

Proposed Easement Exchange Associated with the Rancho Miramonte Residential and Commercial Development Project

Comments on the November 2020 Public Draft EA

Copies of all correspondence are included in full in this appendix. The following table provides a summary of the comment and the response.

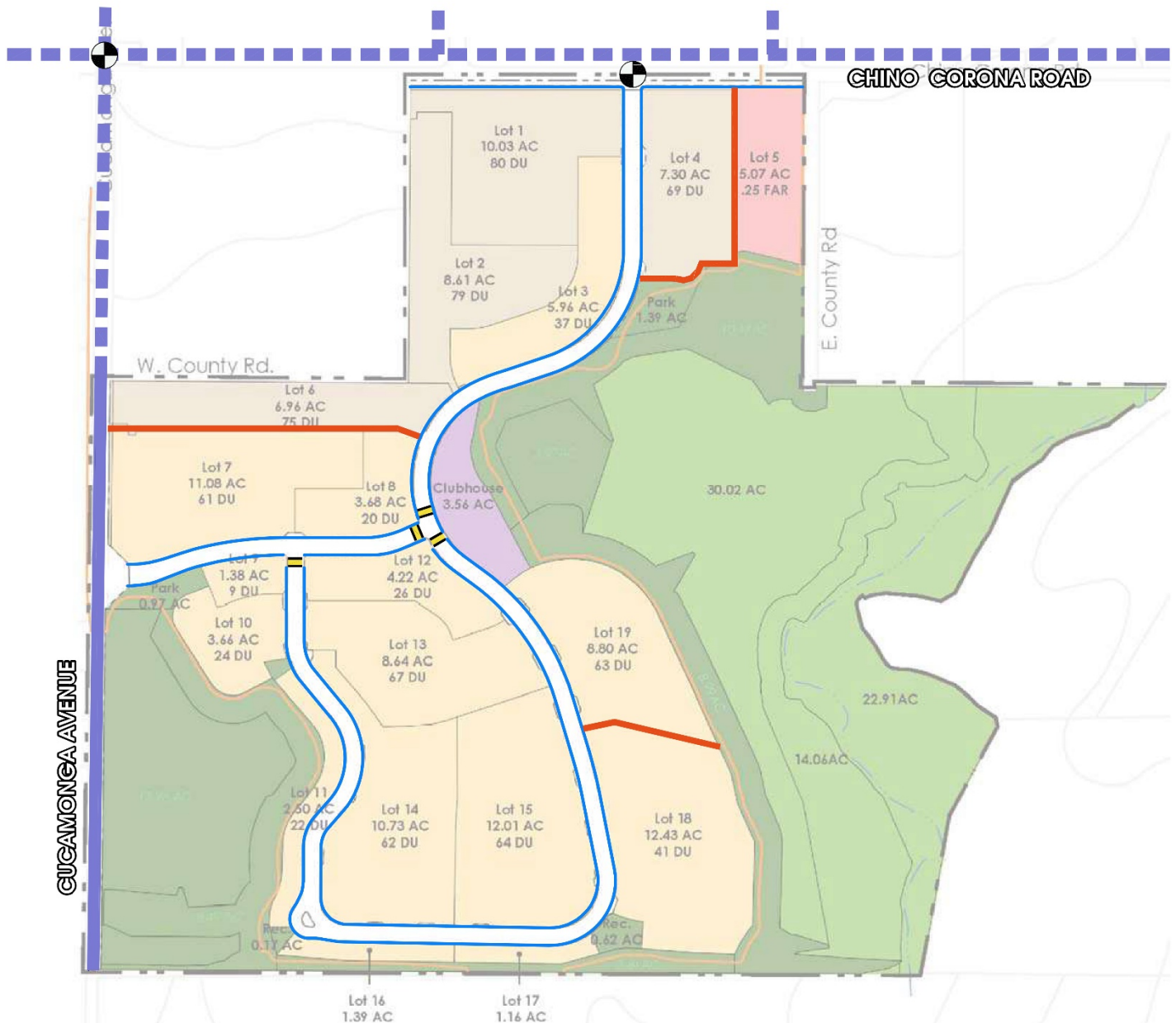
Agency/Entity	Nature of Comments	Responses to Comments/Changes in the EA
Department of Transportation (DOT), Jacob Mathew, via email 12-1-2020		
DOT-1	"We recommend a Traffic Impact Analysis (TIA) be prepared to accurately evaluate the extent of potential impacts of the project to the operational characteristics of the existing State facilities by the project area. The data used in the TIA should not be more than 2 years old and shall be based on the Southern California Association of Governments 2016 Regional Transportation Plan Model. Use the Highway Capacity Manual 6 methodology for all traffic analyses. The TIA be submitted to ensure timely review of the submitted materials to address any potential issues. Please submit a copy of the TIA and the traffic related documents for our review."	<p>As identified in Section 1.0 of the Draft Environmental Assessment (EA), the purpose of the EA is to evaluate potential environmental impacts associated with a proposed modification to the Existing Flowage Easement on the Rancho Miramonte Property. The proposed Easement Exchange would indirectly enable the Locally Approved Project to be implemented by the Project Proponent. The construction of the Locally Approved Project was evaluated in the Final EIR (SCH No. 2006121093) and certified by the city of Chino in 2009. As part of the EIR, a Traffic Study was prepared that evaluated potential traffic impacts associated with the project. The EIR identified that the project would result in significant cumulative traffic impacts largely because no mechanisms were currently in place on a project-by-project basis for local contributions to local and regional transportation improvement for regional growth occurring in the area.</p> <p>Subsequently, the Locally Approved Project was reduced in size and an Addendum to the EIR was prepared and adopted by the city of Chino in 2016. The revised project reduced the amount of approved residential units from 1,074 units to 823 units and the amount of approved commercial area from 65,000 sq. ft. to 21,000 sq. ft. As part of the Addendum to the EIR, a Traffic Study was prepared to evaluate the changes to the project and to determine if the proposed changes would result in additional significant traffic impacts. The revised project reduced the external trip generation by 13 percent for the AM peak hour, six percent for the PM peak hour, and 10 percent for the daily</p>

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		<p>conditions and determined that the revised project would result in reduced traffic impacts. Additionally, the Traffic Study included fair share cost contribution calculations to contribute towards local and regional traffic improvements to account for regional growth occurring in the area.</p> <p>The proposed Easement Exchange would not generate any additional traffic beyond what was evaluated in the CEQA documents and supporting traffic studies. Because the proposed Easement Exchange would have no traffic impacts beyond what was previously studied under CEQA, there is no need or requirement under NEPA to prepare a new traffic study.</p> <p>The comments do not identify any new significant impacts or provide any new information that would change the level of impact determinations in the Draft EA. No change to the EA is required.</p>
DOT-2	<p>“Caltrans is committed to providing a safe transportation system for all users. We encourage the City to embark a safe, sustainable, integrated and efficient transportation system and complete street to enhance California’s economy and livability. A pedestrian/bike-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas. (See Complete Street Implementation Action Plan 2.0 at http://www.dot.ca.gov/hq/tpp/offices/ocp/docs/CSIAP2_rpt.pdf).”</p> <p>“Design the local streets to serve vehicular and pedestrian circulation equally, and for safe pedestrian friendly environment. Consider both Americans with Disability Act and California Highway Design Manual standards and requirements to provide transportation routes for all users and modes, including pedestrian and bicyclists. Provide a continuous multi-modal circulation system throughout the City, specifically for pedestrians, allowing current/future</p>	<p>As shown at the end of this summary matrix, <u>Attachment A, Rancho Miramonte Backbone Pedestrian Network</u>, the Locally Approved Project includes a plan of walkways and pedestrian paths that promotes pedestrian safety and access. The plan establishes a pedestrian network emphasizing safe routes to the neighborhood retail and clubhouse, park, and recreational areas. The pedestrian routes include street sidewalks and walkways.</p> <p>The comments do not identify any new significant impacts or provide any new information that would change the level of impact determinations in the Draft EA. No change to the EA is required.</p>







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	residents, employees, and guests to access the attraction places.”	
DOT-3	<p>“Relegate the parking spaces to the back of the buildings and locate preferential parking for vanpools and carpools, along with, secure, visible, and convenient bicycle parking/racks accessible to retail and office locations. Consider installing electric vehicle charging stations, and locate parking space for low-emitting, fuel-efficient, alternative-fueled vehicle visitor parking in commercial and office uses.”</p>	<p>As shown at the end of this summary matrix, <u>Attachment B, Rancho Miramonte Bikeway and NEV Accommodations</u>, the Locally Approved Project includes a bikeways plan that would provide for connectivity between the local pedestrian network and facilities shown on the City of Chino General Plan.</p> <p>The circulation plan for the Locally Approved Project has been designed to allow residents to operate Neighborhood Electric Vehicles or golf carts for short distance trips within the community. During the final design, opportunities to provide electric vehicle charging stations at the commercial center and recreation center will be identified by the Project Proponent.</p> <p>The comments do not identify any new significant impacts or provide any new information that would change the level of impact determinations in the Draft EA. No change to the EA is required.</p>
U.S. Department of the Interior, U.S. Fish and Wildlife Service, Karin Cleary-Rose, via email 12-8-2020		
USFWS-1	<p>“Earthwork in the Easement Exchange area will redistribute soil primarily from the eastern side of the property near Mill Creek into residential development area. Surveys conducted in 2018 showed no LBV or SWFL outside of the wooded portion of the Project footprint (ESA 2018b, ESA 2018c). Actions occurring in this area as part of the habitat restoration project were fully assessed during the previous informal consultation. The current Project does not include any effects to LBV, SWFL, or their designated critical habitat that were not previously addressed in the 2019 consultation.</p> <p>If the Project is completed as described, the Service concurs with your determination that the proposed Rancho Miramonte Housing Development Project Flowage Easement</p>	Thank you for your concurrence letter.

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	Exchange is not likely to adversely affect LBV or SWFL or their designated critical habitats. Therefore, the interagency consultation requirements of section 7 of the Act have been satisfied. Although our concurrence ends informal consultation, obligations under section 7 of the Act will be reconsidered if new information reveals effects of the agency action that may affect listed species or designated critical habitat in a manner or to an extent not previously considered, or this action is subsequently modified in a manner that was not considered in this assessment.”	
Endangered Habitats League (EHL), Dan Silver, via email 12-15-2020		
EHL-1	“Endangered Habitats League (EHL) has no objection to the proposed easement exchange and subsequent implementation for purposes of flood protection.”	Thank you for your letter.
San Bernardino County Department of Public Works, Michael R. Perry, via email 12-28-2020		
SBC-1	<p>“Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. We received this request on November 30, 2020 and pursuant to our review, we have no comments at this time.</p> <p>We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project.”</p>	Thank you for your letter. San Bernardino County Department of Public Works is on the distribution list.

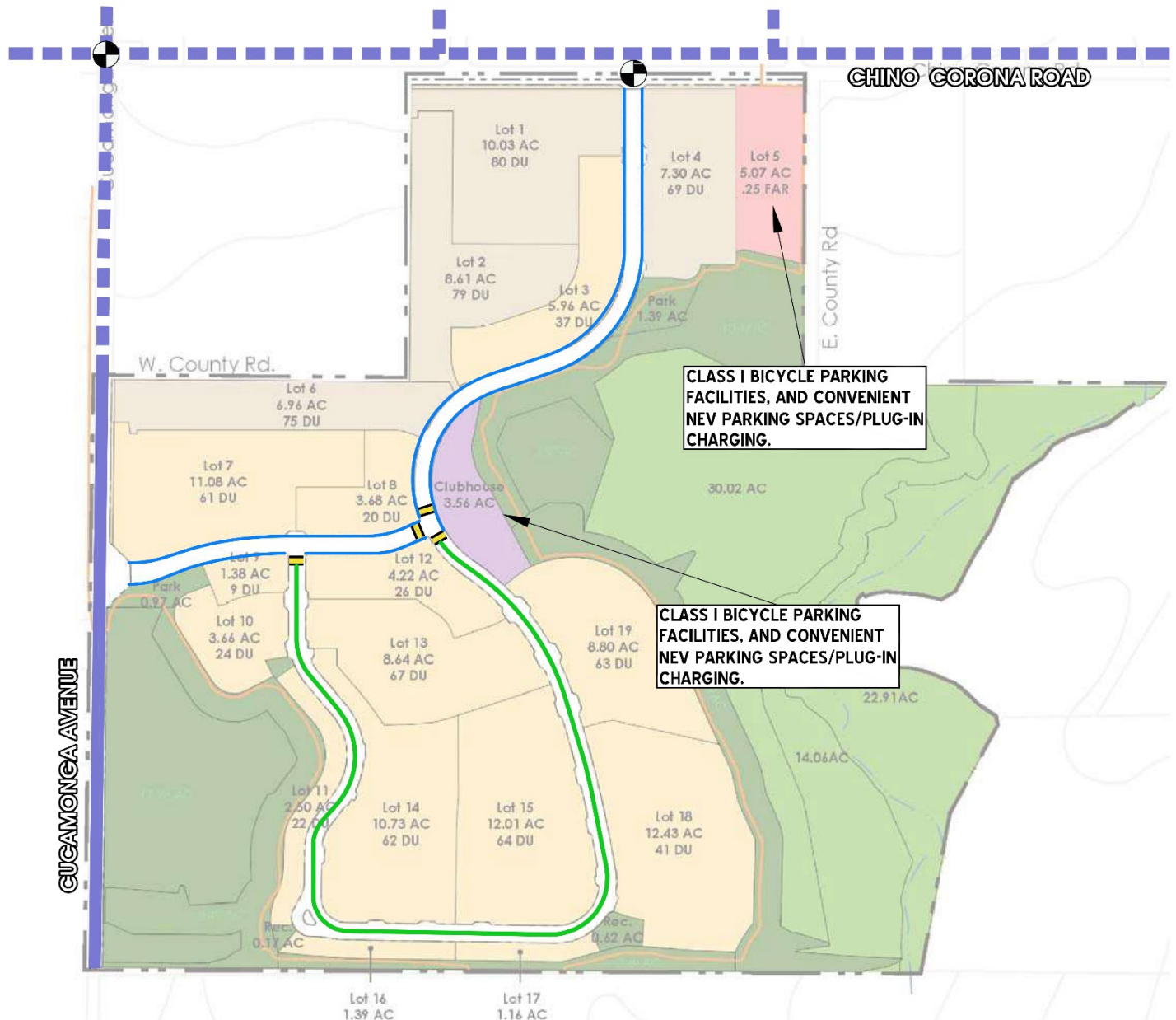
RANCHO MIRAMONTE BACKBONE PEDESTRIAN NETWORK



LEGEND:

-  Traffic Signal With Crosswalks
-  Crosswalks at Stop or Yield Controlled Intersections
-  Class I - Bike/Pedestrian Shared Use Path (Off-Street)
-  Future Off-Site Class I - Bike Trail
-  Pedestrian Pathways (Local Street Sidewalks or Off-Road Trails)
-  Sidewalks

RANCHO MIRAMONTE BIKEWAY AND NEV ACCOMMODATIONS



LEGEND:

- Traffic Signal With Crosswalks
- Crosswalks at Stop or Yield Controlled Intersections
- Class I - Bike/Pedestrian Shared Use Path (Off-Street)
- Future Off-Site Class I - Bike Trail
- Bike Lanes (On-Street, Class II)
- Shared Lanes (Class III) With "Share The Road" Sign Assembly and Shared-Lane Pavement Markings