitional and Greenspace (Open Space) uses. This 1,800-acre area is subject to environmental constraints that are similar to those in Subarea 2, and insufficient buildable area would have been available to create a compact, balanced community of residential and business uses similar to the proposed project.

While several developments are pending or approved in Chino Hills, Norco and Corona, these are on smaller development sites that are zoned for specific uses, and are not suitable for the type of development envisioned by The Preserve Specific Plan.

In its action including Subarea 2 within the City of Chino sphere of influence, San Bernardino County LAFCO recognized the need to comprehensively plan for the eventual transition of this portion of the County's Agricultural Preserve to alternative uses. No feasible alternative locations are available and suitable for the proposed project.

8.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an Environmentally Superior Alternative be identified. Such an alternative would result in the fewest or least significant environmental impacts while still meeting most of the objectives of the proposed project. The No Project Alternative would allow for the continued operation of area dairies. However, the impacts of current dairy operations upon water resources has

required the adoption of waste disposal and water quality regulations that, among other economic factors, potentially restrict or limit their long-term viability and continued operation within the plan area. The No Project Alternative does not identify mechanisms to provide remediation of area soils that are affected by dairy waste and other organic wastes. The No Project Alternative does, however, reduce significant impacts associated with the proposed plan in terms of transportation and circulation, agricultural land conversion, biological resources, and various public services and utilities. Therefore, pursuant to CEQA 15126.6, the No Project Alternative is identified as an environmentally superior alternative.

The evaluation of the alternatives to the proposed project identified similarities with the proposed plan and, therefore, in many instances similar impacts. This is due primarily to the fact that any major development project within the project area would represent a significant change in land use from a rural to urban character, with the resulting loss of prime farmlands and agricultural productivity. In an effort to provide an appropriate mix of urban land uses, design features with project alternatives tend to reinforce the "smart growth" and sustainable development principles associated with the proposed plan. In addition, existing constraints, such as the Prado Dam inundation area and Chino Airport, also tend to limit the range of reasonable alternatives for the site.

Of the alternatives discussed, the Environmental Land Use Alternative meets many of the proposed project objectives, while substantially decreasing the number of housing units and increasing the amount of open space. The Environmental Land Use Alternative has the benefit of reducing vehicle trips and related mobile source air emissions and noise, while slightly increasing the jobs/housing ratio. .

However, the Environmental Land Use Alternative would not reduce the level of significance of any of the identified environmental impacts without incorporating mitigation measures that are similar to those proposed for the Specific Plan. Further, this alternative does not respond as favorably to a key goal and objective of the proposed Specific Plan, which is to include a Community Core "that serves as the focal point of the community and provides a prominent expression of uniqueness." (page 6, The Preserve Specific Plan). As such, the Community Core area represents an urban design element that responds to quality of life and aesthetic considerations which are not well represented in the other alternatives. The proposed Specific Plan design would create a substantial number of jobs and integrate them within close proximity to housing, while providing pedestrian-oriented access. The combination of pedestrian-oriented access and housing units at a density capable of supporting a viable transit system would create the opportunity to significantly reduce vehicle trips and related air emissions.